

**CITY OF VAUGHAN
COMMITTEE OF THE WHOLE (2)
ADDENDUM AGENDA**

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

This is an Electronic Meeting. The Council Chamber will not be open to the public. Public comments can be submitted by email to clerks@vaughan.ca. To make a verbal presentation, please send a completed Request to Speak Form to clerks@vaughan.ca or call Access Vaughan at 905-832-2281 by 12:00 noon on the last business day before the meeting.

Tuesday, December 8, 2020

1:00 p.m.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

Pages

5. PRESENTATIONS

1. *Mr. Rick Bertozzi, Kleinburg Tennis Club*

The Kleinburg Tennis Club is proposing a Pilot Project to relocate to the Chatfield District Park as the new 'Vaughan Tennis Club', as the current location is suppressing growth. The Club would like the opportunity to work with City staff to review both short-term and long-term plans for the Club.

**6. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION
INCLUDING MEMBERS RESOLUTION(S)**

Addendum Listing

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| 8. | <i>ANATOLIA CAPITAL CORP. ZONING BY-LAW AMENDMENT FILE
Z.18.025 SITE DEVELOPMENT FILE DA.18.065 - 8811 HUNTINGTON
ROAD VICINITY OF HUNTINGTON ROAD AND LANGSTAFF ROAD
(REFERRED)</i>
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| 9. | <i>ANATOLIA CAPITAL CORP. ZONING BY-LAW AMENDMENT FILE
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| 10. | <i>ANATOLIA INVESTMENTS CORP. ZONING BY-LAW AMENDMENT
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| 11. | <i>RENOVATION AND ADDITION – SINGLE DETACHED DWELLING
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DISTRICT (TRANSMITTAL REPORT)</i>
Report forwarded from the Heritage Vaughan Committee with respect to
the above. | 191 |
| 12. | <i>LOT SEVERANCES AT 737 AND 739 NASHVILLE ROAD, AS PART OF
A LARGER ADJACENT DEVELOPMENT IN THE KLEINBURG-
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| 6. | <i>Heritage Vaughan Committee meeting of November 30, 2020 (Report
No. 8)</i> | 389 |
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Committee of the Whole (2) Report

DATE: Tuesday, December 08, 2020

WARD: 2

**TITLE: ANATOLIA CAPITAL CORP.
ZONING BY-LAW AMENDMENT FILE Z.18.025
SITE DEVELOPMENT FILE DA.18.065
8811 HUNTINGTON ROAD
VICINITY OF HUNTINGTON ROAD AND LANGSTAFF ROAD
(REFERRED)**

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Site Development Files Z.18.025 and DA.18.065 (Anatolia Capital Corp.) for the Subject Lands shown on Attachment 2. The Owner proposes to rezone the Subject Lands from “A Agricultural Zone” to “EM1 Prestige Employment Area Zone”, “EM1(H) Prestige Employment Area Zone” with the Holding Symbol “(H)”, “EM2(H) General Employment Area Zone” with the Holding Symbol “(H)”, and “OS1 Open Space Conservation Zone” together with site-specific zoning Exceptions to permit the development of an employment building, as shown on Attachments 3 to 5.

Report Highlights

- The Owner proposes to rezone and develop the Subject Lands with one employment building accessed from Huntington Road
- Zoning By-law Amendment and Site Development Applications are required to permit the development
- The report provides an update on the status of the Block 59 Block Plan conditions of approval
- The Development Planning Department supports the approval of the Applications as they will permit a development consistent with the Provincial Policy Statement, conforms to the Growth Plan, York Region Official Plan and the Vaughan Official Plan 2010 and is compatible with the existing and planned land uses in the surrounding area

Recommendations

The Committee of the Whole, at its meeting of December 1, 2020 recommended the following (Item 4, Report No. 57):

Recommendation of the Committee of the Whole meeting of December 1, 2020:
The Committee of the Whole recommends that consideration of this matter be deferred to the Committee of the Whole meeting of December 8, 2020, to allow staff to report back on the issues raised.

Report and Recommendations of the Deputy City Manager, Infrastructure Development, dated December 1, 2020:

Recommendations

1. THAT Zoning By-law Amendment File Z.18.025 (Anatolia Capital Corp.) BE APPROVED to amend Zoning By-law 1-88, to rezone the Subject Lands from “A Agricultural Zone” to “EM1 Prestige Employment Area Zone”, “EM1(H) Prestige Employment Area Zone” with the Holding Symbol “(H)”, “EM2(H) General Employment Area Zone” with the Holding Symbol “(H)”, and “OS1 Open Space Conservation Zone”, in the manner shown on Attachment 3, together with the site-specific zoning exceptions identified in Table 1 of this report.
2. THAT the Owner, (Anatolia Capital Corp.), enter into an agreement with the City of Vaughan to provide securities and commit to undertaking works based on the preliminary design for the provision of external municipal services including municipal storm sewers and stormwater outlet to Rainbow Creek (via future John Lawrie Street as shown on Attachment 6) complete with appropriate easements to facilitate the development of the Subject Lands, all to the satisfaction of the City and the Toronto and Region Conservation Authority. This agreement shall be executed prior to enactment of the Zoning By-law unless alternative arrangements are made to the satisfaction of the City.
3. THAT the Holding Symbol “(H)” shall not be removed from the Subject Lands or any portion thereof, until the following conditions are satisfied:
 - a) Draft Plan of Subdivision File 19T- 18V009 is approved by Vaughan Council;
 - b) All remaining Block 59 conditions of Block Plan approval as shown on Attachment 8;
 - c) For the lands zoned EM1(H) Prestige Employment Area Zone with the Holding Symbol “(H)” and EM2(H) General Employment Area Zone with the Holding Symbol “(H)” as shown on Attachment 3 lot consolidation is required for the portion of each lot located on the abutting property to the south;

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4. THAT the Owner be permitted to apply for a Minor Variance Application(s) to 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, if required.
5. THAT Site Development File DA.18.065 BE DRAFT APPROVED AND SUBJECT TO THE CONDITIONS included in Attachment 1 to the satisfaction of the Development Planning Department, to permit one employment building on the Subject Lands, identified as "Building 1" on Attachments 3 to 5:

Background

The subject lands (the 'Subject Lands') shown on Attachment 2 are located on the east side of Huntington Road, between Rutherford Road and Langstaff Road, and are known municipally as 8811 Huntington Road. Rainbow Creek also traverses the Subject Lands. The Subject Lands and the surrounding land uses are shown on Attachment 2.

The Owner owns other lands in Block 59, subject to concurrent Zoning

By-law Amendment, Draft Plan of Subdivision and Site Development applications
The Owner has submitted Zoning By-law Amendment and Site Development Applications on two additional properties within the Block 59 area, shown on Attachment 2. These applications are being reviewed concurrently and form part of the December 8, 2020, Committee of the Whole agenda. The related Draft Plan of Subdivision Application as shown on Attachment 9 will be considered in a technical report at a future Committee of the Whole meeting.

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

The City on January 11, 2019 circulated a Notice of Public Meeting to all property owners within 150 m of the Subject Lands shown on Attachment 2 and to the West Woodbridge Homeowners' Association, the Kleinburg and Area Ratepayers' Association, and the Greater Woodbridge Ratepayers' Association. A copy of the Notice of Public Meeting was also posted on the City's website at www.vaughan.ca and a Notice Sign was installed on the Huntington Road street frontage, in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on February 5, 2019 to receive comments from the public and Committee of the Whole. Vaughan Council on February 12, 2019 ratified the recommendation of the Committee of the Whole to receive the

Public Meeting report of February 5, 2019 and to forward a comprehensive report to a future Committee of the Whole meeting.

No written submissions regarding the Applications were received by the Development Planning Department. Mr. Mark Yarranton, KLM Planning Partners Inc., Jardin Drive, Vaughan, made a deputation on behalf of the Owner, at the Public Meeting regarding the Applications.

Previous Reports/Authority

The following are links to previous report regarding the Subject Lands:

Block 59 Committee of the Whole Report:

[June 16, 2020, Committee of the Whole \(Item 10 Report No. 25, Recommendations 1 to 9, adopted as amended by Vaughan Council on June 29, 2020\)](#)

Public Meeting (Applications) Report:

[February 5, 2019, Committee of the Whole \(Public Meeting\) \(Item 5, Report No.8, Recommendation 1\)](#)

Block 59 Block Plan Application (File BL.59.2014) Public Meeting Report:

[June 17, 2014, Committee of the Whole \(Public Meeting\) \(Item 5, Report No. 32, Recommendations 1 to 3, adopted as amended by Vaughan Council on June 24, 2014\)](#)

Analysis and Options

Zoning By-law Amendment and Site Development Applications have been submitted to permit the development

Anatolia Capital Corp. (the 'Owner') has submitted the following applications (the 'Applications') to facilitate the development shown on Attachments 3 to 5. Three buildings are proposed on the entirety of the Subject Lands, however, only Building 1 (the 'Development') as identified in Attachment 3, is being considered at this time.

1. Zoning By-law Amendment File Z.18.025 to amend Zoning By-law 1-88, specifically to rezone the Subject Lands from "A Agricultural Zone" to "EM1 Prestige Employment Area Zone", "EM1(H) Prestige Employment Area Zone" with the Holding Symbol "(H)", "EM2(H) General Employment Area Zone" with the Holding Symbol "(H)", and "OS1 Open Space Conservation Zone", in the manner shown on Attachment 3, and to permit site-specific zoning exceptions identified in Table 1 of this report.

2. Site Development File DA.18.065, as shown on Attachments 3 to 5, to permit the development of one employment building identified as “Building 1” in Attachment 3.

The Development is consistent with the Provincial Policy Statement, 2020 (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 provides for appropriate development while ensuring public health and safety, and the quality of the natural and built environment are protected. In accordance with Section 3(5) of the *Planning Act*, all land use decisions in Ontario “shall be consistent with” the PPS.

The employment policies in Section 1.3.1 of the PPS states (in part), “Planning authorities shall promote economic development and competitiveness by:

- providing for an appropriate mix and range of employment and institutional uses to meet long-term needs
- providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses
- ensuring the necessary infrastructure is provided to support current and projected needs

The Development utilizes an undeveloped site within the Block 59 Employment Area and will support employment uses. The Development complements and is compatible with the planned uses within the West Vaughan Employment Area and would provide diversified employment opportunities to meet the City’s long-term employment needs. The Subject Lands are located in an area where servicing and infrastructure is available for the Development.

Section 2.6 Cultural Heritage and Archaeology of the PPS speaks to the conservation of significant built heritage resources. The Owner has demonstrated the heritage attribute, being the Henry Burton House as shown on Attachment 3, will be preserved and has obtained approval from the Heritage Vaughan Committee and Vaughan Council for the proposed preservation, relocation and rehabilitation of the structure.

In consideration of the above, the Development is consistent with the PPS.

The Development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended (the ‘Growth Plan’)

The 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 flexibility to capitalize on new economic and employment opportunities while providing certainty for traditional industries. The Growth Plan encourages the concentration of population and employment growth within Settlement Areas and promotes the development of complete communities offering a mix of jobs, amenities, services and housing types. In accordance with Section 3(5) of the *Planning Act*, Vaughan Council’s planning decisions shall conform to the Growth Plan.

The Employment policies of Section 2.2.5.1 directs that economic development and competitiveness in the Greater Golden Horseshoe be promoted by:

- making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities
- integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment

Schedule 1 - Urban Structure of VOP 2010 identifies the Subject Lands as being located within “Employment Areas”. The Development implements an employment use within a Settlement Area where municipal water and wastewater services are available and will contribute towards the development of employment lands in Block 59. Therefore, the Development conforms to the Growth Plan.

The Development conforms to the York Region Official Plan, 2010 (‘YROP’)

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

The Subject Lands are identified as “Urban Area” on Map 1: Regional Structure of the YROP, and permits a range of residential, commercial, employment and institutional uses, subject to additional policy criteria, and are identified as being within the “Strategic Employment Lands - Conceptual” by Figure 2: York Region Strategic Employment Lands of the YROP.

Section 4.3 contains policies with respect to Planning for Employment Lands to recognize employment lands are strategic and vital to the Regional economy and are major drivers of economic activity in the Region. As such, require local municipalities (i.e. Vaughan) to designate and protect employment lands in local municipal official plans and protect, maintain and enhance the long-term viability of all employment lands designated in local municipal official plans for employment land uses.

Policy 4.3.6 states, “It is the policy of Council to protect strategic employment lands, including lands identified in Figure 2. These lands are identified based on their proximity to existing or planned 400-series highways and shall be designated for employment land uses in local municipal official plans”.

Policy 4.3.14 also requires that local municipalities, in consultation with York Region, prepare comprehensive secondary plans for new employment lands.

The Development would facilitate employment uses where employment lands have been identified and designated in the Vaughan Official Plan, 2010 (‘VOP 2010’). The Subject Lands form part of the VOP 2010, Volume 2, Section 11.9 – the West Vaughan Employment Area Secondary Plan as required for new employment lands. The Development conforms to the policies of the YROP.

The Development conforms to the Vaughan Official Plan 2010 (‘VOP 2010’)

The Subject Lands are designated “Prestige Employment” (west of the valley), “General Employment” (east of the valley) and “Natural Areas” (valley and Rainbow Creek) by VOP 2010, Volume 2, Section 11.9 - the West Vaughan Employment Area Secondary Plan (‘WVEASP’). Schedule 1 of VOP 2010 also identifies the Subject Lands as an “Employment Area” and “Natural Area and Countryside”.

The “Prestige Employment” designation permits industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted within the “Prestige Employment” designation. Office uses, limited retail uses, and gas stations are also permitted in the “Prestige Employment” designation, subject to meeting certain criteria outlined in VOP 2010. Employment Industrial Buildings are also a permitted building type within the “Prestige Employment” designation.

Section 2.7 Site Specific Policies of the WVEASP indicates the area used for the placing or parking of transitory vehicles, trucks, tractors and trailers used for the conveyance of goods and materials to and from the distribution warehouse use on the lot shall not be considered to be outside storage for lands identified on Schedule 3 “Land Use” of the WVEASP.

The “General Employment” designation permits a full range of industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, transportation, distribution, any of which may or may not include outdoor storage, but not used for the sole purpose of outside storage. Accessory office and/or retail uses, and gas stations are also permitted in the “General Employment” designation, subject to meeting certain criteria outlined in VOP 2010. Employment Industrial Buildings are also a permitted

building type within the “General Employment” designation.

The manufacturing and/or warehousing uses are proposed within wholly enclosed employment/industrial buildings in the “Prestige Employment” and “General Employment” designations with the exception of transitory vehicles, trucks and trailers associated with distribution warehouse uses.

The “Natural Areas” designation identifies those portions of the City being part of the Natural Heritage Network. The policies of VOP 2010 require the Natural Heritage Network be protected and enhanced, as an interconnected system of natural features and the functions they perform. The “Natural Areas” designation on the Subject Lands are specifically identified as a “Core Feature” by VOP 2010. The location of Rainbow Creek coincides with the “Natural Areas” designation on the Subject Lands, and will be incorporated into the valley blocks together with the environmental buffer blocks in the related Draft Plan of Subdivision application.

The policies of VOP 2010 require Core Features and their minimum vegetation protection zones be dedicated to an appropriate public agency (e.g. the City or the Toronto and Region Conservation Authority - “TRCA”) at no public expense, through the development approval process. The conveyance of these lands will be secured through the related Draft Plan of Subdivision File 19T-18V009 to ensure the integrity of the ecological systems on or within direct proximity to the Subject Lands will be maintained. The development limits of the Subject Lands, including all the natural heritage features and hazards, have been determined through the Block Plan process in accordance with the policies of VOP 2010 and the WVEASP.

The Development is permitted by the “Prestige Employment”, “General Employment” and “Natural Areas” land use designations.

The Development (Building 1) shown on Attachment 3 to 5 respects the following design criteria in accordance with Section 9.1.2.10 a) through h) of VOP 2010 (in part):

“That in Employment Areas, new development will be designed to:

- a. allow for a variety of lot sizes and building sizes to accommodate a wide range of employment uses as permitted through Section 9.2 of this Plan;
- b. provide safe and direct access to buildings for pedestrians, cyclists and transit users;
- c. maximize the placement of buildings along the frontage of lots facing public streets and have regard for appropriate landscaping;
- d. limit surface parking between the front face of a building and the public street or sidewalk;

- e. provide safe and direct pedestrian walkways from the public street and parking areas to main building entrances;
- f. buffering and screening any surface parking areas from all property lines through the use of setbacks and landscaping;
- g. buffering and screening any outdoor storage areas, where permitted, through the use of setbacks, landscaping and fencing; and
- h. provide appropriate parks and open spaces as set out in Section 7.3.”

The Development shown on Attachments 3 to 5 respects the design criteria above by providing a building to accommodate a range of employment uses, providing safe and direct access to buildings for a variety of transportation modes, providing appropriate built form, landscaping and setbacks. The proposed uses and the Development conform to the policies of VOP 2010.

The Development conforms to the final Block Plan, Urban Design Guidelines, Architectural Design Guidelines, and Landscape Master Plan for the Block 59 Area

Section 10.1.1 of VOP 2010, Volume 1 states that a Block Plan is required for all Secondary Plans. Vaughan Council on June 17, 2014, considered the draft Block 59 Plan at a Public Meeting (File BL.59.2014). Council on June 29, 2020 considered and approved the application for the Block Plan, and the Block 59 Plan dated December 10, 2019, subject to the fulfillment of Block Plan conditions of approval. Two of the 9 recommendations contained in the June 16, 2020 report recognized that through the fulfillment of the Block Plan conditions, the final Block Plan may require updating:

- The Block 59 Plan be modified as required through the resolution of conditions identified in Attachment 1 of the Block Plan report
- Any changes resulting from the fulfillment of the conditions be made prior to any future approval of a Zoning By-law Amendment application or draft approval of a Draft Plan of Subdivision or Site Development application

Condition 1 of Block Plan approval also recognizes the final Block Plan shall relate to the draft Block 59 Plan dated December 10, 2019. Two changes have been reflected in the final Block 59 Block Plan, dated September 3, 2020 as shown on Attachment 6. The Land Use Distribution has also been updated to reflect these changes as shown in Attachment 7.

The final Block 59 Block Plan identifies the Subject Lands as “Prestige Employment”, “General Employment”, “Natural Heritage Feature” and “10 m Buffer”. Street “F” and the extension of John Lawrie Street are also identified and will be future development on the Subject Lands.

The final Block 59 Plan shown on Attachment 6 is generally consistent with the Block Plan dated December 10, 2019 and reflects the following modifications for areas outside of the Subject Lands:

- The area of the “Prestige Employment” designation has been reduced in the southwest quadrant of the Block (part of Parcel #17 on the final Block Plan). This modification accurately reflects the extent of the “Prestige Employment” designation and reflects the “General Employment” designation as shown in the WVEA Secondary Plan. In doing so, the extent of land uses designation shown through the current development applications, are consistent with the final Block Plan for the southwest quadrant of Block 59.
- Street ‘L’ connecting Line Drive to Highway 27 in the southeast quadrant of Block 59 as shown on Attachment 6, was previously shown as “proposed” and is now being shown as part of the Block Plan. This change reflects the Traffic and Transportation Study update (October 2020) which includes Street ‘L’ as part of the transportation network and has been approved to the satisfaction of York Region and the City of Vaughan.

A number of Block 59 Block Plan conditions of approval have been satisfied as shown on Attachment 8. The Policy Planning and Environmental Sustainability Department (‘PPES’) and the Development Engineering (‘DE’) Department have reviewed the outstanding conditions and are satisfied they can be appropriately addressed in advance of consideration of the related Draft Plan of Subdivision application and lifting of the Holding Symbol “(H)” from the Subject Land, and/or become a condition of the related Draft Plan of Subdivision approval.

The proposed development conforms to the approved Block 59 Plan.

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 as shown on Attachment 2. The “A Agricultural Zone” does not permit the Development. The Owner proposes to amend Zoning By-law 1-88, to rezone the Subject Lands to “EM1 Prestige Employment Area Zone”, “EM1(H) Prestige Employment Area Zone” with the Holding Symbol “(H)”, “EM2(H) General Employment Area Zone” with the Holding Symbol “(H)”, and “OS1 Open Space Conservation Zone” together with the following site-specific zoning exceptions to the EM1 and EM2 Zone Standards:

Table 1

	Zoning By-law 1-88 Standard	‘EM1 Prestige Employment Area Zone’ Requirements	Proposed Exceptions to the ‘EM1 Prestige Employment Area Zone’ Requirements

a.	Minimum Landscape Strip Abutting an OS1 Zone	7.5 m	1.5 m (Building 1)
b.	Definition of a Lot Line, Front	Means the street line, provided that in the case of a corner lot, the shorter street line is deemed to be the front lot line	Huntington Road shall be deemed to be the Front Lot Line for Building 1
	Zoning By-law 1-88 Standard	'EM2 General Employment Area Zone' Requirements	Proposed Exceptions to the 'EM2 General Employment Area Zone' Requirements
c.	Minimum Landscape Strip Abutting an OS1 Zone	7.5 m	3 m (Buildings 2 and 3)
d.	Minimum Rear Yard Setback	12 m	9 m (Buildings 2 and 3)
	Zoning By-law 1-88 Standard	'EM1 and EM2 Zone' Requirements	Proposed Exceptions to the 'EM1 and EM2 Zone' Requirements
e.	Minimum Required Parking	Warehousing: 1 parking space/100 m ² GFA <u>Building 1</u> 12,904.09 m ² x 1 space/100 m ² = 130 spaces <u>Building 2</u> 39,616.69 m ² x 1 space/100 m ² = 397 spaces <u>Building 3</u> 49,709.75 m ² x 1 space/100 m ² = 498 spaces	Warehousing: 0.7 parking spaces/100 m ² GFA <u>Building 1</u> 12,904.09 m ² x 0.7 spaces/100 m ² = 91 spaces <u>Building 2</u> 39,616.69 m ² x 0.7 spaces/100 m ² = 278 spaces <u>Building 3</u> 49,709.75 m ² x 0.7 spaces/100 m ² = 348 spaces

		Employment Uses other than Warehousing (greater than 3700 m ² GFA): 1.5 parking spaces / 100m ² . GFA plus 2 parking spaces per 100m ² . GFA devoted to ancillary office use, plus the requirements for any other use, or 3.5 parking spaces per unit, whichever is greater	Employment Uses other than Warehousing: 0.7 parking spaces/100 m ² GFA
	Zoning By-law 1-88 Standard	'EM1 and EM2 Zone' Requirements	Proposed Exceptions to the 'EM1 and EM2 Zone' Requirements
		Employment Uses other than Warehousing (equal or less than 3700m ² GFA): 2 parking spaces / 100m ² . GFA or 3.5 parking spaces per unit, whichever is greater	
f.	Outside Storage of Trucks and Trailers, Accessory to a Distribution Warehouse Use	Not permitted in an EM1 Prestige Employment Area Zone	Trucks and trailers accessory to a distribution warehouse use shall not be considered outside storage in an EM1 Prestige Employment Area Zone
g.	Location of Loading Spaces	Loading spaces are not permitted between a building and a street	Permit loading spaces to be located between a building and a street if a portion(s) of the building is located closer to the street than the loading space

The Development Planning Department can support the zoning exceptions in Table 1 on the following basis:

The proposed Employment Zones implement the policies of VOP 2010 for the Subject Lands and are therefore considered appropriate. The Holding Symbol "(H)" is proposed for the lands located east of the valley to be lifted upon a number of conditions being

satisfied, including approval of the related Draft Plan of Subdivision Application (File 19T-18V009) for the Blocks.

The requested zoning exceptions in Table 1 are consistent with exceptions for other employment development in the area. The exception for outside storage conforms with Section 2.7 Site Specific Policies of the WVEASP which permits the placing of trucks and trailers accessory to a distribution warehouse and shall not be considered outside storage. Notwithstanding the statement above, solid screening in the form of a combination of landscaping and fencing shall be required along the lot line abutting any Open Space Zone to screen the future trail and open space from any vehicles and equipment associated with the distribution and warehouse uses. A provision to this effect will be included in the implementing Zoning by-law.

In consideration of the above, the Development Planning Department can support the proposed zoning exceptions.

The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance application, if required, within 2 years of a Zoning By-law coming into full force and effect

Section 45(1.3) of the *Planning Act* restricts a landowner from applying to the Committee of Adjustment for a Minor Variance application within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow a landowner to apply for a Minor Variance application(s) within 2 years of the passing of the zoning by-law amendment.

Should Council approve Zoning By-law File Z.18.027, 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 Development. A condition to this effect is included in the Recommendation of this report.

The Development Planning Department supports the Site Development Application, subject to the Recommendations of this report

Site Plan

The Owner seeks approval for “Building 1” abutting Huntington Road as shown on Attachments 3 to 5 as part of this approval for Site Development Files DA.18.065. The remaining Development identified as “Future Development” on Attachment 3 will be considered in a future technical report for Council’s consideration.

Building 1 consists of 2 Phases as shown on Attachment 3 as is oriented parallel to Huntington Road. Pedestrian connections are proposed throughout the parking areas

and will interconnect to the proposed sidewalk/multi-use path along Huntington Road and provide safe pedestrian permeability into the site. Parking is located along the front of the building and truck loading occurs on the east elevation. The final site plan including the design for the boulevards and entry features shall be to the satisfaction of Development Planning.

Building Elevations

The proposed one-storey employment building elevations shown on Attachment 5 include a combination of glazing, precast concrete and composite metal panels. Staff recommends additional design elements such as building recesses, protrusions, and materiality be used to enhance and articulate the facades of the building facing Huntington Road and a combination of an architectural wall and/or landscaping be provided to screen the truck loading area. The final building elevations shall be to the satisfaction of the Development Planning Department.

Lighting

Light spillage needs to be minimized to 0.0lux to the property line towards the valley while 5.0 lux is achieved along barrier-free pathways and 2.0 lux on all other pedestrian areas.

Landscape Plan

The proposed landscape plan is shown on Attachment 4 and consists of a variety of deciduous and coniferous trees and shrubs and ornamental grasses. Staff recommend additional landscaping be provided along Future Street “1” as identified in Attachment 4. The primary gateway feature and secondary entry feature needs to be fully designed, including the treatment in the sight triangle to be compatible and compliment the one already installed across the street on Trade Valley. The traffic islands should include sufficient salt tolerant trees species and soil volume to provide appropriate landscaping. The Owner is required to provide the updated information as requested and the final Landscape Plan and cost estimates should be to the satisfaction of the Development Planning Department.

Sustainability Performance Metrics

The Owner has submitted a Sustainability Performance Metric scoring tool. A revised Sustainability Performance Metric scoring tool and cover letter must be submitted to demonstrate how the development achieves the minimum Sustainability Performance Metric (‘SPM’) application score of 31 points for Bronze level.

Cultural Heritage

The Subject Lands include an existing 2-storey dwelling known as the Henry Burton House generally located as shown on Attachment 3. The main block of the Henry Burton House will be relocated on the Subject Lands and restored for another yet to be determined compatible use. Vaughan Council on September 29, 2020 approved the

recommendation of Heritage Vaughan to approve the proposed preservation, relocation and rehabilitation of the Henry Burton House.

Prior to the execution of the Site Plan Agreement the Owner shall provide registered confirmation of clearance of Archaeological Assessment conditions and requirements for the entire area affected by the proposed development from the Ontario Ministry of Heritage, Sport, Tourism, Culture Industries. A Condition to this effect is included in Attachment 1.

Arborist Report and Tree Preservation Plan

An Arborist Report and a Tree Inventory and Preservation Plan prepared by Baker Turner Inc. was submitted with the Applications to identify the number, species, condition, and size (diameter) of the existing private trees proposed to be preserved or removed from the Subject Lands. A total of 35 privately-owned trees are proposed to be removed from the Subject Lands. Any trees that are proposed to be preserved must be protected with tree protection fencing during construction.

The Owner will be required to enter into a Tree Protection Agreement with the City for this Development to address the privately-owned trees and the municipal trees proposed to be removed or preserved and the proposed replacement trees.

The Development Planning Department, Urban Design and Cultural Heritage Division, and the Parks Operations and Forestry Department have reviewed the Arborist Report and Tree Inventory and Preservation Plan submitted with the Applications and require more details on the proposed tree protection zones and removals. The proposed tree replacements and the proposed compensation ('cash-in-lieu') amount of \$19,250.00 required to be paid in accordance with the City's Council adopted Tree Protection Protocol and Tree Protection By-law 052-2018.

In instances where it has been determined by the City more replacement trees are required than can reasonably be accommodated on the Subject Lands, a 'cash-in-lieu' payment may be made to the Tree Replacement 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 Master Landscape Plan. As such the following condition will be included in the Site Plan Agreement in accordance with the Recommendations of this report:

"Prior to the registration of this Agreement, the Owner shall provide compensation to Vaughan for removal of 35 existing trees located within the Subject Lands and cannot be re-accommodated on-site, in the amount of \$19,250.00 payable by certified cheque in accordance with and to the satisfaction of Vaughan's Replacement Tree Requirements pursuant to Vaughan

Council enacted tree By-law 052-2018 and the Vaughan Tree Protection Protocol”.

The Owner must satisfy all outstanding comments prior to the execution of the Site Plan Agreement and the Development Planning Department must approve the final site plan, landscape plan and details, landscape cost estimate, arborist report, tree preservation plan and building elevations. A condition to this effect is included in Attachment 1. The Development Planning Department is satisfied with the Development, as shown on Attachments 3 to 5, subject to the above-noted condition included in the Recommendations of this report.

The Development Engineering Department supports the Development, subject to the Conditions of Approval

The Development Engineering (‘DE’) Department has provided the following comments regarding the Development:

Transportation Engineering

The Owner has submitted a Transportation Impact Study (including a parking assessment) completed by NexTrans dated June 2020. Currently, the Development is only for Building 1 in advance of the construction of future roads internal to Block 59 and subsequent developments. The proposed Development includes two (2) access points on Huntington Road with 91 parking spaces for Building 1. The Transportation Impact Study also included a parking assessment in support of 0.7 spaces/100m². The parking assessment prepared by NexTrans concludes the proposed parking supply would be sufficient for the Development’s specific requirements since the proposed parking rates are justified based on the proxy site survey and the “Review City of Vaughan’s Parking Standard” completed by IBI Group for the City.

The DE Department is generally satisfied with the overall findings of the Transportation Impact Study. However, the Owner shall submit an addendum to the Transportation Impact Study addressing Building 1 with exclusive access from Huntington Road, prior to final Site Plan approval.

Huntington Road Urbanization

The City of Vaughan completed a Schedule ‘C’ Municipal Class Environmental Assessment (EA) Study for road improvements along Huntington Road to accommodate population and employment growth in western Vaughan.

The Huntington Road Urbanization project through the City’s Infrastructure Delivery Department has scheduled the work to be completed in three (3) separate phases, with Phase 1 (Langstaff to Rutherford) tentatively scheduled for construction between 2023 & 2024.

The proposed improvements include widening to accommodate a 26m urbanized right-of-way (ROW) complete with a total of four lanes, intersection improvements, street lighting, 3m multi-use trail, boulevard, and landscaping on the east side of Huntington Road, 1.5m sidewalk, boulevard, and landscaping on the west side of Huntington Road, and various utility upgrades.

To accommodate the Huntington Road Urbanization project, the Owner of the Subject Lands shall convey the required lands fronting Huntington Road to the City at no cost and free of charge and encumbrances.

Noise

A Noise Impact Study ('NIS'), prepared by Valcoustics Canada Ltd., dated May 22, 2020, was submitted in support of the Applications. It concluded:

The noise source with potential for impact at the proposed Development is road traffic on Huntington Road and the future Highway 427 extension. The main noise sources associated with the proposed Development with the potential to create significant noise impact at the neighbouring receptors are the truck and forklift movements on Subject Lands, activities at the loading docks, and the rooftop mechanical units. The indoor noise criteria at the proposed Development are predicted to be met using exterior wall and window construction meeting the minimum non-acoustical requirements of the Ontario Building Code ('OBC'). The analysis shows the sound emissions from the proposed industrial Development are predicted to meet the stationary noise guideline limits without any additional noise mitigation measures.

There is an existing dwelling to the north of the Subject Lands where the noise guideline limits are predicted to be exceeded. The dwelling will likely be demolished as part of the future redevelopment for an employment use. It is also understood the dwelling will be permanently vacated before the proposed warehouses are operating. The dwelling has therefore not been included as a noise sensitive receptor as part of the NIS. The Owner shall update the NIS to include the existing dwelling as a noise sensitive receptor in the event the dwelling will continue to be used as a residential dwelling when the warehouses are operational.

The tenants for the warehouses are currently not known. The analysis was completed using operating information provided by Anatolia Capital Corp. for similar facilities they have developed. The analysis should be updated if the proposed operations are significantly different than those described and assessed herein.

Municipal Servicing

A Functional Servicing & Stormwater Management Report ('FSR/SWM'), prepared by Schaeffers Consulting Engineers, dated June 2020, was submitted in support of the Applications:

a) Water Supply

The Subject Lands are currently situated within Pressure District 6 (PD6) of the York Water Supply System according to the Master Environmental Servicing Plan (MESP) for Block 59 and current City mapping.

The Development of Building 1 is proposed to be serviced by a 200mm diameter water service connection via tapping tee and valve directly from the existing 400mm diameter watermain within Huntington Road and complete with a proposed City Standard W-111 Backflow Chamber.

b) Sanitary Servicing

Pursuant to Block 59 MESP, Building 1 is proposed to be serviced by a sanitary sewer service connection, control maintenance hole and internal drop structure discharging to the existing 1500mm diameter maintenance hole within Huntington Road and conveying flows through the existing 750mm diameter trunk sewer.

c) Storm Drainage

Building 1 is proposed to be serviced by a 750mm diameter concrete storm service connection complete with a control maintenance hole and jellyfish filter unit for quality control prior to discharge to future John Lawrie Street and Rainbow Creek and is subject to review and approval from the Toronto and Region Conservation Authority ('TRCA'). On-site stormwater storage will be available within the Development through stormwater storage tanks/infiltration chambers, surface ponding and oversized pipes with the use of orifice tubes to control stormwater flow rates upstream of future John Lawrie Street and Rainbow Creek.

The Owner has committed to providing securities at an estimated cost of \$47,533.64 according to a certified cost estimate and preliminary plan provided by WSP Canada Inc. ('WSP'), and to enter into any required future agreement(s) with the City, and any external landowners and agencies, to construct and convey lands for the required municipal storm sewers and stormwater outlet to Rainbow Creek required to service the Subject Lands.

The Owner shall undertake any required studies and provide detailed design drawings, applicable documents and supporting reports that shall be submitted in support of constructing the municipal storm sewers and stormwater outlet within future John Lawrie Street at this time, to the satisfaction of the City.

Environmental Site Assessment ('ESA')

The Environmental Engineering Department has reviewed Phase 1 and 2 Environmental Site Assessments prepared by WSP and are satisfied with the submitted ESA documentation and have no objection to the Development.

Grading Design/Erosion and Sediment Control

The existing topography indicates a grade differential from Huntington Road east towards Rainbow Creek requiring the Development to implement grading measures such as 2m high retaining walls and sloping towards Rainbow Creek and is subject to review and approval from Toronto Region and Conservation Authority ('TRCA').

The *Erosion & Sediment Control Guidelines for Urban Construction (December 2006)* Guideline 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 aforementioned document.

Block 59 Developer's Group Agreement

Prior to development of subsequent phases of the Subject Lands, the Owner and/or Block 59 Landowners Group shall enter into any agreement(s) with the City necessary to construct Stormwater Management Pond W2, storm sewers, sanitary sewers, temporary sanitary pumping station ('TSPS'), watermain, future roads internal to Block 59 and associated works to provide connections to the Development, including necessary securities, conveyance of lands both internal and external (unless alternative arrangements are made), all to the satisfaction of the City.

The Financial Planning and Development Finance Department advises Development Charges ('DCs') are applicable for the Development

The Financial Planning and Development Finance Department requires the Owner pay to the City applicable Development Charges 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.

Cash-in-lieu of the dedication of parkland is not required

The Office of Infrastructure Development Department, Real Estate Services advises cash-in-lieu of the dedication of parkland payment in accordance with Section 42 of the *Planning Act* will not be required as long as the Council Policy waiving such payment remains in effect for industrial land.

The Parks Planning Department has no objection to the Development, subject to the Conditions of Approval

The Parks Planning Department has no objection to the Development subject to warning clauses to be placed within all Offers of Agreement of Purchase and Sale or Lease for all lots butting the Open Space Zones. Conditions to this effect are included in Attachment 1.

Parks Planning staff are seeking the provision of an off-road multi-use recreational trail within the Subject Lands, specifically within the open space/valleyland to connect into the local trail network and into the overall pedestrian and bicycle network in the City. As the final location and alignment of the trail has yet to be determined, a blanket easement on the entire open space/valleyland system and buffer blocks on the subject property will be required as part of the related Draft Plan of Subdivision File 19T-18V009 for the purposes of constructing and maintain a publicly accessible trail in the valley system.

The Forestry Operations Division has no objection to the Applications, subject to Conditions of Approval

A Private Property Tree Removal and Protection Permit is required. The Forestry Operations Division of the Parks, Forestry and Horticulture Operations Department has no objection to the Development subject to the Owner informing the Forestry Operations Division once tree protection measures have been installed for inspection and approval according to City specifications. Conditions to this effect are included in Attachment 1.

The Policy Planning and Environmental Sustainability ('PPES') Department has no objection to the Development, subject to Conditions of Approval

The final grading and retaining walls shall meet City and TRCA requirements and fencing shall be provided along the property limits abutting the natural heritage system to the satisfaction of the City.

The Block Plan Environmental Impact Study ('EIS'), identified Species at Risk nesting habitat for Barn Swallow on the Subject Lands. Further, the woodlands are candidate bat maternity colonies and Species at Risk Bat Habitat. The Owner should confirm Species at Risk requirements for the Subject Lands and the need for an Overall Benefit Permit. The Ministry of Environment, Conservation and Parks ('MECP') should be contacted in this regard. Conditions to this effect are included in Attachment 1.

The Toronto and Region Conservation Authority ('TRCA') has advised in principle of no objection to the Zoning By-law and the Site Development Application

Portions of the Subject Lands are located within the TRCA's regulated area. The "Natural Areas" designation recognizes Rainbow Creek is located on the Subject Lands.

By way of correspondence dated November 10, 2020 the TRCA advised in principle, it has no objection to the Applications. The Owner has entered into an understanding with the TRCA, recognizing that changes to the site plan may result from the technical review of a required Erosion Impact Assessment ('EIA'). The TRCA will provide final conditions of Site Plan Approval (as required) upon the satisfactory review of the EIA and all other technical reports. A condition is included in Attachment 1 requiring the Owner to satisfy all requirements of the TRCA.

Prior to the TRCA's final approval of the site plan, the following is required:

1. A continuous simulation erosion impact assessment ('EIA') conducted based on the findings of the Rainbow Creek Master Plan Update Study (2013) with the updated site constraints outlined in the Functional Servicing Reports related to on-site retention, and a new stormwater management strategy for erosion control that does not exceed the erosive targets as set out in the Master Plan Update Study. Further, the study areas will need to show, conceptually, the ability to meet the targets as outlined in the updated stormwater management strategy determined through the continuous simulation modelling, prepared to the satisfaction of the TRCA.
2. The Owner shall submit a detailed engineering report(s) and plans to the satisfaction of TRCA in accordance with the approved Master Environmental Servicing Plan by *Cole Engineering* as may be amended in the future to the satisfaction of TRCA and the City of Vaughan. This submission shall include:
 - a) a description of the storm drainage system (quantity and quality) for the proposed Development;
 - 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, including any outfalls to the natural heritage system;
 - e) that best efforts be provided to maintain pre-development recharge in accordance with the REC-1 Policy of the Credit Valley, Toronto and Region

and Central Lake Ontario ('CTC') Source Protection Plan including Low Impact Development ('LID') measures to promote infiltration, reduce run-off and maintain water balance for the plan area;

- f) detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
 - g) proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be likely impacted by the Development;
 - h) an evaluation to address 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;
 - i) grading plans for the Subject Lands;
 - j) an erosion and sediment control report and plans for the Subject Lands including proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;
 - k) 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; and
 - l) a response indicating how TRCA's detailed comments on the Site Plan Application have been addressed and incorporated into the detailed engineering report (or reports) and plans.
3. That a geotechnical engineer confirms the long-term stability of the proposed grading with a minimum factor of safety of 1.5. The geotechnical engineer is required to provide a supplementary geotechnical report / letter for the geotechnical and stability review of the grading plan and all sections.
4. As per the letter by Schaeffer (dated September 11, 2020), it is understood the design will be revised to reduce the ponding areas so that they do not have impact on the retaining walls. Such revised design needs to be developed and implemented to reduce the ponding areas behind the retaining walls (to minimize any impacts to the retaining walls).
5. At the detailed design stage, the engineer-stamped drawings for the retaining walls as per the design of the retaining walls must be provided by a civil / structural engineer; *Given that the retaining walls are behind the 10m setback,*

the review of the structural design of the retaining walls can be deferred to the municipality.

6. That this site plan be subject to red-line revision(s) in order to meet the requirements of TRCA's conditions of site plan approval, if necessary, to the satisfaction of TRCA.
7. That buffer restoration plans, and compensation planting plans (as outlined in the MESP) will be designed to the satisfaction of TRCA.
8. That all proposed road crossings will be designed in conformance with TRCA's Crossing Guidelines for Valley and Stream Corridors, 2015 to the satisfaction of TRCA.
9. That prior to the final approval of this site 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.

The lands proposed to be zoned "OS1 Open Space Conservation Zone" should be dedicated to either the TRCA and/or the City of Vaughan, to the satisfaction of the TRCA.

The Ministry of Transportation of Ontario ('MTO') has no objection to the Development

MTO has confirmed the Subject Lands are located outside of the MTO Permit Control Area, and as such, MTO permits will not be required for the Subject Lands. MTO has no objection to the Development.

TC Energy ('TC') has no objection to this Development, subject to conditions

TC Energy has one high pressure natural gas pipeline abutting a portion of the east limit of the Subject Lands as shown on Attachment 3. TC's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator ('CER'). As such, certain activities must comply with the *Canadian Energy Regulator Act* and the National Energy Board Damage Prevention Regulations. TC has requested the implementing Zoning By-law include the appropriate provisions to ensure no permanent building or structure may be located within 7m of the TransCanada Pipeline right-of-way and accessory structures shall have a minimum setback of at least 3m from the pipeline right-of-way. The requested setbacks will be included in the implementing Zoning By-law. TC has no objection to the Development and may provide further comments and/or conditions in the related Draft Plan of Subdivision application.

Hydro One Networks Inc. ('HONI') has no objection to the Development, subject to Conditions of Approval

The Subject Lands abut a HONI high voltage transmission corridor ('transmission corridor') to the east. As such, HONI advises that the transmission corridor lands affected by the Development are subject to a statutory right in favour of HONI pursuant to Section 114.5(1) of *The Electricity Act, 1998*, as amended. The owner of these lands is Her Majesty, The Queen in Right of Ontario, as represented by The Minister of Infrastructure ('MOI'). Ontario Infrastructure and Lands Corporation ('OILC') as agent for the Province, must review and approve all secondary land uses such as roads proposed on the Subject Lands. HONI is currently acting as a service provider to OILC and undertakes this review on their behalf.

HONI also advises the Owner 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* ('OHSA'), requires 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, all equipment and personnel must come no closer than the distance specified in the OHSA. HONI also advises the Owner that the conductors can raise and lower without warning, depending on the electrical demand placed on the line.

HONI has requested clauses regarding development adjacent to the hydro right-of-way be included in the Site Plan Agreement. These conditions are included in Attachment 1.

Bell Canada has no objection to the Development, subject to the following Condition of Approval

Bell Canada advises the Owner to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the Development and prior to commencing any work, the Owner must confirm there is sufficient wire-line communication/telecommunication infrastructure available. In the event such infrastructure is unavailable; the Owner shall be required to pay for the connection to and/or extension of the existing communication/ telecommunication infrastructure.

Bell Canada requests that the following be included in the conditions of approval:

"The Owner shall grant to Bell Canada, in words satisfactory 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".

Canada Post has no objection to the Development

Canada Post has no objection to the Development and will install mailboxes and pads as the need arises.

Canadian Pacific Railway has no objection to the Development

Canadian Pacific Railway has reviewed the submission and has no objection to the Development.

The various utility companies have no objection to the Development, subject to the Conditions of Approval

Enbridge Gas and Alectra Utilities have no objection to the Applications, subject to the Owner coordinating servicing, connections, easements with the above noted utilities prior to the commencement of any site works. Conditions to this effect are included in Attachment 1.

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

York Region has indicated that they have no objections to the Development.

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment File Z.18.025 and Site Development File DA.18.065 in consideration of the policies 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, Heritage Vaughan's recommendations, 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 West Vaughan Employment Area Secondary Plan policies.

The Development Planning Department is satisfied that the Development shown on Attachments 3 to 5, is compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department supports the approval of the Applications, subject to the Recommendations in this report and the Conditions of Approval included in Attachment 1.

For more information, please contact: Jennifer Kim, Planner, Development Planning Department, ext. 8592.

Attachments

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Proposed Zoning and Site Plan
4. Landscape Plan
5. Building 1 Elevations
6. Final Block 59 Block Plan, dated September 3, 2020
7. Block 59 Plan Land Use Distribution
8. Status of Block Plan Conditions of Approval
9. Related Draft Plan of Subdivision File 19T-18V009
10. Communication C8 from CW (1) December 1, 2020
11. Coloured Rendering

Prepared by

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Attachment 1 – Conditions of Site Plan Approval
Site Development File DA.18.065 (Anatolia Capital Corp.)

1. THAT prior to the execution of the Site Plan Agreement:
 - a) the Development Planning Department shall approve the final Site Plan, Building Elevations, Landscape Plan, Landscape Details, Landscape Cost Estimate, and Arborist Report, Tree Inventory and Tree Protection Plan
 - b) the Development Engineering Department shall approve the final Site Servicing Plans, Site Grading Plans, Sediment Control Plans, Phase 1 and Phase 2 Environmental Site Assessments ('ESA'), Stationary Noise Impact Study, Functional Servicing & Stormwater Management Report (FSR/SWM), Traffic Impact Study (TIS) complete with a Phasing Plan, Geotechnical Report complete with in-situ percolation testing and accompanying engineering drawings
 - c) the Owner shall pay the Development Engineering Site Plan Complex fee in accordance with the Fees and Charges By-Law 171-2013, as amended by By-law 023-2019, to the satisfaction of the Development Engineering Department
 - d) the Owner shall enter into an agreement with the City to design, construct and provided securities at an estimated cost of \$47,533.64 for the required municipal stormwater sewers and stormwater outlet to Rainbow Creek complete with required easements within future John Lawrie Street to service the Subject Lands, all to the satisfaction of the City
 - e) The Environmental Services Department, Waste Management Division shall approve the final waste collection plan
 - f) The Owner shall satisfy all requirements from Alectra Utilities Corporation, Enbridge Distribution Inc., Bell Canada and Hydro One Inc.
 - g) The Owner shall satisfy all requirements and obtain all necessary approvals from the Toronto and Region Conservation Authority ('TRCA')

- h) The Owner shall satisfy all requirements and obtain all necessary approvals and permits from the Ministry of Transportation (MTO) before any construction being undertaken;
 - i) The Owner shall obtain all necessary approvals from TC Energy
 - j) That the applicant submits plans which demonstrate how grading and retaining walls have been minimized to the greatest extent feasible to reduce the need for encroachment into the natural heritage system during construction or for future maintenance purposes, to the satisfaction of the City;
 - k) That the applicant erects a fence along the outermost limit of the natural heritage system to prevent future encroachments, to the satisfaction of the City;
 - l) That the applicant submits an updated Sustainability Performance Metric (SPM) scoring tool and cover letter demonstrating how the development meets minimum threshold requirements, to the satisfaction of the City.
 - m) The Owner shall provide registered confirmation of clearance of Archaeological Assessment conditions and requirements for the entire area affected by the proposed development from the Ontario Ministry of Heritage, Sport, Tourism, and Culture Industries
2. THAT the Site Plan Agreement shall include the following provisions and/or warning clauses, to the satisfaction of the City:
- a) The Owner shall inform the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Vaughan once tree protection has been installed, for Vaughan Forestry to inspect and approve according to specifications
 - b) The Owner shall pay to the City applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Regional of York, York Region District School Board and York Catholic District School Board
 - c) Prior to the development of subsequent phases for the Subject Lands including Blocks 2, 3, 4, 5, 6 & 7 as referenced on a Draft Plan of Subdivision dated April 1, 2020, the Owner through the Block 59 Developers' Group shall enter into a Spine Services Agreement with

the City to satisfy all conditions, financial or otherwise for the construction of the municipal services for the Block, including but not limited to, roads, water, wastewater, temporary sanitary pumping station (TSPS), storm and stormwater management pond(s), land conveyances including the construction of future roads internal to Block 59, and registration of easements. Or the Owner shall front-end the works and enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the necessary municipal services, including but not limited to, roads, water, wastewater, temporary sanitary pumping station (TSPS), storm and stormwater management pond(s), land conveyances including the construction of future roads internal to Block 59 and the registration of servicing and access easements. The Agreements shall be registered against the lands to which they apply, to the satisfaction of the Development Engineering Department

- d) The Owner shall agree to pay its financial contribution towards any Special Area Charges related to implementation of the interim and ultimate servicing strategies identified through the Block 59 Master Environmental Servicing Plan (MESP) and/or the current Functional Servicing & Stormwater Management Report to service the Subject Lands
- e) The Owner shall agree to front-end finance, contribute to and/or participate in an ongoing Flow Monitoring Program to the satisfaction of the City. This Flow Monitoring Program will be in effect until the development is redirected to the ultimate servicing outlet. The Flow Monitoring Program is to ensure construction Inflow-Infiltration is monitored and managed to the satisfaction of the City. This Flow Monitoring Program will be in effect until completion of construction (Guaranteed Maintenance / Assumption etc.)
- f) The Owner shall commit to York Region's Servicing Incentive Program (SIP) to the satisfaction of York Region and the City
- g) The Owner, at its own expense, shall be responsible to complete Closed-circuit television ('CCTV') inspection of the downstream sanitary sewage sub-trunk system, on a yearly basis, to confirm the condition of the pipe and existing downstream conveyance capacity to the satisfaction of the City
- h) The Owner shall agree to develop their lands via phasing and progressive approval. Approval of a subsequent phase will depend on

confirmation of generation rates (dry and wet weather flows) in the previous phase

- i) Prior to the conveyance of external lands including municipal storm sewers and stormwater outlet to Rainbow Creek, the Owner shall implement the following to the satisfaction of the City:
 - i. Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the lands within the Plan. Reliance on the report(s) from the Owner's environmental consultant shall be provided to the City.
 - ii. Should there be 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 required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) 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 Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Plan.
 - iii. Submit a sworn statutory declaration by the Owner confirming the environmental condition of the lands to be conveyed to the City.
- j) Prior to the conveyance of land and/or release of applicable portion of the Municipal Services Letter of Credit, the Owner shall implement the following to the satisfaction of the City:
 - i. For all parks, open spaces, landscape buffers, and storm water management pond block(s) in the Plan that are being conveyed to the City, submit a limited Phase Two Environmental Site Assessment (ESA) report in accordance or generally meeting the intent of Ontario Regulation (O. Reg.) 153/04 (as amended) assessing the fill in the conveyance block(s) for applicable contaminants of concern. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City. The implementation of the sampling and analysis plan shall be completed to the satisfaction of the City and shall only be undertaken following certification of rough

grading but prior to placement of topsoil placement. Reliance on the ESA report(s) from the Owner's environmental consultant shall be provided to the City.

- ii. If remediation of any portions of the conveyance block(s) is required in order to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) 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 Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering the entire conveyance block(s) where remediation was required.
 - iii. Submit a sworn statutory declaration by the Owner confirming the environmental condition of the conveyance block(s).
 - iv. Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.
- k) Prior to commencement of any work on the subject lands, the Owner shall arrange a pre-construction meeting with representatives of the Vaughan Development, Inspection & Lot Grading Division of the Development Engineering Department to advise Vaughan of the intended construction schedule, contact names and telephone numbers and details of means to protect and maintain clean roadways, municipal services and properties beyond the Lands
- l) The Owner shall obtain any required additional permits and coordinate all inspections directly through the City's Development Inspection and Lot Grading Division upon receipt of Site Plan Approval for all proposed works within the City's right-of-way (i.e. curb cuts/fills, sidewalk installation, boulevard rehabilitation)
- m) The Owner is required to contact the City's Environmental Services Department through the Development Inspection and Lot Grading division of DE, at least 72 hours in advance of connecting to and/or disconnecting from any municipal services (Including any required re-location works) to ensure that staff is present on site to observe the works including the decommissioning of services and to provide any additional requirements to their sole satisfaction

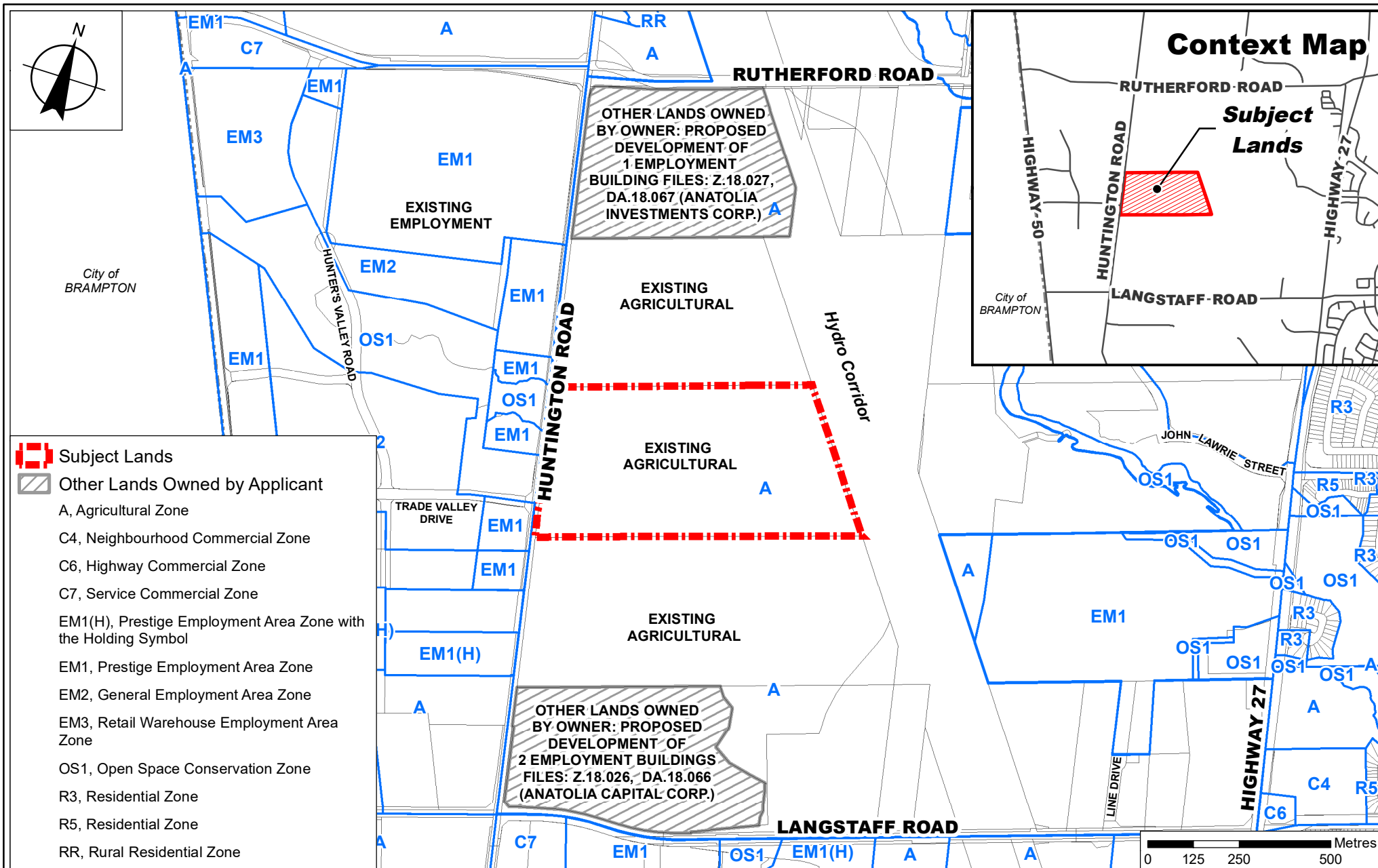
- n) The Owner is required to contact the City of Vaughan Environmental Services Department to purchase the required water meter. Please note, the water meter shall be installed with sufficient read-out equipment to the satisfaction of the City of Vaughan
- o) The Owner shall agree to notify both the Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department immediately in the event that:
 - i. archaeological resources are found on the property during grading or construction activities, and the Owner must cease all grading or construction activities; and
 - ii. where human remains are encountered during grading or construction activities, the Owner must cease all grading or construction activities. The Owner shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services
- p) The Owner shall agree to the following clauses provided by Hydro One Inc.
 - i. Any proposed secondary land use on the transmission corridor is processed through the Provincial Secondary Land Use Program (PSLUP). The developer must contact **Jim Oriotis, Senior Real Estate Coordinator at 905-946-6261** to discuss all aspects of the site plan design, ensure all of HONI's technical requirements are met to its satisfaction and acquire the applicable agreements.
 - ii. Prior to HONI providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.
 - iii. Any development in conjunction with the site plan must not block vehicular access to any HONI facilities located on the

transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.

- iv. At the developer's expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected along the common property line after construction is completed.
- v. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this site plan will be borne by the developer. The developer will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the site plan.
- q) The Owner shall agree to the following clauses provided by Bell Canada
 - i. The Owner shall grant to Bell Canada, in words satisfactory 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
- r) The Owner shall include the following warning clauses within all Offers of Agreement of Purchase and Sale or Lease for all lots abutting the Open Space, Valleylands and associated buffers:
 - i. "Purchasers and/or tenants are advised that the lot abuts an open space, valley and associated buffers and are designed for naturalization and therefore shall receive minimal maintenance"
 - ii. "Purchasers and/or tenants are advised that the lot abuts an open space, valley and associated buffers, which may include trails and maintenance access routes and that noise and lighting should be expected from the use of the trail and operation and maintenance of the associated structures and facilities"
 - iii. "Purchasers and/or tenants are advised that the lot abuts an open space valley and associated buffers 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 should be expected from the active use of the trail”

- s) 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 approval made or provided by the City in respect to the Plan or the related Site Plan Agreement, they must comply with the provisions of the Act.



Context and Location Map

LOCATION: Part of Lot 13, Concession 9;
8811 Huntington Road

APPLICANT:
Anatolia Capital Corp.

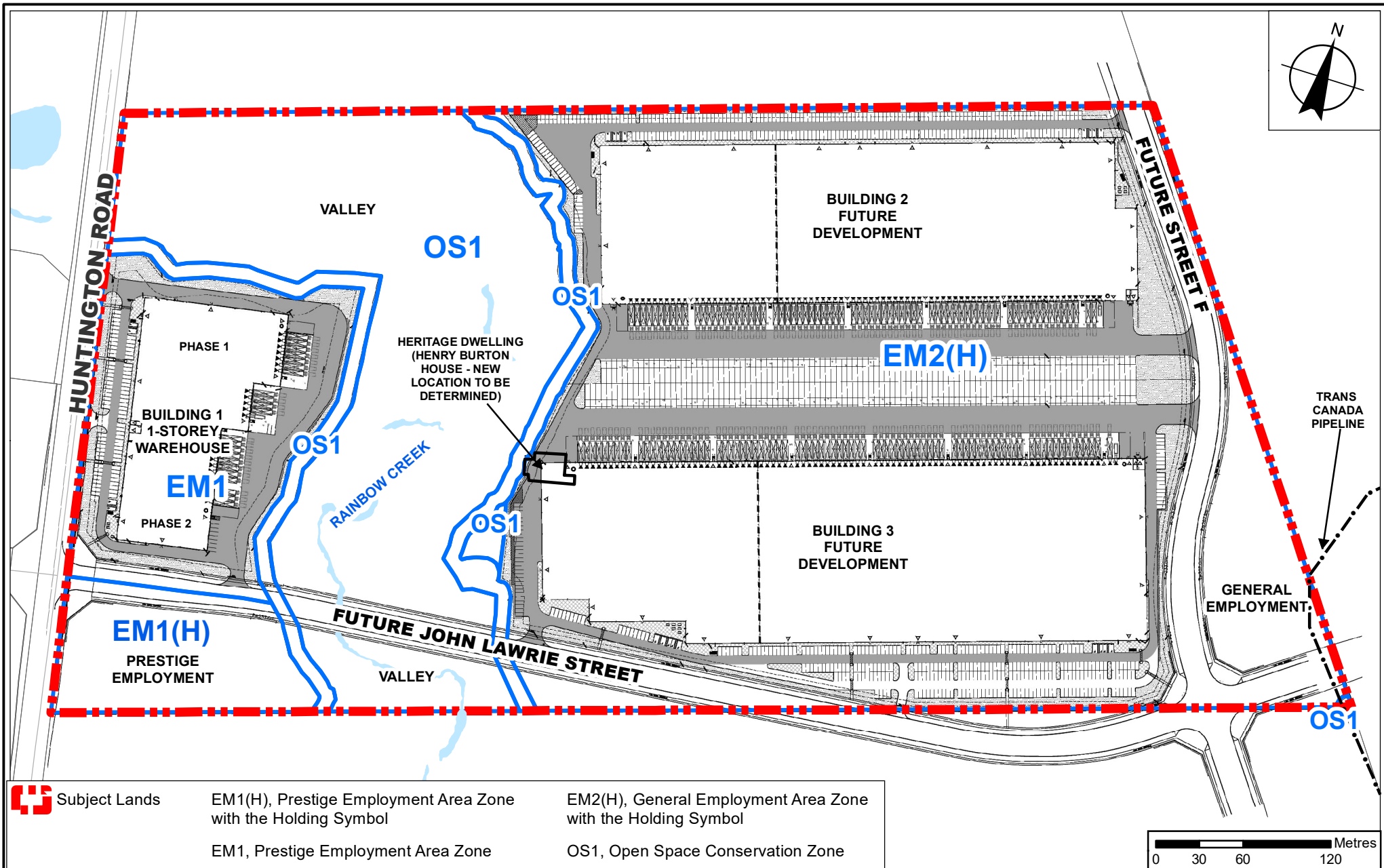


Attachment

FILES: Z.18.025 and DA.18.065
RELATED FILE: 19T-18V009

DATE:
December 1, 2020

2



Proposed Zoning and Site Plan

LOCATION: Part of Lot 13, Concession 9;
8811 Huntington Road

APPLICANT: Anatolia Capital Corp.

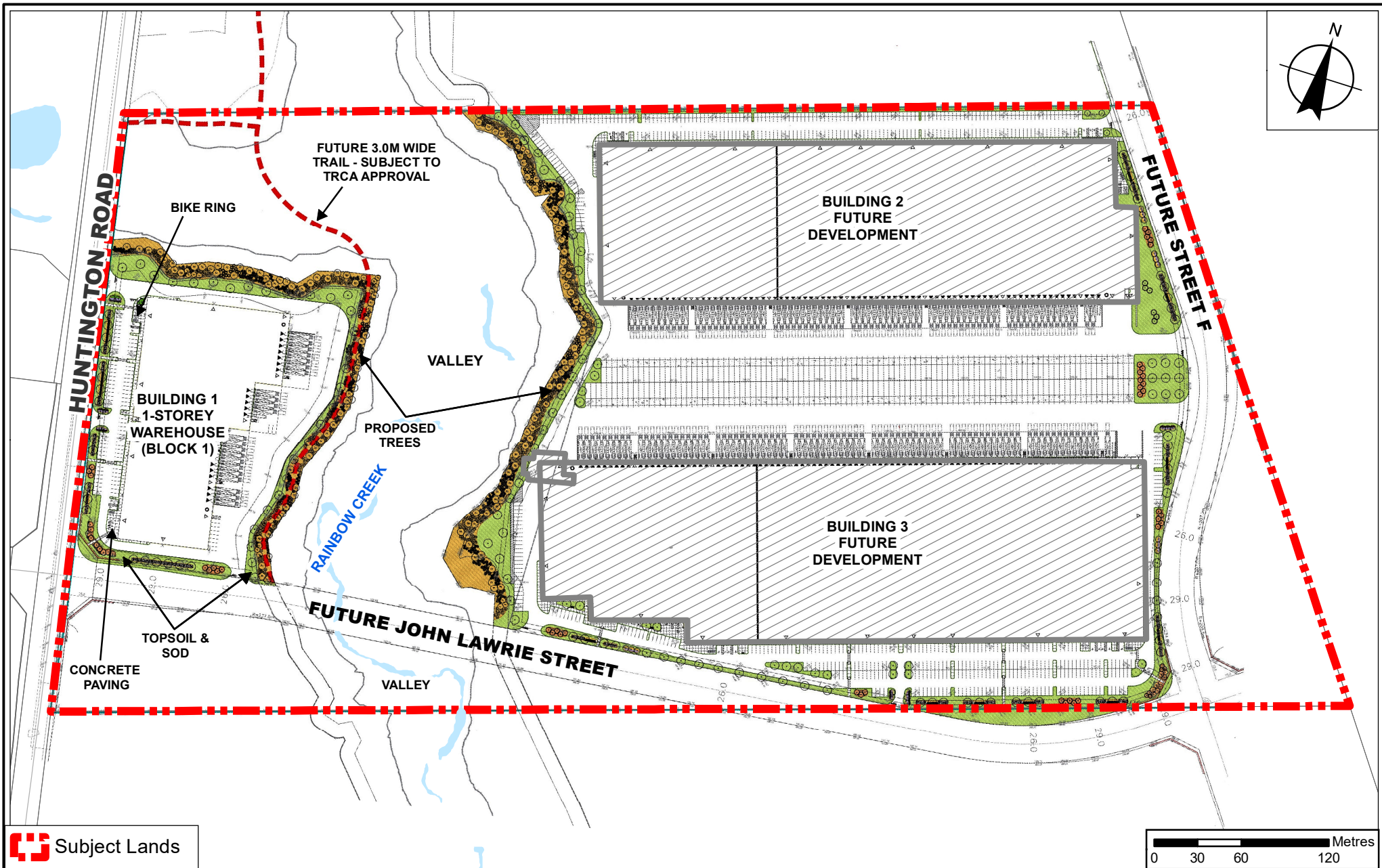


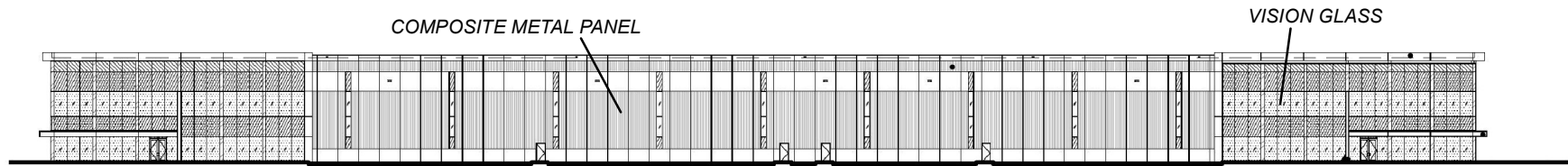
Attachment

FILES: Z.18.025 and DA.18.065
RELATED FILE: 19T-18V009

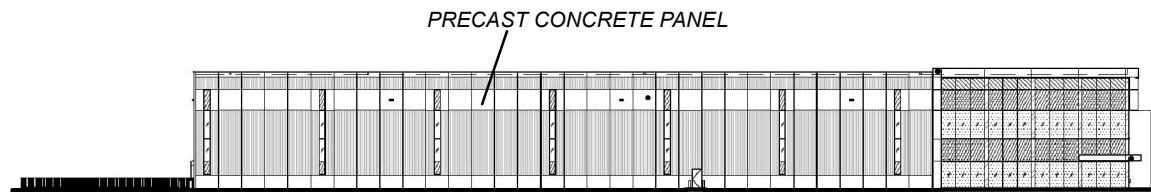
DATE:
December 1, 2020

3

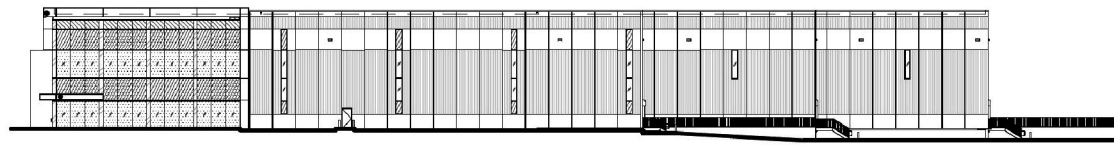




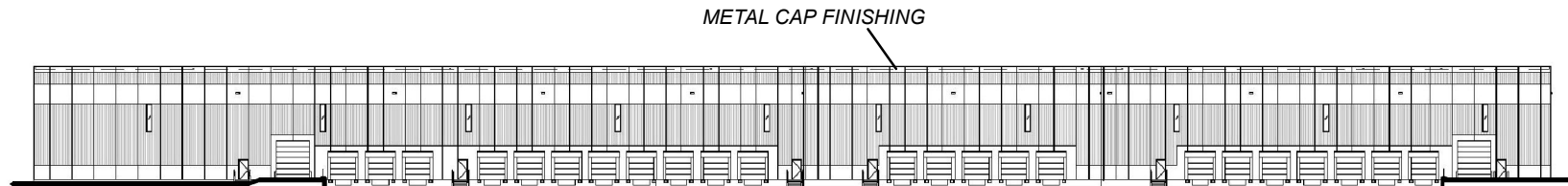
BUILDING 1 - WEST ELEVATION



BUILDING 1 - NORTH ELEVATION



BUILDING 1 - SOUTH ELEVATION



BUILDING 1 - EAST ELEVATION

Building 1 Elevations

LOCATION: Part of Lot 13, Concession 9;
8811 Huntington Road

APPLICANT:
Anatolia Capital Corp.



FILES: Z.18.025 and DA.18.065

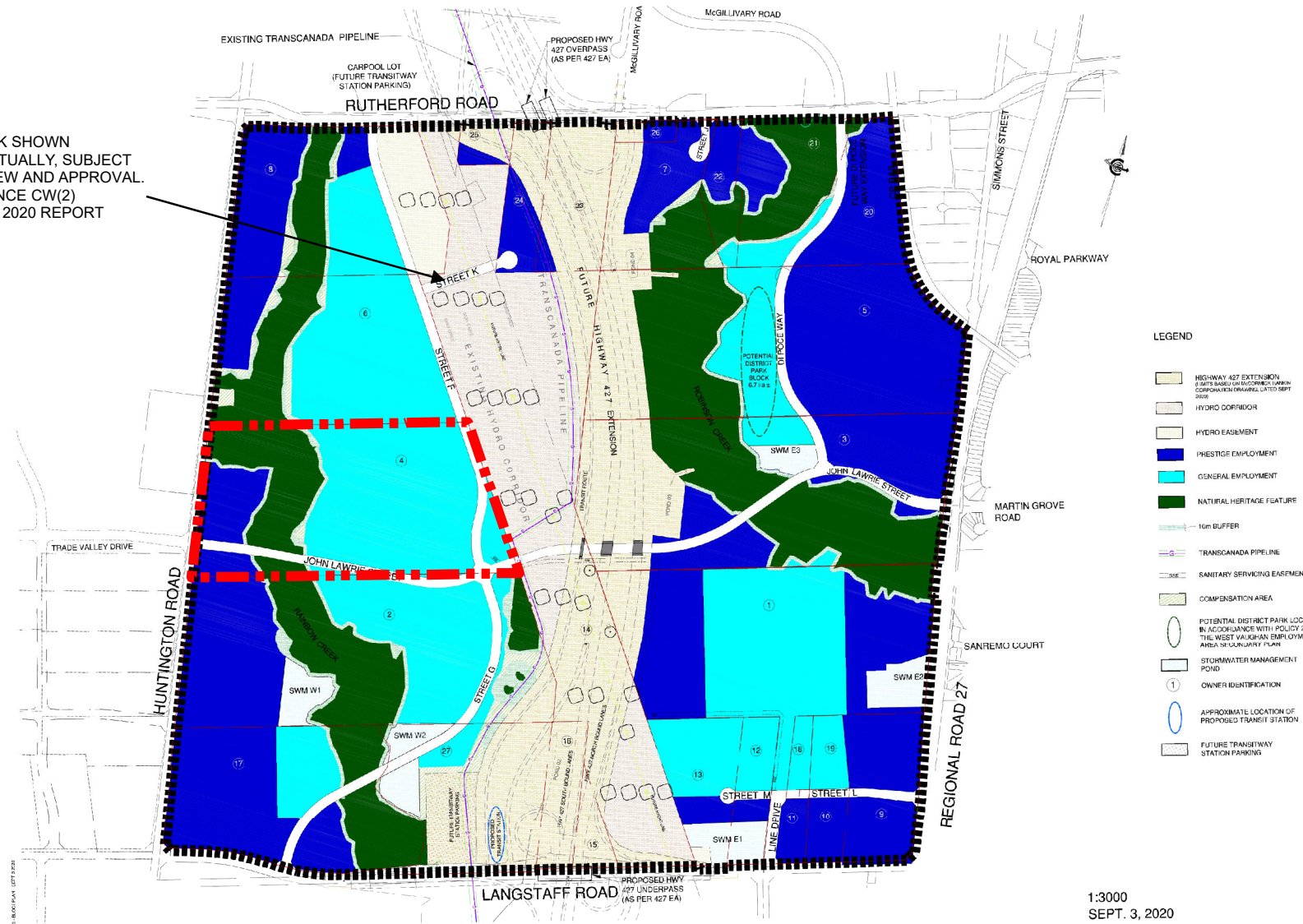
RELATED FILE:
19T-18V009

DATE:
December 1, 2020

5

BLOCK 59 LAND USE PLAN

STREET K SHOWN
CONCEPTUALLY, SUBJECT
TO REVIEW AND APPROVAL.
REFERENCE CW(2)
JUNE 16, 2020 REPORT



LEGEND

- HIGHWAY 427 EXTENSION
(8 METERS BASED ON EXISTING LARSEN
CORPORATION MINIMUM LATED SEPT
2009)
- HYDRO CORRIDOR
- HYDRO EASEMENT
- PRESTIGE EMPLOYMENT
- GENERAL EMPLOYMENT
- NATURAL HERITAGE FEATURE
- 10m BUFFER
- TRANSCANADA PIPELINE
- SANITARY SERVICING EASEMENT
- COMPENSATION AREA
- POTENTIAL DISTRICT PARK LOCATION
IN ACCORDANCE WITH POLICY 2.4.1.1 OF
THE WEST VAUGHAN EMPLOYMENT
AREA RECONSTRUCTION PLAN
- STORMWATER MANAGEMENT
POND
- OWNER IDENTIFICATION
- APPROXIMATE LOCATION OF
PROPOSED TRANSITWAY STATION
- FUTURE TRANSITWAY
STATION PARKING

1:3000
SEPT. 3, 2020

Subject Lands

Final Block 59 Plan, dated September 3, 2020

LOCATION: Part of Lot 13, Concession 9;
8811 Huntington Road

APPLICANT: Anatolia Capital Corp.



Attachment

FILES: Z.18.025 and DA.18.065
RELATED FILE:
19T-18V009

DATE:
December 1, 2020

6

TABLE 1 - BLOCK 59 Land Use Distribution and Land Owner Participation

UPDATED: OCT 7, 2020

OWNER	PARCEL #	PRESTIGE EMPLOYMENT AREA (ha)	GENERAL EMPLOYMENT AREA *	NATURAL HERITAGE FEATURE **	NATURAL HERITAGE BUFFER	COMPENSATION AREA	S.W.M.	HYDRO CORRIDOR* **	HYDRO CORRIDOR EASEMENT* ***	HIGHWAY 427 EXTENSION *****	PRIMARY STREET	LOCAL STREET	PRIMARY ROAD IN ENV AREA	PRIMARY ROAD IN HWY 427 CORRIDOR	PRIMARY ROAD IN HYDRO EASEMENT	PRIMARY STREET IN HYDRO CORRIDOR	LANGSTAFF OVERPASS WIDENING	HUNTINGTON ROAD WIDENING	TOTAL Ha.
PARTICIPATING																			
HIGHWAY 27 LANGSTAFF GP LIMITED	1	12.33	16.29	1.61	0.41		1.92			2.28									34.84
ONE-FOOT DEVELOPMENTS INC.	2	10.33	12.25	8.91	2.81	0.71	1.75			1.25	1.83							0.12	39.96
TWO-SEVEN JOINT VENTURE LIMITED	3	10.86	1.62	13.70	1.32		1.16		0.06	9.07	2.23		0.52	0.45					40.99
ANATOLIA BLOCK 59 DEVELOPMENTS LIMITED	4	4.18	18.27	6.57	1.00	0.11					2.28		0.44					0.12	32.97
DIPOCE MANAGEMENT LIMITED	5	17.69	5.37	9.09	0.54					5.79	1.11								39.59
TOROMONT INDUSTRIES LTD.	6	2.57	14.22	5.04	0.90	0.89					1.11							0.12	24.85
JOHN SIMONE & RAY DI DONATO	7	3.65		2.59	0.34	0.21				2.92	0.43								10.14
ANATOLIA BLOCK 59 DEVELOPMENTS LIMITED	8	7.25	4.67	3.30	0.90	0.36			4.85		0.99				0.12			0.12	22.56
ANATOLIA BLOCK 59 DEVELOPMENTS LIMITED	17	12.60	3.51	5.28	0.59		0.04				0.70		0.36					0.03	23.11
SUBTOTAL PARTICIPATING		81.46	76.21	56.09	8.81	2.28	4.87	0.00	4.91	21.31	10.68	0.00	1.32	0.45	0.12	0.00	0.00	0.51	269.02
NON PARTICIPATING																			
HUNTER-FIFTY INVESTMENTS LIMITED	9	7.42										0.48							7.90
LINE DRIVE EAST INVESTMENTS LIMITED	10	1.86										0.25							2.11
LINE DRIVE EAST INVESTMENTS LIMITED	11	1.35	0.82								0.61	0.14							2.92
ZIVKO RISTICH	12	0.62	1.99				1.14					0.23							3.98
L. DI CARLANTONIO, S. DI CARLANTINO, et al.	13	1.08	4.48				0.99		0.20	0.03	0.14								6.92
HYDRO-ONE NETWORKS INC.	14							35.77		12.27				0.13		0.96			49.13
HMTQ - MTO	15									1.80									1.80
HMTQ - MTO	16									3.96									3.96
CITY OF VAUGHAN	18		1.06																1.06
CITY OF VAUGHAN	19		1.10								0.08								1.18
DI POCE MANAGEMENT LIMITED	20	6.89	1.23	0.22	0.40						0.74		0.15						9.63
DI POCE MANAGEMENT LIMITED	21	1.89		5.39	0.57								0.32						8.17
VITANOVA SHELTER CORPORATION	22	1.58	0.27	1.09	0.30														3.24
HMTQ - MTO	23	0.4								6.77									7.17
2236391 ONTARIO LIMITED	24	2.13								1.87	0.22								4.22
HMTQ - MTO	25	0.45								1.1									1.55
V. CASSANO, L. CASSANO, N. PARADISO	26	0.52								0.39									0.91
HMTQ - MTO	27		1.05	0.2	0.33	0.8	2.12			10.15	0.63						0.63		15.91
SUBTOTAL NON PARTICIPATING		26.19	12.00	6.90	1.60	0.80	4.25	35.77	0.20	38.34	2.28	1.24	0.47	0.13	0.00	0.96	0.63	0.00	131.76
TOTAL PARTICIPATING + NON PARTICIPATING		107.65	88.20	62.99	10.41	3.08	9.12	35.77	5.11	59.65	12.96	1.24	1.79	0.58	0.12	0.96	0.63	0.51	400.8

* This area includes the area of the potential District Park

** This area does not include primary roads traversing through Natural Heritage Feature nor Natural Heritage Buffer.

*** This area does not include primary roads traversing within the corridor; said primary roads counted separately.

**** This area does not include primary roads traversing within the easement; said primary roads counted separately.

***** This area does not include primary roads traversing within the extension; said primary roads counted separately. This area does include the transit route and transit station.

Block 59 Land Use Distribution and Land Owner Participation

LOCATION: Part of Lot 13,
Concession 9; 9151 Huntington Road

APPLICANT:
Anatolia Capital Corp.



Attachment

FILES: Z.18.025 and DA.18.065
RELATED FILE: 19T-18V009

DATE:
December 1, 2020

7

Attachment 8 – Status of Block 59 Plan Conditions of Approval

STATUS - BLOCK PLAN CONDITIONS OF APPROVAL

No.	Condition	CONDITION FULFILLED	REQUIRED PRIOR TO LIFTING HOLDING SYMBOL “(H)” AND DRAFT PLANS OF SUBDIVISION PROCEEDING TO COMMITTEE FOR APPROVAL	ADDRESSED AS A CONDITION OF DRAFT PLAN OF SUBDIVISION
1	The final Block Plan shall relate to the draft Block Plan, prepared by KLM Planning Partners Inc., dated December 10, 2019.	✓		
2	Particular land use designations applied to the subject block plan are as follows: “Prestige Employment”, “General Employment”, “Natural Area”, “Utility”, “Proposed District Park”, “Proposed Primary Street”, “Rail Line”, and “Trans Canada Pipeline”.	✓		
3	The Owner shall pay any and all outstanding application fees to the Vaughan Policy Planning and Environmental Sustainability Department, in accordance with the applicable and in-effect Tariff of Fees By-law.	✓		
4	The participating landowners within Block 59 shall enter into a Developers' Group Agreement 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, including land dedication and construction of any future roads and streets deemed required to service the Subject Lands. This Agreement shall also include a provision for additional developers to participate with the Developers' Group Agreement when they wish to develop their lands, all to the satisfaction of the City.		✓	
5	The Block 59 Landowners Group Inc. shall enter into an Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the municipal services for the Block, including but not limited to, roads, water, wastewater, storm and storm water management pond(s), land conveyances including the construction of		✓	

Attachment 8 – Status of Block 59 Plan Conditions of Approval

	streets and roads, or front-end the works and enter into an Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the necessary municipal services, including but not limited to, roads, water, wastewater, storm and storm water management ponds, land conveyances including the construction of streets and roads to service the Subject Lands. The Agreements shall be registered against the lands to which it applies and to the satisfaction of the City.			
6	The Block 59 Landowners Group Inc. shall agree in a subsequent agreement with the City 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 Block Plan, to the satisfaction of the City.		✓	
7	<p>The Block 59 Landowners Group Inc. shall agree in a subsequent agreement with the City that prior to conveyance of land, and/or any initiation of grading or construction, the Block 59 Landowners Group Inc. shall implement the following to the satisfaction of the City:</p> <ul style="list-style-type: none"> a. Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the lands within the Plan. Reliance on the report(s) from the Block 59 Landowners Group Inc. environmental consultant shall be provided to the City. b. Should there be 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 required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) 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 Record(s) of Site Condition 		✓	

Attachment 8 – Status of Block 59 Plan Conditions of Approval

	<p>(RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Plan.</p> <p>c. Submit a sworn statutory declaration by the Block 59 Landowners Group Inc. confirming the environmental condition of the lands to be conveyed to the City.</p> <p>d. Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.</p>			
8	<p>The Block 59 Landowners Group Inc. shall agree in a subsequent agreement with the City that prior to conveyance of land, and/or any initiation of grading or construction, the Block 59 Landowners Group Inc. 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 Block 59 Landowners Group Inc. shall agree in the 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.</p>		✓	
9	<p>Prior to final approval of the Block Plan and MESP, the water servicing strategy shall be updated to the satisfaction of the City which shall demonstrate that adequate water supply is available for the Subject Lands and conform to the City's comments on the design. The Block 59 Landowners Group Inc. shall agree within a subsequent development agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to provide a financial security towards operation, maintenance and decommissioning considerations to facilitate any interim water servicing strategy, as necessary, to be held by the City until the ultimate water servicing works are able to service the Subject Lands.</p>	✓		

Attachment 8 – Status of Block 59 Plan Conditions of Approval

10	Prior to final approval of the Block Plan and MESP, the sanitary servicing strategy shall be updated to the satisfaction of the City which shall demonstrate that the Subject Lands can be adequately serviced as proposed and conform to the City's comments on the sewer design. The sanitary sewer analysis shall conform to the City's final Interim Servicing Strategy (ISS) Study, to the satisfaction of the City, as the Subject Lands are tributary to the ISS. The Block 59 Landowners Group Inc. shall agree within in a subsequent development agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to provide a financial security for operation, maintenance and decommissioning considerations to facilitate the interim sanitary servicing strategy, as necessary, to be held by the City until the ultimate sanitary servicing works are implemented by the Region to service the Subject Lands.	✓		
11	Prior to final approval of the Block Plan and MESP, the stormwater servicing strategy shall be updated to the satisfaction of the City which shall demonstrate that the Subject Lands can be adequately serviced as proposed and conform to the City's comments on the sewer and pond design. The Owner shall agree in the subdivision agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to provide a financial security or direct financial contribution for operation and maintenance considerations to the City.	✓		
12	Prior to final approval of the Block Plan and MESP, the transportation report shall be updated to the satisfaction of the City which shall demonstrate that the Subject Lands can be adequately serviced as proposed and conform to the City's comments on the transportation study and design. The report/plan submitted to the City and 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		✓	

Attachment 8 – Status of Block 59 Plan Conditions of Approval

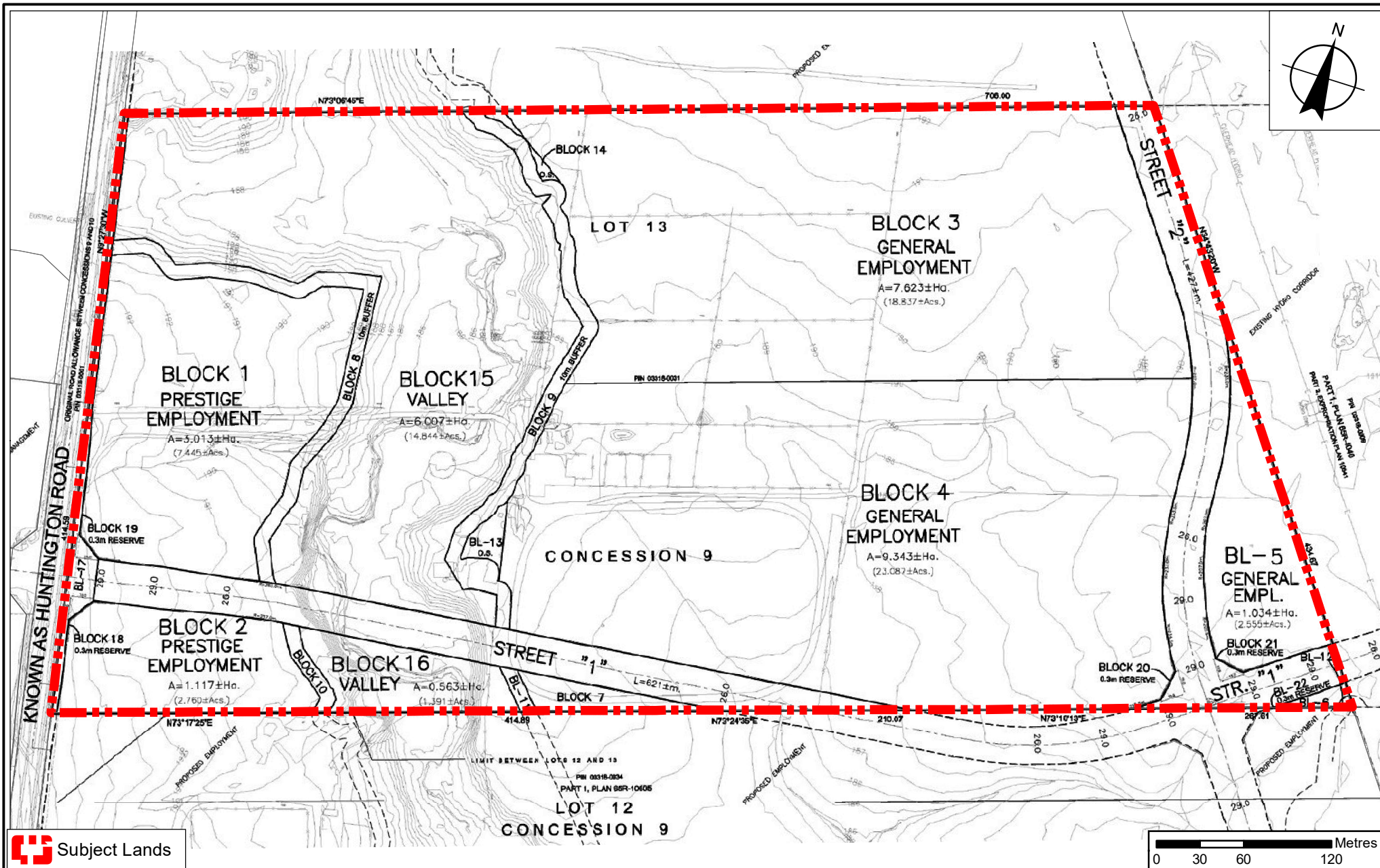
	these issues. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to implement the recommendations of the updated transportation report, to the satisfaction of the City.			
13	Prior to final approval of the Block Plan and MESP, the Block 59 Landowners Group Inc. shall address and satisfy all comments and all outstanding issues with respect to the proposed servicing and phasing of the Block 59 Plan, including water supply, sanitary sewers, stormwater management facilities, grading, geotechnical and maintenance access roads, through revisions for the finalization of the Master Environmental Servicing Plan, to the satisfaction of the City.		✓	
14	Prior to final approval of the Block Plan, the Owner shall submit Transportation Demand Management Plan Guidelines to the satisfaction of the City and York Region. If required, the Transportation Demand Management and Sidewalk Plan shall be modified to the satisfaction of the City, to reflect the revised and approved Block Plan.	✓		
15	The Transportation Demand Management Plan Guidelines shall provide a draft framework for the full Transportation Demand Management Plan, listing potential transportation demand management measures for the development and an outline budget to the satisfaction of the City.	Condition of Development Approval		
16	Prior to final approval of the Block Plan and MESP and before any further draft plans of subdivision for the Block 59 area are approved, all outstanding comments included in the correspondence dated May 1, 2020 from the Ministry of Transportation shall be addressed to the satisfaction of the Ministry of Transportation.	Condition of Development Approval		
17	Prior to final approval of the Block Plan and MESP and before any further draft plans of subdivision for the Block 59 area are approved, all outstanding comments included in the memo from York Region	✓		

Attachment 8 – Status of Block 59 Plan Conditions of Approval

	dated April 17, 2020 (YorkTrax No. BLK.18.V.0004) shall be addressed to the satisfaction of York Region.			
18	Prior to the approval of the MESP, a concluding section shall be added to the MESP to outline site specific requirements by the landowners to ensure they are carried forward into the development process to the satisfaction of the Toronto and Region Conservation Authority.	✓		
19	Prior to final of approval of the Block Plan and MESP, all outstanding comments included in the Toronto and Region Conservation Authority's letter dated February 27, 2020 shall be addressed to the satisfaction of the Toronto and Region Conservation Authority.	✓		
20 (22)	<p>Prior to final approval of the Block Plan, a Letter of Undertaking identifying that Ministry of Tourism, Culture and Sport letter of review and acceptance and the final (should there be revisions required) Archaeological Assessment reports shall be provided as part of the Site Plan or Draft Plan application(s). Additionally, the required Letter of Undertaking acknowledge and agree to the following:</p> <ul style="list-style-type: none"> a. Any Fill Permit approval for any specific area (i.e. creating berms or infill etc.) within the area delineated by Block 59 will also require the Ministry letter as a condition of approval; b. If a partial Archaeological Assessment Report (outstanding stages for individual sites) is prepared, the City will also require and/or apply the recommendation in the latest previously-completed stage of the specific site's Archaeological Assessment report for the protection of the remainder of the site. These recommendations must be fulfilled completely prior to final approval. 	Submitted Pending Final Review		
21 (23)	Prior to final approval of the Block Plan, the Owner shall submit for review and have approved Urban Design Guidelines for Block 59 to	✓		

Attachment 8 – Status of Block 59 Plan Conditions of Approval

	the satisfaction of the Urban Design division of the Development Planning Department and the Parks Planning Department.			
22 (24)	Prior to final approval of the Block Plan and MESP and before any further draft plan of subdivision for the Block 59 area is approved all outstanding comments in the memos dated, October 17, 2018, October 17, 2019, and March 6, 2020 from the Parks Planning Department, shall be addressed to the satisfaction of the Parks Planning Department.”	✓		
23 (25)	Prior to final approval of the Block Plan, the Owner shall prepare a final land use distribution and landowner participation table, to the satisfaction of the Vaughan Parks Planning Department and the Policy Planning and Environmental Sustainability Department. The chart shall include updated land area values for park blocks that satisfy the policies of the Vaughan Official Plan 2010 as amended by the WVEA Plan.	✓		
24 (26)	Prior to final approval of the Block Plan, the Owner shall prepare a plan that identifies the proposed network of pedestrian and bicycle paths located within the open space system incorporated into the Block Plan, with linkages to ultimately create a continuous pedestrian system throughout the block, to the satisfaction of the Vaughan Parks Planning Department.	✓		



From: Clerks@vaughan.ca
To: [Bellisario, Adelina](#)
Subject: FW: DH Letter to City of Vaughan - Committee of the Whole Meeting December 1, 2020 (931784)
Date: November-30-20 9:14:35 AM
Attachments: [Letter to Committee of the Whole - December 1, 2020 \(01623032xCDE1C\).PDF](#)
[image001.png](#)

From: Ajman Ladher <AjmanL@davieshowe.com>
Sent: Monday, November 30, 2020 8:38 AM
To: Clerks@vaughan.ca
Cc: Susan Rosenthal <susanr@davieshowe.com>
Subject: [External] DH Letter to City of Vaughan - Committee of the Whole Meeting December 1, 2020 (931784)

Good Morning,

Please find attached correspondence on behalf of Susan Rosenthal. Kindly acknowledge receipt of this email.

Thank you,

Ajman Ladher

Legal Assistant

[416.977.7088](tel:416.977.7088) x227



Davies Howe LLP
The Tenth Floor, 425 Adelaide Street West
Toronto, Ontario M5V 3C1
416.977.7088

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November 30, 2020

By E-Mail Only to *clerks@vaughan.ca*

Mayor and Members of City Council
City of Vaughan
c/o Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, Ontario L6A1T1

Dear Mayor and Members of Council:

**Re: Committee of the Whole Meeting December 1, 2020
Agenda Items 6.4, 6.5 and 6.6
Anatolia Capital Corp. Zoning by-law Amendment Files Z.18.025, Z.18.026
and Z.18.027 and Site Development Files DA.18.065, DA.18.066 and
DA.18.067 (the “Applications”)**

We are counsel to Highway 27 Langstaff GP Limited (“Rice”) the developer of the Costco Distribution Centre located in Block 59, which was completed in November 2016.

We are writing on behalf of our client to object to the approval of the above-mentioned three zoning by-law amendment applications and site development files for lands owned by Anatolia Capital Corp.

It is our client's position that the requirements for lifting the holding zone are beyond the City's jurisdiction under section 34 and 41 of the *Planning Act*. The conditions of subdivision approval which must be satisfied as a condition of lifting the holding zone found in Attachment 8 for each application require, among other matters, that the Block 59 Landowners Group Inc. enter into a variety of agreements with respect to infrastructure and other requirements. A similar requirement is imposed as a condition of site plan approval for each application, requiring the Block 59 Developers Group to enter into a Spine Services agreement. There is no jurisdiction to bind a party other than the owner of the lands, to enter into and be bound by obligations in an agreement as a condition of zoning (for lifting of a holding zone) and/or site plan approval.

We also note that Attachments 6 and 7 to the staff's report suggest that my client have a significant participation in these improperly imposed obligations. As we have previously advised, our client derives no benefit for the infrastructure and other obligations that to which these conditions purport to bind it. The Costco site is developed. All infrastructure and services needed for it, have been constructed and/or paid for as part of the approval

process for the Costco development. None of the infrastructure and other matters to be governed by the agreements contemplated in the conditions of subdivision approval are needed for the continued operation of the Costco lands and they do not benefit from such future infrastructure. Yet, as suggested in the attachments to the report, the Town appears to be requiring a contribution from my client as a condition of approval of applications unrelated to my client. My client strongly objects to any such attempt.

For the foregoing reasons, my client requests that Committee of the Whole and Council refuse each of the Applications.

Please do not hesitate to contact me should you have any questions.

Yours sincerely,
DAVIES HOWE LLP



Susan Rosenthal
Professional Corporation

SR:SR

copy: Client

anatolia

ANATOLIA CAPITAL CORP

8881 HUNTINGTON ROAD
VAUGHAN, ON
TOR18-0078-00
08.20.2018

WARE MALCOMB

architecture | planning | interiors | branding | civil



anatolia

CONCEPTUAL RENDERING

ANATOLIA CAPITAL CORP
8881 HUNTINGTON ROAD, VAUGHAN, ON, CANADA

WARE MALCOMB

TOR18-0078-00
8.20.2018

SHEET
1

Committee of the Whole (2) Report

DATE: Tuesday, December 08, 2020

WARD: 2

**TITLE: ANATOLIA CAPITAL CORP.
ZONING BY-LAW AMENDMENT FILE Z.18.026
SITE DEVELOPMENT FILE DA.18.066
6560 LANGSTAFF ROAD
VICINITY OF LANGSTAFF ROAD AND HUNTINGTON ROAD
(REFERRED)**

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Site Development Files Z.18.026 and DA.18.066 (Anatolia Capital Corp.) for the Subject Lands shown on Attachment 2. The Owner proposes to rezone the Subject Lands from “A Agricultural Zone” to “EM1 Prestige Employment Area Zone”, “EM1(H) Prestige Employment Area Zone” with the Holding Symbol “(H)”, “EM2(H) General Employment Area Zone” with the Holding Symbol “(H)”, and “OS1 Open Space Conservation Zone” together with site-specific zoning Exceptions to permit the development of 2 employment buildings (Buildings 1 and 2) as shown on Attachments 3 to 6.

Report Highlights

- The Owner proposes to develop the Subject Lands with 2 employment buildings accessed by Huntington Road and Langstaff Road
- Zoning By-law Amendment and Site Development Applications are required to permit the development
- The report provides an update on the status of the Block 59 Block Plan conditions of approval
- The Development Planning Department supports the approval of the Applications as they will permit a development that is consistent with the Provincial Policy Statement, conforms to the Growth Plan, York Region Official Plan and the Vaughan Official Plan 2010 and is compatible with the existing and planned land uses in the surrounding area

Recommendations

The Committee of the Whole, at its meeting of December 1, 2020 recommended the following (Item 5, Report No. 57):

Recommendation of the Committee of the Whole meeting of December 1, 2020:
The Committee of the Whole recommends that consideration of this matter be deferred to the Committee of the Whole meeting of December 8, 2020, to allow staff to report back on the issues raised.

Report and Recommendations of the Deputy City Manager, Infrastructure Development, dated December 1, 2020:

Recommendations

1. THAT Zoning By-law Amendment File Z.18.026 (Anatolia Capital Corp.) BE APPROVED to amend Zoning By-law 1-88, to rezone the Subject Lands from “A Agricultural Zone” to “EM1 Prestige Employment Area Zone”, “EM1(H) Prestige Employment Area Zone” with the Holding Symbol “(H)”, “EM2(H) General Employment Area Zone” with the Holding Symbol “(H)”, and “OS1 Open Space Conservation Zone”, in the manner shown on Attachment 3, together with the site-specific zoning exceptions identified in Table 1 of this report.
2. THAT the Owner, (Anatolia Capital Corp.) enter into an agreement with the City of Vaughan to provide securities and commit to undertaking works based on the preliminary design for the provision of external municipal services including the construction of the stormwater pond on external lands and external watermain and associated works, and commit to enter into agreements with the external landowners and the City to facilitate the development of the Subject Lands, all to the satisfaction of the City and York Region. This agreement shall be executed prior to enactment of the Zoning By-law unless alternative arrangements are made to the satisfaction of the City.
3. THAT the Holding Symbol “(H)” shall not be removed from the Subject Lands or any portion thereof, until the following conditions are satisfied:
 - a) Draft Plan of Subdivision File 19T-18V010 is approved by Vaughan Council; and
 - b) All remaining Block 59 conditions of Block Plan approval as shown on Attachment 9.
4. THAT the Owner be permitted to apply for a Minor Variance Application(s) to 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, if required.

5. THAT Site Development File DA.18.066 BE DRAFT APPROVED AND SUBJECT TO THE FOLLOWING CONDITIONS included in Attachment 1, to the satisfaction of the Development Planning Department, to permit two employment buildings on the Subject Lands, as identified as “Building 1” and “Building 2” on Attachments 3 to 6:

Background

The subject lands (the ‘Subject Lands’) shown on Attachment 2 are located at the northeast corner of Langstaff Road and Huntington Road, and are known municipally as 6560 Langstaff Road. Rainbow Creek traverses the vacant Subject Lands. The Subject Lands and the surrounding land uses are shown on Attachment 2.

The Owner owns other lands in Block 59 subject to concurrent Zoning By-law Amendment, Draft Plan of Subdivision and Site Development applications

The Owner has submitted Zoning By-law Amendment and Site Development Applications on two additional properties within the Block 59 area, shown on Attachment 2. These applications are being reviewed concurrently and form part of the December 8, 2020, Committee of the Whole agenda. The related Draft Plan of Subdivision Application as shown on Attachment 10 will be considered in a technical report at a future Committee of the Whole meeting.

Public Notice was provided in accordance with the Planning Act and Council’s Notification Protocol for the Applications

The City on January 11, 2019 circulated a Notice of Public Meeting to all property owners within 150 m of the Subject Lands, shown on Attachment 2 and to the West Woodbridge Homeowners’ Association, the Kleinburg and Area Ratepayers’ Association, and the Greater Woodbridge Ratepayers’ Association. A copy of the Notice of Public Meeting was also posted on the City’s website at www.v Vaughan.ca and Notice Signs were installed on both the Langstaff Road and Huntington Road street frontages, in accordance with the City’s Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on February 5, 2019, to receive comments from the public and Committee of the Whole. Vaughan Council on February 12, 2019 ratified the recommendation of Committee of the Whole to receive the Public Meeting report of February 5, 2019 and to forward a comprehensive report to a future Committee of the Whole meeting.

No written submissions regarding the Applications were received by the Development Planning Department. Mr. Mark Yarranton, KLM Planning Partners Inc., Jardin Drive,

Vaughan, made a deputation on behalf of the Owner, at the Public Hearing on February 5, 2019, regarding the Applications.

Previous Reports/Authority

The following are links to previous reports regarding the Subject Lands:

Block 59 Committee of the Whole Report:

[June 16, 2020, Committee of the Whole \(Item 10 Report No. 25, Recommendations 1 to 9, adopted as amended by Vaughan Council on June 29, 2020\)](#)

Public Meeting (Applications) Report:

[February 5, 2019, Committee of the Whole \(Public Meeting\) \(Item 6, Report No. 8, Recommendation 1\)](#)

Block 59 Block Plan Application (File BL.59.2014) Public Meeting Report:

[June 17, 2014, Committee of the Whole \(Public Meeting\) \(Item 5, Report No. 32, Recommendations 1 to 3, adopted as amended by Vaughan Council on June 24, 2014\)](#)

Analysis and Options

Zoning By-law Amendment and Site Development Applications have been submitted to permit the development

Anatolia Capital Corp. (the 'Owner') has submitted the following applications (the 'Applications') to permit the development shown on Attachments 3 to 6. Four buildings have been proposed on the entirety of the Subject Lands, however, only Buildings 1 and 2 (the 'Development'), as identified in Attachment 3, is being considered at this time:

1. Zoning By-law Amendment File Z.18.026 to amend Zoning By-law 1-88, to rezone the Subject Lands from "A Agricultural Zone" to "EM1 Prestige Employment Area Zone", "EM1(H) Prestige Employment Area Zone" with the Holding Symbol "(H)", "EM2(H) General Employment Area Zone", with the Holding Symbol "(H)", and "OS1 Open Space Conservation Zone", in the manner shown on Attachment 3, and to permit site-specific zoning exceptions identified in Table 1 of this report.
2. Site Development File DA.18.066, as shown on Attachments 3 to 6, to permit the development of two employment buildings identified as "Buildings 1" and "Building 2" in Attachment 3.

The Development is consistent with the Provincial Policy Statement, 2020 (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 provides for

appropriate development while ensuring that public health and safety, and the quality of the natural and built environment are protected. In accordance with Section 3(5) of the *Planning Act*, all land use decisions in Ontario “shall be consistent with” the PPS.

The employment policies in Section 1.3.1 of the PPS state (in part) that, “Planning authorities shall promote economic development and competitiveness by:

- providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and
- ensuring the necessary infrastructure is provided to support current and projected needs.”

The Development utilizes an undeveloped site within the Block 59 Employment Area and will support employment uses. The Development complements and is compatible with the planned uses within the West Vaughan Employment Area and would provide diversified employment opportunities to meet the City’s long-term employment needs. The Subject Lands are located in an area where servicing and infrastructure is available for the Development.

In consideration of the above, the Development is consistent with the PPS.

The Development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended (the ‘Growth Plan’)

The 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 flexibility to capitalize on new economic and employment opportunities while providing certainty for traditional industries. The Growth Plan encourages the concentration of population and employment growth within Settlement Areas and promotes the development of complete communities, offering a mix of jobs, amenities, services and housing types. In accordance with Section 3(5) of the *Planning Act*, Vaughan Council’s planning decisions shall conform to the Growth Plan.

The Employment policies of Section 2.2.5.1 directs that economic development and competitiveness in the Greater Golden Horseshoe be promoted by:

- making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities; and

- integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Schedule 1 - Urban Structure of VOP 2010 identifies the Subject Lands as being located within “Employment Areas”. The Development implements an employment use within a Settlement Area where municipal water and wastewater services are available and will contribute towards the development of employment lands in Block 59. Therefore, the Development conforms to the Growth Plan.

The Development conforms to the York Region Official Plan, 2010 (‘YROP’)

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

The Subject Lands are identified as “Urban Area” on Map 1: Regional Structure of the YROP, and permits a range of residential, commercial, employment and institutional uses, subject to additional policy criteria, and are identified as being within the “Strategic Employment Lands - Conceptual” by Figure 2: York Region Strategic Employment Lands of the YROP.

Section 4.3 contains policies with respect to Planning for Employment Lands to recognize employment lands are strategic and vital to the Regional economy and are major drivers of economic activity in the Region. As such, require that local municipalities (i.e. Vaughan) to designate and protect employment lands in local municipal official plan and protect, maintain and enhance the long-term viability of all employment lands designated in local municipal official plans for employment land uses.

Policy 4.3.6 states, “It is the policy of Council to protect strategic employment lands, including lands identified in Figure 2. These lands are identified based on their proximity to existing or planned 400-series highways and shall be designated for employment land uses in local municipal official plans”.

Policy 4.3.14 also requires that local municipalities, in consultation with York Region, prepare comprehensive secondary plans for new employment lands.

The Development proposes employment uses where employment lands have been designated and designated in the Vaughan Official Plan, 2010 (‘VOP 2010’). The Subject Lands form part of the VOP 2010, Volume 2, Section 11.9 – the West Vaughan Employment Area Secondary Plan as required for new employment lands. The Development conforms to the policies of the YROP.

The Development conforms to the Vaughan Official Plan 2010 ('VOP 2010')

The Subject Lands are designated "Prestige Employment", "General Employment" and "Natural Areas" (valley and Rainbow Creek) by VOP 2010, Volume 2, Section 11.9 - the West Vaughan Employment Area Secondary Plan ("WVEASP"). Schedule 1 of VOP 2010 also identifies the Subject Lands as an "Employment Area" and "Natural Area and Countryside".

The "Prestige Employment" designation permits industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted within the "Prestige Employment" designation. Office uses, limited retail uses, and gas stations are also permitted in the "Prestige Employment" designation, subject to meeting certain criteria outlined in VOP 2010. Employment Industrial Buildings are also a permitted building type within the "Prestige Employment" designation.

Section 2.7 Site Specific Policies of the WVEASP indicate that the area used for the placing or parking of transitory vehicles, trucks, tractors and trailers used for the conveyance of goods and materials to and from the distribution warehouse use on the lot shall not be considered to be outside storage for lands identified on Schedule 3 "Land Use" of the WVEASP.

The "General Employment" designation permits a full range of industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, transportation, distribution, any of which may or may not include outdoor storage, but not used for the sole purpose of outside storage. Accessory office and/or retail uses, and gas stations are also permitted in the "General Employment" designation, subject to meeting certain criteria outlined in VOP 2010. Employment Industrial Buildings are also a permitted building type within the "General Employment" designation.

The manufacturing and/or warehousing uses are proposed within wholly enclosed employment/industrial buildings in the "Prestige Employment" and "General Employment" designations with the exception of transitory vehicles, trucks and trailers associated with distribution warehouse uses.

The "Natural Areas" designation identifies those portions of the City being part of the Natural Heritage Network. The policies of VOP 2010 require the Natural Heritage Network be protected and enhanced, as an interconnected system of natural features and the functions they perform. The "Natural Areas" designation on the Subject Lands are specifically identified as a "Core Feature" by VOP 2010. The location of Rainbow Creek coincides with the "Natural Areas" designation on the Subject Lands, and will be incorporated into the valley blocks together with the environmental buffer blocks in the related Draft Plan of Subdivision application.

The policies of VOP 2010 require Core Features and their minimum vegetation protection zones be dedicated to an appropriate public agency (e.g. the City or the Toronto and Region Conservation Authority – “TRCA”) at no public expense, through the development approval process. The conveyance of these lands will be secured through the related Draft Plan of Subdivision applications to ensure that the integrity of ecological systems on or within direct proximity to the Subject Lands will be maintained. The development limits of the Subject Lands, including all the natural heritage features and hazards, have been determined through the Block Plan process in accordance with the policies of VOP 2010 and the WVEASP.

The Development is permitted by the “Prestige Employment”, “General Employment” and “Natural Areas” land use designations.

The Development (Building 1 and 2) as shown on Attachments 3 to 6 respects the following design criteria in accordance with Section 9.1.2.10 a) through h) of VOP 2010 (in part):

“That in Employment Areas, new development will be designed to:

- a. allow for a variety of lot sizes and building sizes to accommodate a wide range of employment uses as permitted through Section 9.2 of this Plan;
- b. provide safe and direct access to buildings for pedestrians, cyclists and transit users;
- c. maximize the placement of buildings along the frontage of lots facing public streets and have regard for appropriate landscaping;
- d. limit surface parking between the front face of a building and the public street or sidewalk;
- e. provide safe and direct pedestrian walkways from the public street and parking areas to main building entrances;
- f. buffering and screening any surface parking areas from all property lines through the use of setbacks and landscaping;
- g. buffering and screening any outdoor storage areas, where permitted, through the use of setbacks, landscaping and fencing; and
- h. provide appropriate parks and open spaces as set out in Section 7.3.”

The Development shown on Attachments 3 to 6 respects the design criteria above by providing buildings to accommodate a wide range of employment uses, providing safe and direct access to buildings for a variety of transportation modes, appropriate built form, landscaping and setbacks. The proposed uses and the Development conform to the policies of VOP 2010.

The Development conforms to the final Block Plan, Urban Design Guidelines, Architectural Design Guidelines, and Landscape Master Plan for the Block 59 Area

Section 10.1.1 of VOP 2010, Volume 1 states a Block Plan is required for all Secondary Plans. Vaughan Council, on June 17, 2014 considered the draft Block 59 Plan at a Public Meeting (File BL.59.2014). Council on June 29, 2020 considered and approved the application for the Block Plan, and the Block 59 Plan dated December 10, 2019, subject to the fulfillment of Block Plan conditions of approval. Two of the 9 recommendations contained in the June 16, 2020 report recognized that through the fulfillment of the Block Plan conditions, the final Block Plan may require updating:

- The Block 59 Plan be modified as required through the resolution of conditions identified in Attachment 1 of the Block Plan report
- Any changes resulting from the fulfillment of the conditions be made prior to any future approval of a Zoning By-law Amendment application or draft approval of a Draft Plan of Subdivision or Site Development application

Condition 1 of Block Plan approval also recognizes the final Block Plan shall relate to the draft Block 59 Plan dated December 10, 2019. Two changes have been reflected in the final Block 59 Block Plan, dated September 3, 2020 as shown on Attachment 7. The Land Use Distribution has also been updated to reflect these changes as shown in Attachment 8.

The final Block 59 Block Plan identifies the Subject Lands as “Prestige Employment”, “General Employment”, “Natural Heritage Feature” and “10 m Buffer”. Street “G” is also identified and will be future development on the Subject Lands.

The final Block Plan 59 shown on Attachment 7 is generally consistent with the Block Plan dated December 10, 2019 and reflect the following modifications:

- The area of the “Prestige Employment” designation has been reduced in the southwest quadrant of the Block (part of Parcel #17 on the final Block Plan). This modification accurately reflects the extent of the “Prestige Employment” designation and reflects the “General Employment” designation as shown in the WVEA Secondary Plan. In doing so, the extent of land uses designation shown through the current development applications, are consistent with the final Block Plan for the southwest quadrant of Block 59.
- Street ‘L’ connecting Line Drive to Highway 27 in the southeast quadrant of Block 59, was previously shown as “proposed” and is now being shown as part of the Block Plan. This change reflects the Traffic and Transportation Study

update (October 2020) which includes Street 'L' as part of the transportation network and has been approved to the satisfaction of York Region and the City of Vaughan.

A number of Block 59 Block Plan conditions of approval have been satisfied as shown on Attachment 9. The Policy Planning and Environmental Sustainability Department ('PPES') and the Development Engineering ('DE') Department have reviewed the outstanding conditions and are satisfied they can be appropriately addressed in advance of consideration of the related Draft Plan of Subdivision application and lifting of the Holding Symbol "(H)" from the Subject Lands, and/or become a condition of the related Draft Plan of Subdivision approval.

The proposed development conforms to the approved Block 59 Plan.

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 as shown on Attachment 2. The "A Agricultural Zone" does not permit the Development. The Owner proposes to amend Zoning By-law 1-88, specifically to rezone the Subject Lands to "EM1 Prestige Employment Area Zone", "EM1(H) Prestige Employment Area Zone" with the Holding Symbol "(H)", "EM2(H) General Employment Area Zone", with the Holding Symbol "(H)", and "OS1 Open Space Conservation Zone", together with the following site-specific zoning exceptions to the EM1 and EM2 Zone Standards:

Table 1

	Zoning By-law 1-88 Standard	'EM1 Prestige Employment Area Zone' Requirements	Proposed Exceptions to the 'EM1 Prestige Employment Area Zone' Requirements

b.	Definition of a Lot Line, Front	Means the street line, provided that in the case of a corner lot, the shorter street line is deemed to be the front lot line	<p>The lot line abutting Huntington Road shall be deemed to be the Front Lot Line for Building 1</p> <p>The lot line abutting Langstaff Road shall be deemed to be the Front Lot Line for Building 2</p> <p>The lot line abutting Future Street "G" shall be deemed the Front Lot Line for Building 3 and 4</p>
	Zoning By-law 1-88 Standard	'EM1 and EM2 Zone' Requirements	Proposed Exceptions to the 'EM1 and EM2 Zone' Requirements
c.	Minimum Landscape Strip Abutting an OS1 Zone	7.5 m	1.5 m
d.	Minimum Rear Yard Setback	12 m	11 m (Building 2, 3 and 4)

e.	Minimum Required Parking	Warehousing: 1 parking space/100 m ² GFA <u>Building 1</u> 26,811.68 m ² x 1 space/100 m ² = 269 spaces <u>Building 2</u> 24,668.58 m ² x 1 space/100 m ² = 247 spaces <u>Building 3</u> 16,349.18 m ² x 1 space/100 m ² = 164 spaces <u>Building 4</u> 8,612.16 m ² x 1 space/100 m ² = 87 spaces Employment Uses other than Warehousing (greater than 3700 m ² GFA): 1.5 parking spaces / 100m ² . GFA devoted to ancillary office use, plus the requirements for any other use, or 3.5 parking spaces per unit, whichever is greater	Warehousing: 0.7 parking spaces/100 m ² GFA <u>Building 1</u> 26,811.68 m ² x 0.7 spaces/100 m ² = 188 spaces <u>Building 2</u> 24,668.58 m ² x 0.7 spaces/100 m ² = 173 spaces <u>Building 3</u> 16,349.18 m ² x 0.7 spaces/100 m ² = 115 spaces <u>Building 4</u> 8,612.16 m ² x 0.7 spaces/100 m ² = 61 spaces Employment Uses other than Warehousing: 0.7 parking spaces/100 m ² GFA
	Zoning By-law 1-88 Standard	'EM1 and EM2 Zone' Requirements	Proposed Exceptions to the 'EM1 and EM2 Zone' Requirements

		Employment Uses other than Warehousing (equal or less than 3700m ² GFA): 2 parking spaces / 100m ² . GFA or 3.5 parking spaces per unit, whichever is greater	
f.	Location of Parking Areas	Parking Areas must be provided on-site within the Lot	For the purposes of zoning conformity, Blocks 2 and 3 (Attachment 10) shall be deemed a single lot for the purposes of parking, parking aisles and driveway accesses only
g.	Maximum Joint Ingress and Egress Access Driveway Width	7.5 m	8 m
h.	Outside Storage of Trucks and Trailers, Accessory to a Distribution Warehouse Use	Not permitted in an EM1 Prestige Employment Area Zone	Trucks and trailers accessory to a distribution warehouse use shall not be considered outside storage in an EM1 Prestige Employment Area Zone
i.	Location of Loading Spaces	Loading spaces are not permitted between a building and a street	Permit loading spaces to be located between a building and a street if said street is not an arterial road (Building 3 and 4)

The Development Planning Department can support the zoning exceptions in Table 1 on the following basis:

The proposed Employment Zones implement the policies of VOP 2010 for the Subject Lands and are therefore considered appropriate. The Holding Symbol “(H)” is proposed for the lands containing Buildings 3 and 4 to be lifted upon a number of conditions being

satisfied, including approval of the related Draft Plan of Subdivision Application (File 19T-18V010) for the Blocks.

The requested zoning exceptions in Table 1 are consistent with exceptions for other employment development in the area. The exception for outside storage conforms with Section 2.7 Site Specific Policies of the WVEASP which permits the placing of trucks and trailers accessory to a distribution warehouse and shall not be considered outside storage. Notwithstanding the statement above, solid screening in the form of a combination of landscaping and fencing shall be required along the lot line abutting any Open Space Zone to screen the future trail and open space from any vehicles and equipment associated with the distribution and warehouse uses. A provision to this effect will be included in the implementing Zoning by-law.

In consideration of the above, the Development Planning Department can support the proposed zoning exceptions.

The Planning Act permits Vaughan Council to pass a resolution to permit a landowner to apply for a future Minor Variance application(s), if required, within 2 years of a Zoning By-law coming into full force and effect

Section 45(1.3) of the *Planning Act* restricts a landowner from applying to the Committee of Adjustment for a Minor Variance application within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for Minor Variance Applications within two (2) years of the passing of a by-law amendment.

Should Council approve Zoning By-law Amendment File Z.18.025 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 Development. A condition to this effect is included in the Recommendation of this report.

The Development Planning Department supports the Site Development Application, subject to the Recommendations of this report

Site Plan

The Owner seeks approval for “Building 1” and “Building 2”, as shown on Attachments 3 to 6 as part of this approval for Site Development File DA.18.066. The remaining Development identified as “Future Development” on Attachment 3 will be considered at a future technical report for Council’s consideration.

Buildings 1 and 2 each consists of 2 Phases as shown on Attachment 3. Pedestrian connections are proposed throughout the parking areas and will interconnect to the proposed sidewalk/multi-use path along Huntington Road and sidewalks on Langstaff

Road. Parking is located along the front of the buildings and truck loading occurs between the two buildings. The final site plan including the design for the boulevards shall be to the satisfaction of Development Planning.

Building Elevations

The proposed one-storey employment building elevations shown on Attachments 5 and 6 include a combination of a glazing, precast concrete and composite metal panels. Staff recommends additional design elements such as building recesses and protrusions, and materiality be used to enhance and articulate the facades of the building facing Huntington Road and Langstaff Road and recommends a combination of an architectural wall and/or landscaping be provided to screen the truck loading area. The final building elevations shall be to the satisfaction of the Development Planning Department.

Lighting

Light spillage needs to be minimized to 0.0lux to the property line towards the valley while 5.0 lux is achieved along barrier-free pathways and 2.0 lux on all other pedestrian areas.

Landscape Plan

The proposed landscape plan is shown on Attachment 4 and consists of a variety of deciduous and coniferous trees, shrubs and ornamental grasses. The primary gateway feature and secondary entry feature must be fully designed, including the treatment in the sight triangle to be compatible and compliment the one already installed at Trade Valley and Huntington Road. The Owner is required to provide the updated information as requested and the final Landscape Plan and cost estimates should be to the satisfaction of the Development Planning Department.

Sustainability Performance Metrics

The Owner has submitted a Sustainability Performance Metric scoring tool. A revised Sustainability Performance Metric scoring tool and cover letter must be submitted to demonstrate how the Development achieves the minimum Sustainability Performance Metric ('SPM') application score of 31 points for Bronze level.

Cultural Heritage

Prior to the execution of the Site Plan Agreement the Owner shall provide registered confirmation of clearance of Archaeological Assessment conditions and requirements for the entire area affected by the proposed development from the Ontario Ministry of Heritage, Sport, Tourism, Culture Industries. A Condition to this effect is included in Attachment 1.

Arborist Report and Tree Preservation Plan

An Arborist Report was submitted with the Applications, which identifies the number, species, condition, and size (diameter) of the existing private trees that will be preserved or removed from the Subject Lands, including the existing municipal trees proposed to be preserved or removed from the lands immediately abutting the Subject Lands.

The Arborist Report must be revised to identify the tree replacement costs and requirements to conform with City standards to confirm tree compensations costs and the Owner must enter into a Tree Protection Agreement with the City prior to the execution of the Site Plan Agreement.

The Owner must satisfy all outstanding comments prior to the execution of the Site Plan Agreement and the Development Planning Department must approve the final site plan, landscape plan and details, landscape cost estimate, arborist report, tree preservation plan and building elevations. A condition to this effect is included in Attachment 1. The Development Planning Department is satisfied with the Development, as shown on Attachments 3 to 5, subject to the above-noted conditions included in the Recommendations of this report.

The Development Engineering Department supports the Development, subject to the Conditions of Approval

The Development Engineering Department has provided the following comments regarding the Development:

Transportation Engineering

The Owner has submitted a Transportation Impact Study (including a parking assessment) completed by NexTrans dated June 2020. Currently, the Development is only for Building 1 and Building 2 in advance of the construction of future roads internal to Block 59 and subsequent developments. The proposed Development includes two (2) access points on Huntington Road and two (2) access points on Langstaff Road with 414 spaces. The Transportation Impact Study also included a parking assessment in support of 0.7 spaces/100m². The parking assessment prepared by NexTrans concludes that the proposed parking supply would be sufficient for Development's specific requirements since the proposed parking rates are justified based on the proxy site survey and the "Review City of Vaughan's Parking Standards" completed by IBI Group for the City.

The DE Department is generally satisfied with the overall findings of the Transportation Impact Study. However, the Owner shall submit an addendum to the Transportation Impact Study addressing prior to the final Site Plan approval. The proposal also requires review and approval by York Region as the Development impacts Regional Roads and intersections.

Huntington Road Urbanization

The City of Vaughan completed a Schedule 'C' Municipal Class Environmental Assessment ('EA') Study for road improvements along Huntington Road to accommodate population and employment growth in western Vaughan.

The Huntington Road Urbanization project through the City's Infrastructure Delivery Department has scheduled the work to be completed in three (3) separate phases, with Phase 1 (Langstaff to Rutherford) tentatively scheduled for construction between 2023 & 2024.

The proposed improvements include widening to accommodate a 26m urbanized right-of-way ('ROW') complete with a total of four lanes, intersection improvements, street lighting, 3m multi-use trail, boulevard, and landscaping on the east side of Huntington Road, 1.5m sidewalk, boulevard, and landscaping on the west side of Huntington Road, and various utility upgrades.

To accommodate the Huntington Road Urbanization project, the Owner of the Subject Lands shall convey the required lands fronting Huntington Road to the City at no cost and free of charge and encumbrances.

Noise

A Noise Impact Study ('NIS'), prepared by Valcoustics Canada Ltd., dated May 22, 2020, was submitted in support of the Applications. It concluded:

The main noise source with potential for impact at the proposed development is road traffic on Langstaff Road, Huntington Road and the future Highway 427 extension. The main noise sources associated with the proposed Development with the potential to create significant noise impact at the neighbouring receptors are the truck movements on the Subject Lands, activities at the loading docks, and the rooftop mechanical units. The indoor noise criteria at the proposed Development are predicted to be met using exterior wall construction of up to Sound Transmission Class ('STC') 42 and exterior windows of up to STC 33.

The analysis shows that the sound emissions from the proposed industrial development are predicted to meet the stationary noise guideline limits without any additional noise mitigation measures.

The tenants for the warehouses are currently not known. The analysis was done using operating information provided by Anatolia Capital Corp. for similar facilities that they have developed. The analysis should be updated if the proposed operations are significantly different than those described and assessed herein.

Municipal Servicing

A Functional Servicing & Stormwater Management Report ('FSR/SWM'), prepared by Schaeffers Consulting Engineers, dated June 2020, was submitted in support of the Applications:

a) Water Supply

The Subject Lands are proposed to be situated within Pressure District 6 (PD6) of the York Water Supply System according to the Master Environmental Servicing Plan ('MESP') for Block 59. Currently, the Subject Lands are situated within PD5W under current City mapping and therefore, there is no PD6 watermain infrastructure available in advance of the ultimate servicing strategy including future Huntington Road watermain extension, Pressure Reducing Valve ('PRV') at the intersection of Huntington Road and Langstaff Road, construction of future roads and internal watermain looping within Block 59.

The Owner has made a submission and has committed to providing securities at an estimated cost of \$263,175 to provide an interim water servicing strategy to service Buildings 1 and 2 until the ultimate water servicing strategy can be implemented within subsequent development phases of the remaining development and future internal roads as outlined within the Block 59 MESP. The interim water servicing strategy requires a proposed 400mm diameter watermain traversing the north side of Langstaff Road connected from an existing 400mm diameter watermain at the intersection of Huntington Road and Langstaff Road to service Building 1 and Building 2 only.

The supporting certification letter provided by WSP Canada Ltd. ('WSP') for the interim water servicing strategy identifies that adequate water pressures are available to service Buildings 1 and 2 of the Subject Lands (subject to required hydrant flow testing for confirmation). However, as the proposed infrastructure is within the jurisdiction of York Region (Langstaff Road), acceptance of the interim water servicing strategy is subject to York Region's review and approval.

b) Sanitary Servicing

The Subject Lands are intended to be serviced utilizing proposed municipal sanitary sewer network traversing the south side of Buildings 1 and 2 via a municipal servicing easement complete with service connections and control manholes for each development block. The FSR/SWM identifies the Development to facilitate a direct connection to the Huntington Road sanitary sewer consistent with the interim and ultimate wastewater strategies presented in the MESP. However, the MESP identifies the easement requirements are to be confirmed within the detailed design.

The Owner has made a submission and has committed to providing securities and municipal servicing easements at an estimated cost of \$188,000 to construct

the necessary municipal wastewater servicing to service Buildings 1 and 2 only. Proposed municipal servicing includes internal maintenance holes and sewers including individual service connections and control maintenance holes for Buildings 1 and 2 within a municipal servicing easement.

Furthermore, the DE Department requires additional drawings including Plan and Profile drawings and certification letters to support the proposed municipal sanitary servicing.

c) Storm Drainage

The Subject Lands are not serviced by any existing stormwater infrastructure and no municipal storm ponds are proposed on the Subject Lands. The FSR/SWM Report proposes to direct site stormwater flows to a future municipal Stormwater Management Pond ('SWMP') W1 pursuant to the Block 59 MESP, to be located north of Block 3 (as shown on Attachment 10) on adjacent external lands.

In advance of construction of future Street 'G' as shown on Attachment 3, the DE Department recommends SWMP W1 to remain private until such time the appropriate municipal access to the pond can be achieved, to the satisfaction of the City.

On-site stormwater storage will be available within the Development through stormwater storage tanks/infiltration chambers, surface ponding and oversized pipes with the use of orifice tubes to control stormwater flow rates upstream of SWMP W1.

Furthermore, the Owner has committed to providing securities at a preliminary estimated cost of \$955,537 according to a certified cost estimate provided by WSP utilizing a preliminary design sketch prepared by Cole Engineering, and to enter into any required future agreement(s) with the City, and any external landowners and agencies, to construct and convey lands for SWMP W1 external to the Subject Lands.

The Owner shall undertake any required studies and provide detailed design drawings, applicable documents and supporting reports that shall be submitted in support of constructing SWMP W1 and servicing Buildings 1 and 2, to the satisfaction of the City.

Environmental Site Assessment ('ESA')

The Environmental Engineering Department has reviewed the Phase 1 and 2 Environmental Site Assessments prepared by WSP and are satisfied with the submitted ESA documentation and have no objection to the Development. Furthermore, the

Owner is still working on providing ESA documentation to support future conveyance for external lands including SWMP W1.

Grading Design/Erosion and Sediment Control

The existing topography indicates a significant grade differential between the west and east halves of the Subject Lands and therefore, require the proposed Development to implement grade measures such as 5m high retaining walls and sloping towards future SWMP W1. Furthermore, 2m high retaining walls and sloping is proposed towards Rainbow Creek and is subject to review and approval from Toronto Region and Conservation Authority ('TRCA').

The *Erosion & Sediment Control Guidelines for Urban Construction (December 2006)* Guideline 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 aforementioned document.

Block 59 Developer's Group Agreement

Prior to development of subsequent phases of the Subject Lands, the Owner and/or Block 59 Landowners Group shall enter into any agreement(s) with the City necessary to construct SWMP W1, storm sewers, sanitary sewers, watermains, roads and associated works to provide connections to the development, including necessary securities, conveyance of lands both internal and external (unless alternative arrangements are made), all to the satisfaction of the City.

The Financial Planning and Development Finance Department advises that Development Charges ('DCs') are applicable for the Development

The Financial Planning and Development Finance Department requires that the Owner pay to the City 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.

Cash-in-lieu of the dedication of parkland is required

The Office of Infrastructure Development Department, Real Estate Services advises cash-in-lieu of the dedication of parkland payment in accordance with Section 42 of the *Planning Act* will not be required as long as the Council Policy waiving such payment remains in effect for industrial land.

The Parks Planning Department has no objection to the Development, subject to the Conditions of Approval

The Parks Planning Department has no objection to the Development subject to warning clauses to be placed within all Offers of Agreement of Purchase and Sale or Lease for all lots butting the Open Space Zones. Conditions to this effect are included in Attachment 1.

Parks Planning staff are seeking the provision of an off-road multi-use recreational trail within the Subject Lands, specifically within the open space/valleyland to connect into the local trail network and into the overall pedestrian and bicycle network in the City. As the final location and alignment of the trail has yet to be determined, a blanket easement on the entire open space/valleyland system and buffer blocks on the subject property will be required as part of the related Draft Plan of Subdivision File 19T-18V010 for the purposes of constructing and maintain a publicly accessible trail in the valley system.

The Forestry Operations Division has no objection to the Applications, subject to Conditions of Approval

A Private Property Tree Removal and Protection Permit is required. The Forestry Operations Division of the Parks, Forestry and Horticulture Operations Department has no objection to the Development subject to the Owner informing the Forestry Operations Division once tree protection measures have been installed for inspection and approval according to City specifications. Conditions to this effect are included in Attachment 1.

The Policy Planning and Environmental Sustainability ('PPES') Department has no objection to the Development, subject to Conditions of Approval

The Owner is required to provide fencing along the outermost limit of the natural heritage system to the satisfaction of the City.

The Block Plan Environmental Impact Study ('EIS'), identified Species at Risk nesting habitat for Barn Swallow on the Subject Lands. Further, the woodlands are candidate bat maternity colonies and Species at Risk Bat Habitat. The Owner should confirm Species at Risk requirements for the Subject Lands and the need for an Overall Benefit Permit. The Ministry of Environment, Conservation and Parks ('MECP') should be contacted in this regard. Conditions to this effect are included in Attachment 1.

The Toronto and Region Conservation Authority ('TRCA') has advised in principle of no objection to the Zoning By-law and the Site Development Application

Portions of the Subject Lands are located within the TRCA's regulated area. The "Natural Areas" designation recognizes Rainbow Creek located on the Subject Lands.

By way of correspondence dated November 10, 2020 the TRCA advised in principle, it has no objection to the Applications. The Owner has entered into an understanding

with the TRCA, recognizing that changes to the site plan may result from the technical review of a required Erosion Impact Assessment. The TRCA will provide final conditions of Site Plan Approval (as required) upon the satisfactory review of the EIA and all other technical reports. A condition is included in Attachment 1 requiring the Owner to satisfy all requirements of the TRCA.

Prior to TRCA's final approval of the site plan, the following is required:

1. A continuous simulation erosion impact assessment ('EIA') conducted based on the findings of the Rainbow Creek Master Plan Update Study (2013) with the updated site constraints outlined in the Functional Servicing Reports related to on-site retention, and a new stormwater management strategy for erosion control that does not exceed the erosive targets as set out in the Master Plan Update Study. Further, the study areas will need to show, conceptually, the ability to meet the targets as outlined in the updated stormwater management strategy determined through the continuous simulation modelling, prepared to the satisfaction of the TRCA.
2. The Owner shall submit a detailed engineering report(s) and plans to the satisfaction of TRCA in accordance with the approved Master Environmental Servicing Plan ('MESP') by *Cole Engineering* as may be amended in the future to the satisfaction of TRCA and the City of Vaughan. This submission shall include:
 - a) a description of the storm drainage system (quantity and quality) for the proposed development;
 - 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, including any outfalls to the natural heritage system;
 - e) that best efforts be provided to maintain pre-development recharge in accordance with the REC-1 Policy of the Credit Valley, Toronto and Region and Central Lake Ontario ('CTC') Source Protection Plan including Low

Impact Development ('LID') measures to promote infiltration, reduce run-off and maintain water balance for the plan area;

- f) detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
 - g) proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be likely impacted by the development;
 - h) 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;
 - i) grading plans for the Subject Lands;
 - j) an erosion and sediment control report and plans for the Subject Lands including proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;
 - k) 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; and
 - l) a response indicating how TRCA's detailed comments on the Site Development Application have been addressed and incorporated into the detailed engineering report (or reports) and plans.
3. That a geotechnical engineer confirm the long-term stability of the proposed grading with a minimum factor of safety of 1.5. The geotechnical engineer is required to provide a supplementary geotechnical report / letter for the geotechnical and stability review of the grading plan and all sections.
4. As per the letter by Schaeffer (dated September 11, 2020), it is understood that the design will be revised to reduce the ponding areas so that they do not have impact on the retaining walls. Such revised design needs to be developed and implemented to reduce the ponding areas behind the retaining walls (to minimize any impacts to the retaining walls).
5. At the detailed design stage, the engineer-stamped drawings for the retaining walls as per the design of the retaining walls must be provided by a civil / structural engineer; *Given that the retaining walls are behind the 10m setback,*

the review of the structural design of the retaining walls can be deferred to the municipality.

6. That this site plan be subject to red-line revision(s) in order to meet the requirements of TRCA's conditions of site plan approval, if necessary, to the satisfaction of TRCA.
7. That buffer restoration plans, and compensation planting plans (as outlined in the MESP) will be designed to the satisfaction of TRCA.
8. That all proposed road crossings will be designed in conformance with TRCA's Crossing Guidelines for Valley and Stream Corridors, 2015 to the satisfaction of TRCA.
9. That prior to the final approval of this site 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.

The lands proposed to be zoned "OS1 Open Space Conservation Zone" should be dedicated to either the TRCA and/or the City of Vaughan, to the satisfaction of the TRCA.

The Ministry of Transportation of Ontario ('MTO') has no objection to the Development, subject to the following Condition of Approval

The MTO has reviewed the Applications and provided no comments or concerns with respect to the Zoning By-law Amendment application. However, the Subject Lands are located within the MTO Permit Control Area and the following comments will apply to the Site Development Application:

- MTO permits are required for all buildings located within 46 m from the Highway 427 Future Transit property line and a radius of 365 m from the centre point of the Highway 427 Future Transitway and Langstaff Road, prior to any construction being undertaken. Permits applications are available on the MTO website.

The MTO has no objection to the Development, subject to the above-noted requirements.

TC Energy ('TC') has no objection to this Development

TC has reviewed the Applications and advises they have no comments or objection to the Development.

Bell Canada has no objection to the Development, subject to the following condition

Bell Canada advises the Owner to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the Development and prior to commencing any work, the Owner must confirm sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Owner shall be required to pay for the connection to and/or extension of the existing communication/ telecommunication infrastructure. A condition to this effect is included in Attachment 1.

Bell Canada also requests the following be included in the conditions of approval:

“The Owner shall grant to Bell Canada, in words satisfactory 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”.

Canada Post has no objection to the Development

Canada Post has no objection to the Development and will install mailboxes and pads as the need arises.

Canadian Pacific Railway has no objection to the Development

Canadian Pacific Railway has reviewed the submission and has no objection to the Development.

The various utility companies have no objection to the Development, subject to the Conditions of Approval

Hydro One Inc. has no objections to the Development. Enbridge Gas and Alectra Utilities have no objection to the Development, subject to the Owner coordinating servicing, connections, easements with the above noted utilities prior to the commencement of any site works. A condition to this effect is included in Attachment 1.

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, subject to Conditions of Approval

York Region advises, in principle the Region has no objection to the Development subject to the following comments:

York Region has requested that prior to receiving final approval from the Region, and prior to the issuance of any conditional, partial and/or final building permits by the City of Vaughan, the Owner must satisfy the requirements listed below, and be in receipt of a fully executed Site Plan Agreement, unless otherwise agreed to in writing by York Region:

- The technical comments previously provided must be addressed to the Region's satisfaction and final site plan approval achieved from the Region
- The design for the proposed right in/ right out accesses to Langstaff Road must meet the Region's requirements
- The daylight triangles related to Street G at Langstaff Road must be conveyed to York Region
- The right-of-way for Street G across the Subject Lands must be dedicated to the City of Vaughan

Conditions to this effect are included in Attachment 1 requiring the Owner to satisfy all requirements of York Region.

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment and Site Development Files Z.18.026 and DA.18.066 in consideration of the policies 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 West Vaughan Employment Area Secondary Plan policies.

The Development Planning Department is satisfied the Development shown on Attachments 3 to 6, is compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department supports the approval of the Applications, subject to the Recommendations in this report and the Conditions of Approval included in Attachment 1.

For more information, please contact: Jennifer Kim, Planner, Development Planning Department, ext. 8592.

Attachments

1. Conditions of Site Plan Approval

2. Context and Location Map
3. Proposed Zoning and Site Plan
4. Proposed Landscape Plan
5. Building 1 Elevations
6. Building 2 Elevations
7. Final Block 59 Block Plan, September 3, 2020
8. Block 59 Plan, Land Use Distribution
9. Status of Block Plan Conditions of Approval
10. Related Draft Plan of Subdivision File 19T-18V010
11. Communication C8 from CW (1) December 1, 2020
12. Coloured Rendering

Prepared by

Jennifer Kim, Planner, ext. 8592

Clement Messere, Senior Planner, ext. 8409

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

Mauro Peverini, Director of Development Planning, ext. 8407

Attachment 1 – Conditions of Site Plan Approval
Site Development File DA.18.066 (Anatolia Capital Corp.)

1. THAT prior to the execution of the Site Plan Agreement:
 - a) the Development Planning Department shall approve the final Site Plan, Building Elevations, Landscape Plan, Landscape Details, Landscape Cost Estimate, and Arborist Report, Tree Inventory and Tree Protection Plan
 - b) the Development Engineering Department shall approve the final Site Servicing Plans, Site Grading Plans, Sediment Control Plans, Phase 1 and Phase 2 Environmental Site Assessments ('ESA'), Stationary Noise Impact Study, Functional Servicing & Stormwater Management Report (FSR/SWM), Traffic Impact Study (TIS) complete with a Phasing Plan, Geotechnical Report complete with in-situ percolation testing and accompanying engineering drawings
 - c) the Owner shall pay the Development Engineering Site Plan Complex fee in accordance with Fees and Charges By-Law 171-2013, as amended by By-law 023-2019, to the satisfaction of the Development Engineering Department
 - d) the Owner shall enter into an agreement with the City to design, construct and provided securities at an estimated cost of **\$1,406,712.00** for the construction of municipal servicing for stormwater management, water distribution and municipal sanitary sewer network required to service the Subject Lands, all to the satisfaction of the City
 - e) The Environmental Services Department, Waste Management Division shall approve the final waste collection plan
 - f) The Owner shall satisfy all requirements from Alectra Utilities Corporation, Enbridge Distribution Inc., Bell Canada and Hydro One Inc.
 - g) The Owner shall satisfy all requirements and obtain all necessary approvals from the Toronto and Region Conservation Authority ('TRCA')

- h) The Owner shall satisfy all requirements and obtain all necessary approvals and permits from the Ministry of Transportation (MTO) before any construction being undertaken,
 - i) The Owner shall satisfy all requirements and obtain all necessary approvals from York Region
 - j) That the applicant erects a fence along the outermost limit of the natural heritage system to prevent future encroachments, to the satisfaction of the City;
 - k) That the applicant submits an updated Sustainability Performance Metric (SPM) scoring tool and cover letter demonstrating how the development meets minimum threshold requirements, to the satisfaction of the City.
 - l) The Owner shall provide registered confirmation of clearance of Archaeological Assessment conditions and requirements for the entire area affected by the proposed development from the Ontario Ministry of Heritage, Sport, Tourism, and Culture Industries
2. THAT the Site Plan Agreement shall include the following provisions and/or warning clauses, to the satisfaction of the City:
- a) The Owner shall inform the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Vaughan once tree protection has been installed, for Vaughan Forestry to inspect and approve according to specifications
 - b) The Owner shall pay to the City applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Regional of York, York Region District School Board and York Catholic District School Board
 - c) Prior to the development of subsequent phases for the Subject Lands including Blocks 3 and 4 as referenced on a Draft Plan of Subdivision dated May 6, 2020, the Owner through the Block 59 Developers' Group shall enter into a Spine Services Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the municipal services for the Block, including but not limited to, roads, water, wastewater, temporary sanitary pumping station (TSPS), storm and stormwater management pond(s), land conveyances including the construction of future roads internal to Block 59, and registration of

easements. Or the Owner shall front-end the works and enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the necessary municipal services, including but not limited to, roads, water, wastewater, temporary sanitary pumping station (TSPS), storm and stormwater management pond(s), land conveyances including the construction of future roads internal to Block 59 and the registration of servicing and access easements. The Agreements shall be registered against the lands to which they apply, to the satisfaction of the Development Engineering Department

- d) The Owner shall agree to pay its financial contribution towards any Special Area Charges related to implementation of the interim and ultimate servicing strategies identified through the Block 59 Master Environmental Servicing Plan (MESP) and/or the current Functional Servicing & Stormwater Management Report to service the Subject Lands
- e) The Owner shall agree to front-end finance, contribute to and/or participate in an ongoing Flow Monitoring Program to the satisfaction of the City. This Flow Monitoring Program will be in effect until the development is redirected to the ultimate servicing outlet. The Flow Monitoring Program is to ensure construction Inflow-Infiltration is monitored and managed to the satisfaction of the City. This Flow Monitoring Program will be in effect until completion of construction (Guaranteed Maintenance / Assumption etc.)
- f) The Owner shall commit to York Region's Servicing Incentive Program (SIP) to the satisfaction of York Region and the City
- g) The Owner, at its own expense, shall be responsible to complete the Closed-Circuit Television ('CCTV') inspection of the downstream sanitary sewage sub-trunk system, on a yearly basis, to confirm the condition of the pipe and existing downstream conveyance capacity to the satisfaction of the City
- h) The Owner shall agree to develop their lands via phasing and progressive approval. Approval of a subsequent phase will depend on confirmation of generation rates (dry and wet weather flows) in the previous phase
- i) Prior to the conveyance of external lands including SWMP W1, Owner shall implement the following to the satisfaction of the City:

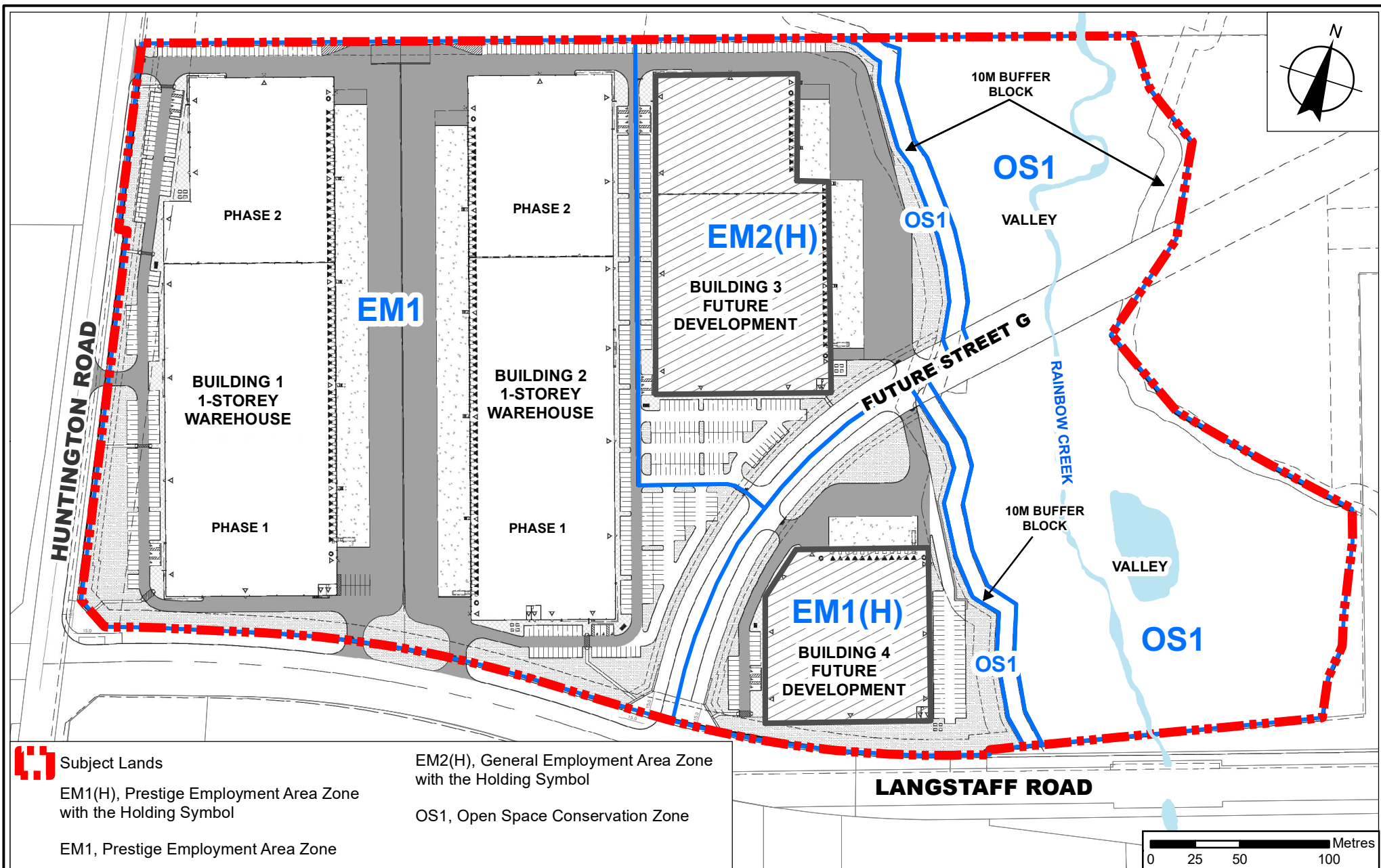
- i. Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the lands within the Plan. Reliance on the report(s) from the Owner's environmental consultant shall be provided to the City.
 - ii. Should there be 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 required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) 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 Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Plan.
 - iii. Submit a sworn statutory declaration by the Owner confirming the environmental condition of the lands to be conveyed to the City.
- j) Prior to the conveyance of land and/or release of applicable portion of the Municipal Services Letter of Credit, the Owner shall implement the following to the satisfaction of the City:
 - i. For all parks, open spaces, landscape buffers, and storm water management pond block(s) in the Plan that are being conveyed to the City, submit a limited Phase Two Environmental Site Assessment (ESA) report in accordance or generally meeting the intent of Ontario Regulation (O. Reg.) 153/04 (as amended) assessing the fill in the conveyance block(s) for applicable contaminants of concern. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City. The implementation of the sampling and analysis plan shall be completed to the satisfaction of the City and shall only be undertaken following certification of rough grading but prior to placement of topsoil placement. Reliance on the ESA report(s) from the Owner's environmental consultant shall be provided to the City.
 - ii. If remediation of any portions of the conveyance block(s) is required in order to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP)

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 Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering the entire conveyance block(s) where remediation was required.

- iii. Submit a sworn statutory declaration by the Owner confirming the environmental condition of the conveyance block(s).
 - iv. Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.
-
- k) Prior to commencement of any work on the subject lands, the Owner shall arrange a pre-construction meeting with representatives of the Vaughan Development, Inspection & Lot Grading Division of the Development Engineering Department to advise Vaughan of the intended construction schedule, contact names and telephone numbers and details of means to protect and maintain clean roadways, municipal services and properties beyond the Lands
 - l) The Owner shall obtain any required additional permits and coordinate all inspections directly through the City's Development Inspection and Lot Grading Division upon receipt of Site Plan Approval for all proposed works within the City's right-of-way (i.e. curb cuts/fills, sidewalk installation, boulevard rehabilitation)
 - m) The Owner is required to contact the City's Environmental Services Department through the Development Inspection and Lot Grading division of DE, at least 72 hours in advance of connecting to and/or disconnecting from any municipal services (Including any required re-location works) to ensure that staff is present on site to observe the works including the decommissioning of services and to provide any additional requirements to their sole satisfaction
 - n) The Owner is required to contact the City of Vaughan Environmental Services Department to purchase the required water meter. Please note, the water meter shall be installed with sufficient read-out equipment to the satisfaction of the City of Vaughan
 - o) The Owner shall agree to notify both the Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department immediately in the event that:

- i. archaeological resources are found on the property during grading or construction activities, and the Owner must cease all grading or construction activities; and
 - ii. where human remains are encountered during grading or construction activities, the Owner must cease all grading or construction activities. The Owner shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services
- p) The Owner shall agree to the following clauses provided by Bell Canada
 - i. The Owner shall grant to Bell Canada, in words satisfactory 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
- q) The Owner shall include the following warning clauses within all Offers of Agreement of Purchase and Sale or Lease for all lots abutting the Open Space, Valleylands and associated buffers:
 - i. "Purchasers and/or tenants are advised that the lot abuts an open space, valley and associated buffers and are designed for naturalization and therefore shall receive minimal maintenance"
 - ii. "Purchasers and/or tenants are advised that the lot abuts an open space, valley and associated buffers, which may include trails and maintenance access routes and that noise and lighting should be expected from the use of the trail and operation and maintenance of the associated structures and facilities"
 - iii. "Purchasers and/or tenants are advised that the lot abuts an open space valley and associated buffers 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 should be expected from the active use of the trail"

- r) 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 approval made or provided by the City in respect to the Plan or the related Site Plan Agreement, they must comply with the provisions of the Act.
- s) The Subject Lands are located within the MTO Permit Control Area. MTO permits are required for all buildings located within 46m from the Highway 427 Future Transit property line and a radius of 365 m from the centre point of the Highway 427 Future Transitway and Rutherford Road, prior to any construction being undertaken. Permit applications are available on the MTO website
- t) The daylight triangles related to the “Street G” at Langstaff Road must be conveyed to the City of Vaughan. The right of way for “Street G” across the Subject Lands must be dedicated to the City of Vaughan.



Proposed Zoning and Site Plan

LOCATION: Part of Lot 11, Concession 9;
6560 Langstaff Road

APPLICANT:
Anatolia Capital Corp.



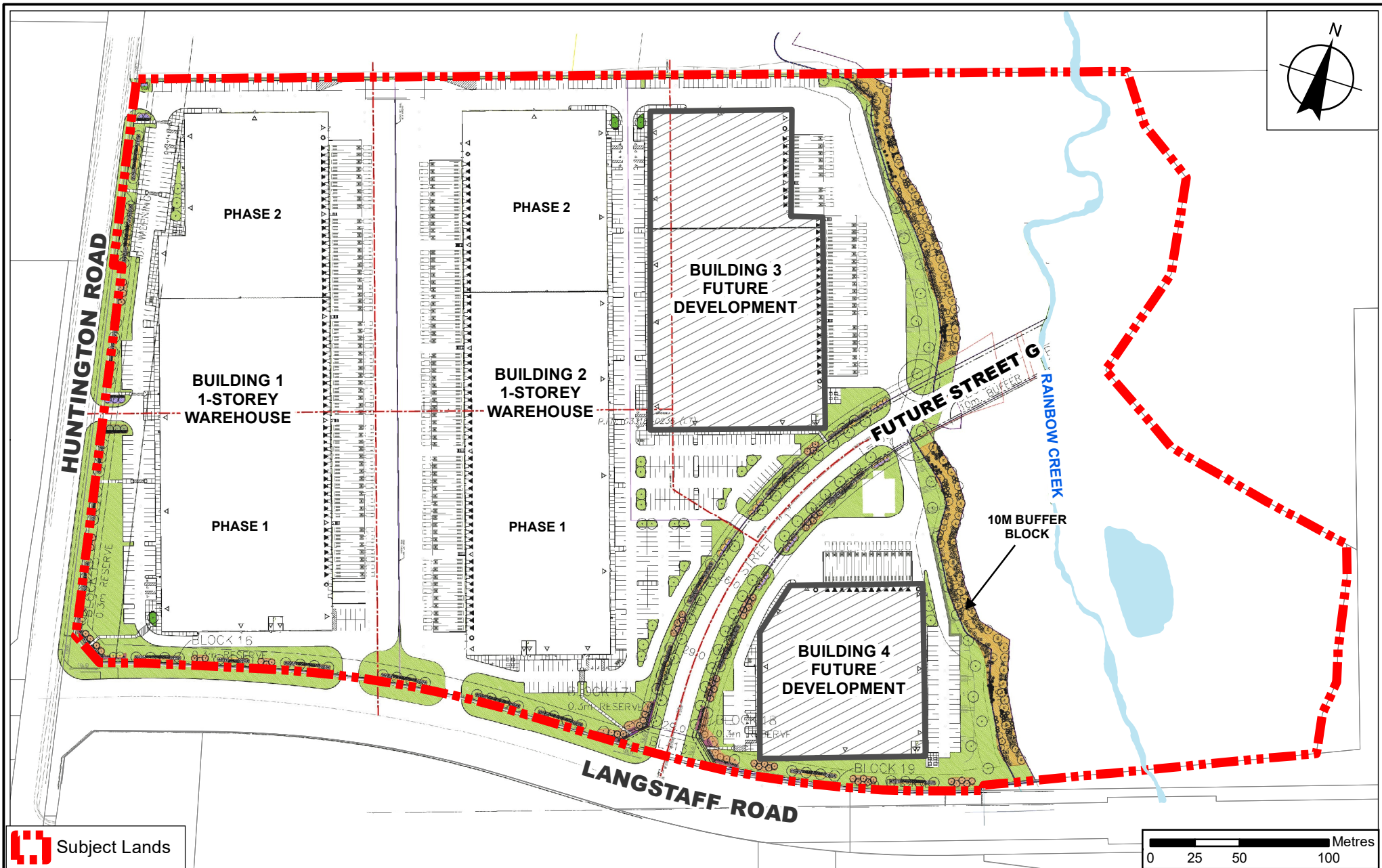
Attachment

FILES: Z.18.026 and DA.18.066

RELATED FILE:
19T-18V010

DATE:
December 1, 2020

3



Proposed Landscape Plan

LOCATION: Part of Lot 11, Concession 9;
6560 Langstaff Road

APPLICANT:
Anatolia Capital Corp.

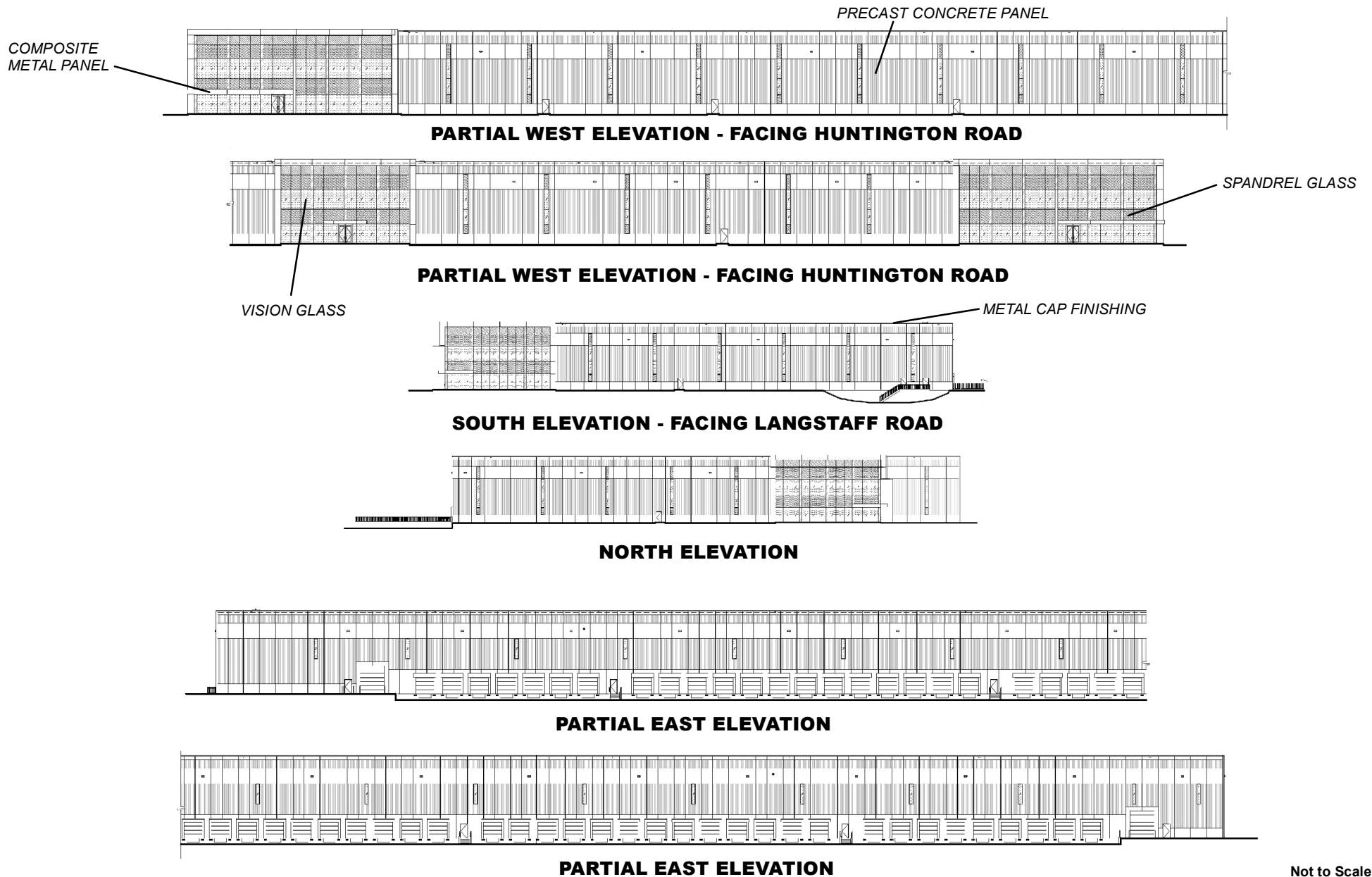


Attachment

FILES: Z.18.026 and DA.18.066
RELATED FILE:
19T-18V010

DATE:
December 1, 2020

4

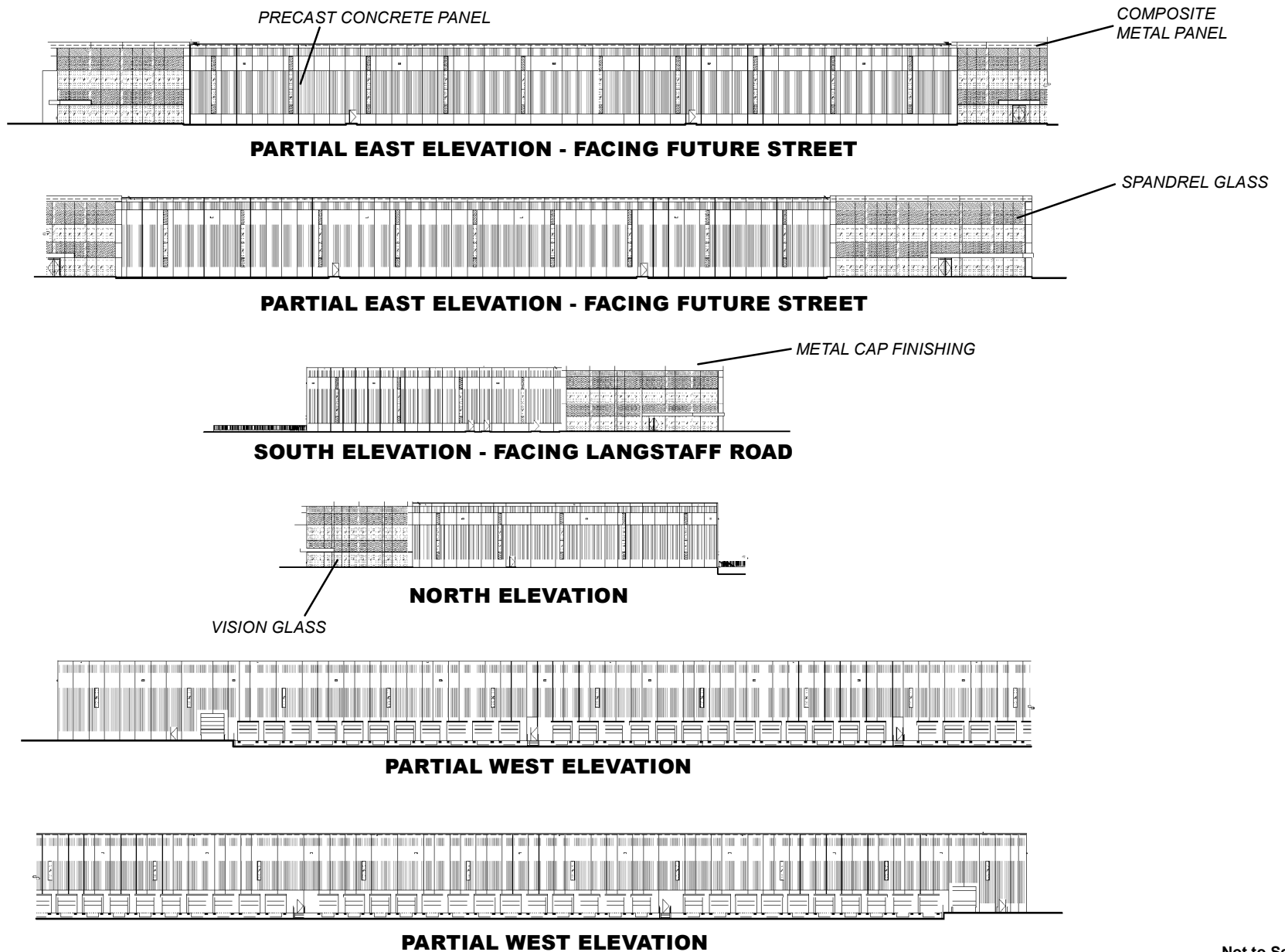


Building 1 Elevations

LOCATION: Part of Lot 11, Concession 9;
6560 Langstaff Road

APPLICANT:
Anatolia Capital Corp.





Building 2 Elevations

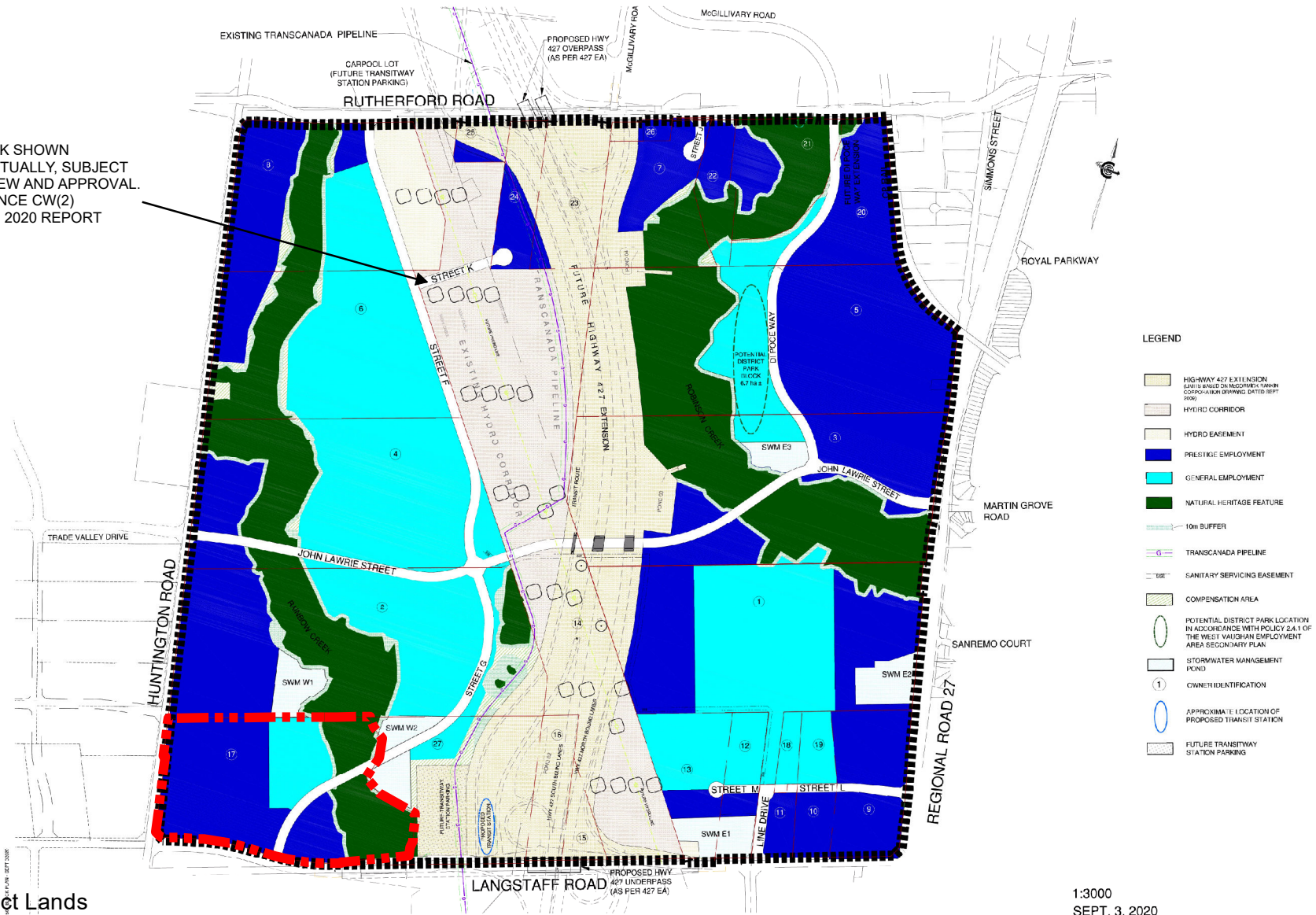
LOCATION: Part of Lot 11, Concession 9;
6560 Langstaff Road

APPLICANT:
Anatolia Capital Corp.



BLOCK 59 LAND USE PLAN

STREET K SHOWN
CONCEPTUALLY, SUBJECT
TO REVIEW AND APPROVAL.
REFERENCE CW(2)
JUNE 16, 2020 REPORT



Subject Lands

1:3000
SEPT. 3, 2020

Final Block 59 Block Plan, dated September 3, 2020

LOCATION: Part of Lot 11, Concession 9;
6560 Langstaff Road

APPLICANT: Anatolia Capital Corp.



Attachment

FILES: Z.18.026 and DA.18.066
RELATED FILE:
19T-18V010

DATE:
December 1, 2020

7

TABLE 1 - BLOCK 59 Land Use Distribution and Land Owner Participation

UPDATED: OCT 7, 2020

OWNER	PARCEL #	PRESTIGE EMPLOYMENT AREA (ha)	GENERAL EMPLOYMENT AREA *	NATURAL HERITAGE FEATURE **	NATURAL HERITAGE BUFFER	COMPENSATION AREA	S.W.M.	HYDRO CORRIDOR* **	HYDRO CORRIDOR EASEMENT* ***	HIGHWAY 427 EXTENSION *****	PRIMARY STREET	LOCAL STREET	PRIMARY ROAD IN ENV AREA	PRIMARY ROAD IN HWY 427 CORRIDOR	PRIMARY ROAD IN HYDRO EASEMENT	PRIMARY STREET IN HYDRO CORRIDOR	LANGSTAFF OVERPASS WIDENING	HUNTINGTON ROAD WIDENING	TOTAL Ha.
PARTICIPATING																			
HIGHWAY 27 LANGSTAFF GP LIMITED	1	12.33	16.29	1.61	0.41		1.92			2.28									34.84
ONE-FOOT DEVELOPMENTS INC.	2	10.33	12.25	8.91	2.81	0.71	1.75			1.25	1.83							0.12	39.96
TWO-SEVEN JOINT VENTURE LIMITED	3	10.86	1.62	13.70	1.32		1.16		0.06	9.07	2.23		0.52	0.45					40.99
ANATOLIA BLOCK 59 DEVELOPMENTS LIMITED	4	4.18	18.27	6.57	1.00	0.11					2.28		0.44					0.12	32.97
DIPOCE MANAGEMENT LIMITED	5	17.69	5.37	9.09	0.54					5.79	1.11								39.59
TOROMONT INDUSTRIES LTD.	6	2.57	14.22	5.04	0.90	0.89					1.11							0.12	24.85
JOHN SIMONE & RAY DI DONATO	7	3.65		2.59	0.34	0.21				2.92	0.43								10.14
ANATOLIA BLOCK 59 DEVELOPMENTS LIMITED	8	7.25	4.67	3.30	0.90	0.36			4.85		0.99				0.12			0.12	22.56
ANATOLIA BLOCK 59 DEVELOPMENTS LIMITED	17	12.60	3.51	5.28	0.59		0.04				0.70		0.36					0.03	23.11
SUBTOTAL PARTICIPATING		81.46	76.21	56.09	8.81	2.28	4.87	0.00	4.91	21.31	10.68	0.00	1.32	0.45	0.12	0.00	0.00	0.51	269.02
NON PARTICIPATING																			
HUNTER-FIFTY INVESTMENTS LIMITED	9	7.42										0.48							7.90
LINE DRIVE EAST INVESTMENTS LIMITED	10	1.86										0.25							2.11
LINE DRIVE EAST INVESTMENTS LIMITED	11	1.35	0.82								0.61	0.14							2.92
ZIVKO RISTICH	12	0.62	1.99				1.14					0.23							3.98
L. DI CARLANTONIO, S. DI CARLANTINO, et al.	13	1.08	4.48				0.99		0.20	0.03	0.14								6.92
HYDRO-ONE NETWORKS INC.	14							35.77		12.27				0.13		0.96			49.13
HMTQ - MTO	15									1.80									1.80
HMTQ - MTO	16									3.96									3.96
CITY OF VAUGHAN	18		1.06																1.06
CITY OF VAUGHAN	19		1.10								0.08								1.18
DI POCE MANAGEMENT LIMITED	20	6.89	1.23	0.22	0.40						0.74		0.15						9.63
DI POCE MANAGEMENT LIMITED	21	1.89		5.39	0.57								0.32						8.17
VITANOVA SHELTER CORPORATION	22	1.58	0.27	1.09	0.30														3.24
HMTQ - MTO	23	0.4								6.77									7.17
2236391 ONTARIO LIMITED	24	2.13								1.87	0.22								4.22
HMTQ - MTO	25	0.45								1.1									1.55
V. CASSANO, L. CASSANO, N. PARADISO	26	0.52								0.39									0.91
HMTQ - MTO	27		1.05	0.2	0.33	0.8	2.12			10.15	0.63						0.63		15.91
SUBTOTAL NON PARTICIPATING		26.19	12.00	6.90	1.60	0.80	4.25	35.77	0.20	38.34	2.28	1.24	0.47	0.13	0.00	0.96	0.63	0.00	131.76
TOTAL PARTICIPATING + NON PARTICIPATING		107.65	88.20	62.99	10.41	3.08	9.12	35.77	5.11	59.65	12.96	1.24	1.79	0.58	0.12	0.96	0.63	0.51	400.8

* This area includes the area of the potential District Park

** This area does not include primary roads traversing through Natural Heritage Feature nor Natural Heritage Buffer.

*** This area does not include primary roads traversing within the corridor; said primary roads counted separately.

**** This area does not include primary roads traversing within the easement; said primary roads counted separately.

***** This area does not include primary roads traversing within the extension; said primary roads counted separately. This area does include the transit route and transit station.

Block 59 Land Use Distribution and Land Owner Participation

LOCATION: Part of Lot 11,
Concession 9; 6560 Langstaff Road

APPLICANT:
Anatolia Capital Corp.



Attachment

FILES: Z.18.026 and DA.18.066
RELATED FILE: 19T-18V010

DATE:
December 1, 2020

8

Attachment 9 – Status of Block 59 Plan Conditions of Approval

STATUS - BLOCK PLAN CONDITIONS OF APPROVAL

No.	Condition	CONDITION FULFILLED	REQUIRED PRIOR TO LIFTING HOLDING SYMBOL “(H)” AND DRAFT PLANS OF SUBDIVISION PROCEEDING TO COMMITTEE FOR APPROVAL	ADDRESSED AS A CONDITION OF DRAFT PLAN OF SUBDIVISION
1	The final Block Plan shall relate to the draft Block Plan, prepared by KLM Planning Partners Inc., dated December 10, 2019.	✓		
2	Particular land use designations applied to the subject block plan are as follows: “Prestige Employment”, “General Employment”, “Natural Area”, “Utility”, “Proposed District Park”, “Proposed Primary Street”, “Rail Line”, and “Trans Canada Pipeline”.	✓		
3	The Owner shall pay any and all outstanding application fees to the Vaughan Policy Planning and Environmental Sustainability Department, in accordance with the applicable and in-effect Tariff of Fees By-law.	✓		
4	The participating landowners within Block 59 shall enter into a Developers' Group Agreement 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, including land dedication and construction of any future roads and streets deemed required to service the Subject Lands. This Agreement shall also include a provision for additional developers to participate with the Developers' Group Agreement when they wish to develop their lands, all to the satisfaction of the City.		✓	
5	The Block 59 Landowners Group Inc. shall enter into an Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the municipal services for the Block, including but not limited to, roads, water, wastewater, storm and storm water management pond(s), land conveyances including the construction of		✓	

Attachment 9 – Status of Block 59 Plan Conditions of Approval

	streets and roads, or front-end the works and enter into an Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the necessary municipal services, including but not limited to, roads, water, wastewater, storm and storm water management ponds, land conveyances including the construction of streets and roads to service the Subject Lands. The Agreements shall be registered against the lands to which it applies and to the satisfaction of the City.			
6	The Block 59 Landowners Group Inc. shall agree in a subsequent agreement with the City 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 Block Plan, to the satisfaction of the City.		✓	
7	<p>The Block 59 Landowners Group Inc. shall agree in a subsequent agreement with the City that prior to conveyance of land, and/or any initiation of grading or construction, the Block 59 Landowners Group Inc. shall implement the following to the satisfaction of the City:</p> <ul style="list-style-type: none"> a. Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the lands within the Plan. Reliance on the report(s) from the Block 59 Landowners Group Inc. environmental consultant shall be provided to the City. b. Should there be 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 required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) 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 Record(s) of Site Condition 		✓	

Attachment 9 – Status of Block 59 Plan Conditions of Approval

	<p>(RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Plan.</p> <p>c. Submit a sworn statutory declaration by the Block 59 Landowners Group Inc. confirming the environmental condition of the lands to be conveyed to the City.</p> <p>d. Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.</p>			
8	<p>The Block 59 Landowners Group Inc. shall agree in a subsequent agreement with the City that prior to conveyance of land, and/or any initiation of grading or construction, the Block 59 Landowners Group Inc. 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 Block 59 Landowners Group Inc. shall agree in the 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.</p>		✓	
9	<p>Prior to final approval of the Block Plan and MESP, the water servicing strategy shall be updated to the satisfaction of the City which shall demonstrate that adequate water supply is available for the Subject Lands and conform to the City's comments on the design. The Block 59 Landowners Group Inc. shall agree within a subsequent development agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to provide a financial security towards operation, maintenance and decommissioning considerations to facilitate any interim water servicing strategy, as necessary, to be held by the City until the ultimate water servicing works are able to service the Subject Lands.</p>	✓		

Attachment 9 – Status of Block 59 Plan Conditions of Approval

10	Prior to final approval of the Block Plan and MESP, the sanitary servicing strategy shall be updated to the satisfaction of the City which shall demonstrate that the Subject Lands can be adequately serviced as proposed and conform to the City's comments on the sewer design. The sanitary sewer analysis shall conform to the City's final Interim Servicing Strategy (ISS) Study, to the satisfaction of the City, as the Subject Lands are tributary to the ISS. The Block 59 Landowners Group Inc. shall agree within in a subsequent development agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to provide a financial security for operation, maintenance and decommissioning considerations to facilitate the interim sanitary servicing strategy, as necessary, to be held by the City until the ultimate sanitary servicing works are implemented by the Region to service the Subject Lands.	✓		
11	Prior to final approval of the Block Plan and MESP, the stormwater servicing strategy shall be updated to the satisfaction of the City which shall demonstrate that the Subject Lands can be adequately serviced as proposed and conform to the City's comments on the sewer and pond design. The Owner shall agree in the subdivision agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to provide a financial security or direct financial contribution for operation and maintenance considerations to the City.	✓		
12	Prior to final approval of the Block Plan and MESP, the transportation report shall be updated to the satisfaction of the City which shall demonstrate that the Subject Lands can be adequately serviced as proposed and conform to the City's comments on the transportation study and design. The report/plan submitted to the City and 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		✓	

Attachment 9 – Status of Block 59 Plan Conditions of Approval

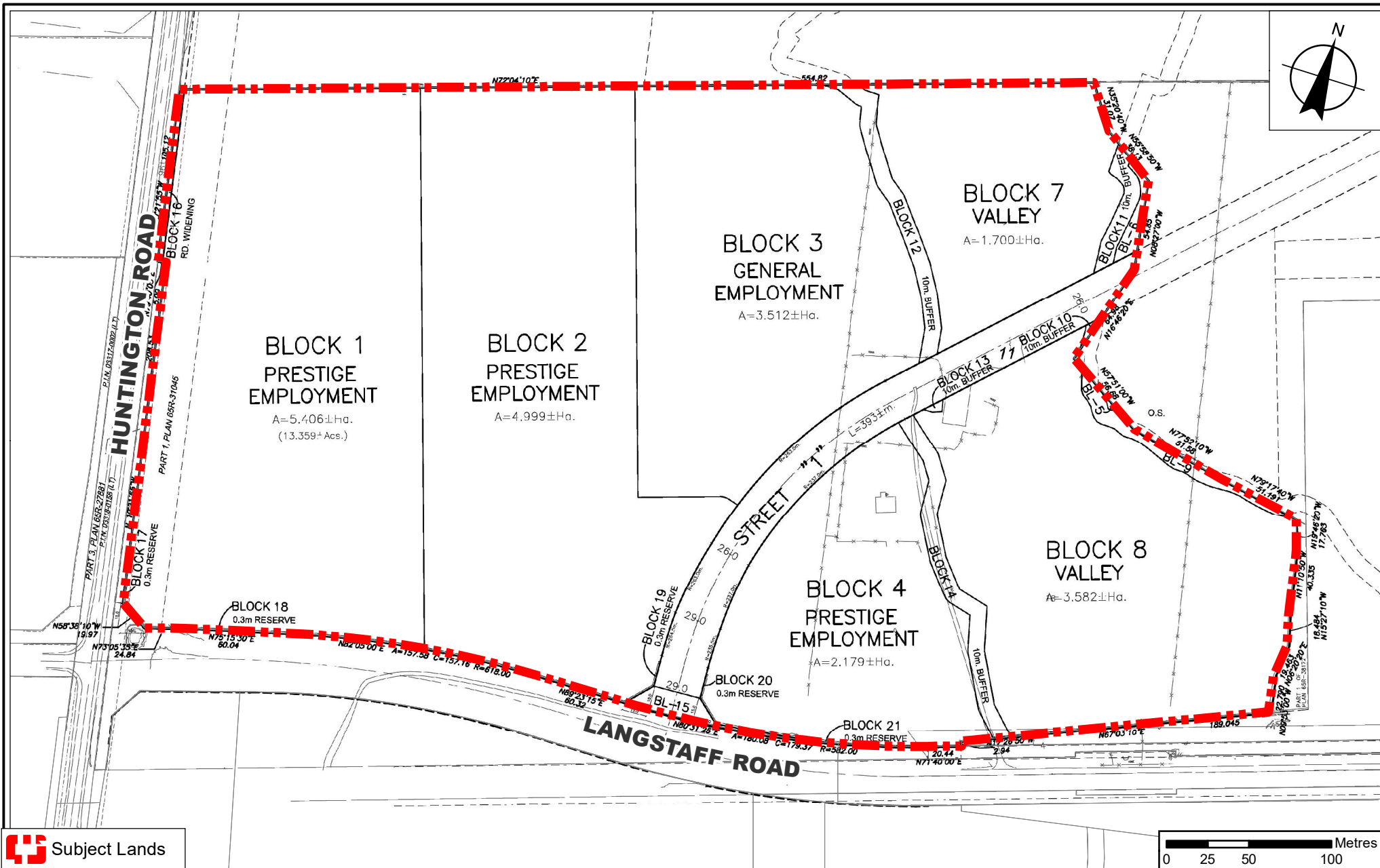
	these issues. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to implement the recommendations of the updated transportation report, to the satisfaction of the City.			
13	Prior to final approval of the Block Plan and MESP, the Block 59 Landowners Group Inc. shall address and satisfy all comments and all outstanding issues with respect to the proposed servicing and phasing of the Block 59 Plan, including water supply, sanitary sewers, stormwater management facilities, grading, geotechnical and maintenance access roads, through revisions for the finalization of the Master Environmental Servicing Plan, to the satisfaction of the City.		✓	
14	Prior to final approval of the Block Plan, the Owner shall submit Transportation Demand Management Plan Guidelines to the satisfaction of the City and York Region. If required, the Transportation Demand Management and Sidewalk Plan shall be modified to the satisfaction of the City, to reflect the revised and approved Block Plan.	✓		
15	The Transportation Demand Management Plan Guidelines shall provide a draft framework for the full Transportation Demand Management Plan, listing potential transportation demand management measures for the development and an outline budget to the satisfaction of the City.	Condition of Development Approval		
16	Prior to final approval of the Block Plan and MESP and before any further draft plans of subdivision for the Block 59 area are approved, all outstanding comments included in the correspondence dated May 1, 2020 from the Ministry of Transportation shall be addressed to the satisfaction of the Ministry of Transportation.	Condition of Development Approval		
17	Prior to final approval of the Block Plan and MESP and before any further draft plans of subdivision for the Block 59 area are approved, all outstanding comments included in the memo from York Region	✓		

Attachment 9 – Status of Block 59 Plan Conditions of Approval

	dated April 17, 2020 (YorkTrax No. BLK.18.V.0004) shall be addressed to the satisfaction of York Region.			
18	Prior to the approval of the MESP, a concluding section shall be added to the MESP to outline site specific requirements by the landowners to ensure they are carried forward into the development process to the satisfaction of the Toronto and Region Conservation Authority.	✓		
19	Prior to final of approval of the Block Plan and MESP, all outstanding comments included in the Toronto and Region Conservation Authority's letter dated February 27, 2020 shall be addressed to the satisfaction of the Toronto and Region Conservation Authority.	✓		
20 (22)	<p>Prior to final approval of the Block Plan, a Letter of Undertaking identifying that Ministry of Tourism, Culture and Sport letter of review and acceptance and the final (should there be revisions required) Archaeological Assessment reports shall be provided as part of the Site Plan or Draft Plan application(s). Additionally, the required Letter of Undertaking acknowledge and agree to the following:</p> <ul style="list-style-type: none"> a. Any Fill Permit approval for any specific area (i.e. creating berms or infill etc.) within the area delineated by Block 59 will also require the Ministry letter as a condition of approval; b. If a partial Archaeological Assessment Report (outstanding stages for individual sites) is prepared, the City will also require and/or apply the recommendation in the latest previously-completed stage of the specific site's Archaeological Assessment report for the protection of the remainder of the site. These recommendations must be fulfilled completely prior to final approval. 	Submitted Pending Final Review		
21 (23)	Prior to final approval of the Block Plan, the Owner shall submit for review and have approved Urban Design Guidelines for Block 59 to	✓		

Attachment 9 – Status of Block 59 Plan Conditions of Approval

	the satisfaction of the Urban Design division of the Development Planning Department and the Parks Planning Department.			
22 (24)	Prior to final approval of the Block Plan and MESP and before any further draft plan of subdivision for the Block 59 area is approved all outstanding comments in the memos dated, October 17, 2018, October 17, 2019, and March 6, 2020 from the Parks Planning Department, shall be addressed to the satisfaction of the Parks Planning Department.”	✓		
23 (25)	Prior to final approval of the Block Plan, the Owner shall prepare a final land use distribution and landowner participation table, to the satisfaction of the Vaughan Parks Planning Department and the Policy Planning and Environmental Sustainability Department. The chart shall include updated land area values for park blocks that satisfy the policies of the Vaughan Official Plan 2010 as amended by the WVEA Plan.	✓		
24 (26)	Prior to final approval of the Block Plan, the Owner shall prepare a plan that identifies the proposed network of pedestrian and bicycle paths located within the open space system incorporated into the Block Plan, with linkages to ultimately create a continuous pedestrian system throughout the block, to the satisfaction of the Vaughan Parks Planning Department.	✓		



Related Draft Plan of Subdivision File 19T-18V010

LOCATION: Part of Lot 11, Concession 9;
6560 Langstaff Road

APPLICANT: Anatolia Capital Corp.



Attachment

FILES: Z.18.026 and DA.18.066
RELATED FILE: 19T-18V010

DATE:
December 1, 2020

10

From: Clerks@vaughan.ca
To: [Bellisario, Adelina](#)
Subject: FW: DH Letter to City of Vaughan - Committee of the Whole Meeting December 1, 2020 (931784)
Date: November-30-20 9:14:35 AM
Attachments: [Letter to Committee of the Whole - December 1, 2020 \(01623032xCDE1C\).PDF](#)
[image001.png](#)

From: Ajman Ladher <AjmanL@davieshowe.com>
Sent: Monday, November 30, 2020 8:38 AM
To: Clerks@vaughan.ca
Cc: Susan Rosenthal <susanr@davieshowe.com>
Subject: [External] DH Letter to City of Vaughan - Committee of the Whole Meeting December 1, 2020 (931784)

Good Morning,

Please find attached correspondence on behalf of Susan Rosenthal. Kindly acknowledge receipt of this email.

Thank you,

Ajman Ladher

Legal Assistant

[416.977.7088](tel:416.977.7088) x227



Davies Howe LLP
The Tenth Floor, 425 Adelaide Street West
Toronto, Ontario M5V 3C1
416.977.7088

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November 30, 2020

By E-Mail Only to *clerks@vaughan.ca*

Mayor and Members of City Council
City of Vaughan
c/o Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, Ontario L6A1T1

Dear Mayor and Members of Council:

**Re: Committee of the Whole Meeting December 1, 2020
Agenda Items 6.4, 6.5 and 6.6
Anatolia Capital Corp. Zoning by-law Amendment Files Z.18.025, Z.18.026
and Z.18.027 and Site Development Files DA.18.065, DA.18.066 and
DA.18.067 (the “Applications”)**

We are counsel to Highway 27 Langstaff GP Limited (“Rice”) the developer of the Costco Distribution Centre located in Block 59, which was completed in November 2016.

We are writing on behalf of our client to object to the approval of the above-mentioned three zoning by-law amendment applications and site development files for lands owned by Anatolia Capital Corp.

It is our client's position that the requirements for lifting the holding zone are beyond the City's jurisdiction under section 34 and 41 of the *Planning Act*. The conditions of subdivision approval which must be satisfied as a condition of lifting the holding zone found in Attachment 8 for each application require, among other matters, that the Block 59 Landowners Group Inc. enter into a variety of agreements with respect to infrastructure and other requirements. A similar requirement is imposed as a condition of site plan approval for each application, requiring the Block 59 Developers Group to enter into a Spine Services agreement. There is no jurisdiction to bind a party other than the owner of the lands, to enter into and be bound by obligations in an agreement as a condition of zoning (for lifting of a holding zone) and/or site plan approval.

We also note that Attachments 6 and 7 to the staff's report suggest that my client have a significant participation in these improperly imposed obligations. As we have previously advised, our client derives no benefit for the infrastructure and other obligations that to which these conditions purport to bind it. The Costco site is developed. All infrastructure and services needed for it, have been constructed and/or paid for as part of the approval

process for the Costco development. None of the infrastructure and other matters to be governed by the agreements contemplated in the conditions of subdivision approval are needed for the continued operation of the Costco lands and they do not benefit from such future infrastructure. Yet, as suggested in the attachments to the report, the Town appears to be requiring a contribution from my client as a condition of approval of applications unrelated to my client. My client strongly objects to any such attempt.

For the foregoing reasons, my client requests that Committee of the Whole and Council refuse each of the Applications.

Please do not hesitate to contact me should you have any questions.

Yours sincerely,
DAVIES HOWE LLP



Susan Rosenthal
Professional Corporation

SR:SR

copy: Client

anatolia

ANATOLIA CAPITAL CORP

6560 LANGSTAFF ROAD
VAUGHAN, ON
TOR18-0076-00
08.20.2018

WARE MALCOMB

architecture | planning | interiors | branding | civil



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

anatolia

CONCEPTUAL RENDERING

ANATOLIA CAPITAL CORP
6560 LANGSTAFF ROAD, VAUGHAN, ON, CANADA

WARE MALCOMB

TOR18-0076-00
8.20.2018

SHEET
1

Committee of the Whole (2) Report

DATE: Tuesday, December 08, 2020

WARD: 2

**TITLE: ANATOLIA INVESTMENTS CORP.
ZONING BY-LAW AMENDMENT FILE Z.18.027
SITE DEVELOPMENT FILE DA.18.067
9151 HUNTINGTON ROAD
VICINITY OF HUNTINGTON ROAD AND RUTHERFORD ROAD
(REFERRED)**

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Site Development Files Z.18.027 and DA.18.067 (Anatolia Investments Corp.) for the Subject Lands shown on Attachment 2. The Owner proposes to rezone the Subject Lands from “A Agricultural Zone” to “EM1 Prestige Employment Area Zone”, “EM1(H) Prestige Employment Area Zone” with the Holding Symbol “(H)”, “EM2(H) General Employment Area Zone” with the Holding Symbol “(H)”, and “OS1 Open Space Conservation Zone” together with site-specific zoning Exceptions to permit the development of an employment building as shown on Attachments 3 to 5.

Report Highlights

- The Owner proposes to develop the Subject Lands with one employment building accessed from Huntington Road
- Zoning By-law Amendment and Site Development Applications are required to permit the development
- The report provides an update on the status of the Block 59 Block Plan conditions of approval
- The Development Planning Department supports the approval of the Applications as they will permit a development consistent with the Provincial Policy Statement, conforms to the Growth Plan, York Region Official Plan and the Vaughan Official Plan 2010 and is compatible with the existing and planned land uses in the surrounding area

Recommendations

The Committee of the Whole, at its meeting of December 1, 2020 recommended the following (Item 6, Report No. 57):

Recommendation of the Committee of the Whole meeting of December 1, 2020:

The Committee of the Whole recommends that consideration of this matter be deferred to the Committee of the Whole meeting of December 8, 2020, to allow staff to report back on the issues raised.

Report and Recommendations of the Deputy City Manager, Infrastructure Development, dated December 1, 2020:

Recommendations

1. THAT Zoning By-law Amendment File Z.18.027 (Anatolia Investments Corp.) BE APPROVED to amend Zoning By-law 1-88, to rezone the Subject Lands from “A Agricultural Zone” to “EM1 Prestige Employment Area Zone”, “EM1(H) Prestige Employment Area Zone” with the Holding Symbol “(H)”, “EM2(H) General Employment Area Zone” with the Holding Symbol “(H)”, and “OS1 Open Space Conservation Zone”, in the manner shown on Attachment 3, together with the site-specific zoning exceptions identified in Table 1 of 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 satisfied:
 - a) Draft Plan of Subdivision File 19T-18V011 is approved by Vaughan Council; and
 - b) All remaining Block 59 conditions of Block Plan approval as shown on Attachment 8.
3. THAT the Owner be permitted to apply for a Minor Variance Application(s) to 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, if required.
4. THAT Site Development File DA.18.067 BE DRAFT APPROVED AND SUBJECT TO THE CONDITIONS included in Attachment 1 to the satisfaction of the Development Planning Department, to permit one employment building on the Subject Lands, identified as “Building 1” on Attachments 3 to 5

Background

The subject lands (the 'Subject Lands') shown on Attachment 2 are located at the southeast corner of Huntington Road and Rutherford Road, and are known municipally as 9151 Huntington Road. Rainbow Creek also traverses the Subject Lands. The Subject Lands and the surrounding land uses are shown on Attachment 2.

The Owner owns other lands in Block 59, which are subject to concurrent Zoning

By-law Amendment, Draft Plan of Subdivision and Site Development applications
The Owner has submitted Zoning By-law Amendment and Site Development Applications on two additional properties within the Block 59 area, shown on Attachment 2. These applications are being reviewed concurrently and form part of the December 8, 2020, Committee of the Whole agenda. The related Draft Plan of Subdivision Application as shown on Attachment 9 will be considered in a technical report at a future Committee of the Whole meeting.

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

The City on January 11, 2019 circulated a Notice of Public Meeting to all property owners within 150 m of the Subject Lands shown on Attachment 2 and to the West Woodbridge Homeowners' Association, the Kleinburg and Area Ratepayers' Association, and the Greater Woodbridge Ratepayers' Association. A copy of the Notice of Public Meeting was also posted on the City's website at www.vaughan.ca and Notice Signs were installed on the Huntington Road and Rutherford Road street frontages, in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on February 5, 2019 to receive comments from the public and Committee of the Whole. Vaughan Council on February 12, 2019 ratified the recommendation of the Committee of the Whole to receive the Public Meeting report of February 5, 2019 and to forward a comprehensive report to a future Committee of the Whole meeting.

No written submissions regarding the Application were received by the Development Planning Department. Mr. Mark Yarranton, KLM Planning Partners Inc., Jardin Drive, Vaughan, made a deputation on behalf of the Owner, at the Public Meeting regarding the Applications.

Previous Reports/Authority

The following are links to previous reports regarding the Subject Lands:

Block 59 Committee of the Whole Report:

[June 16, 2020, Committee of the Whole \(Item 10 Report No. 25, Recommendations 1 to 9, adopted as amended by Vaughan Council on June 29, 2020\)](#)

Public Meeting (Applications) Report:

[February 5, 2019, Committee of the Whole \(Public Meeting\) \(Item 7, Report No. 8, Recommendation 1\)](#)

Block 59 Block Plan Application (File BL.59.2014) Public Meeting Report:

[June 17, 2014, Committee of the Whole \(Public Meeting\) \(Item 5, Report No. 32, Recommendations 1 to 3, adopted as amended by Vaughan Council on June 24, 2014\)](#)

Analysis and Options

Zoning By-law Amendment and Site Development Applications have been submitted to permit the development

Anatolia Investments Corp. (the 'Owner') has submitted the following applications (the 'Applications') to facilitate the development shown on Attachment 3 to 5. Two buildings have been proposed on the entirety of the Subject Lands, however, only Building 1 (the 'Development'), as identified in Attachment 3, is being considered at this time.

1. Zoning By-law Amendment File Z.18.027 to amend Zoning By-law 1-88, to rezone the Subject Lands from "A Agricultural Zone" to "A Agricultural Zone", "EM1 Prestige Employment Area Zone", "EM1(H) Prestige Employment Area Zone" with the Holding Symbol "(H)", "EM2(H) General Employment Area Zone", with the Holding Symbol "(H)", and "OS1 Open Space Conservation Zone", in the manner shown on Attachment 3, and to permit site-specific zoning exceptions identified in Table 1 of this report.
2. Site Development File DA.18.067, as shown on Attachments 3 to 5, to permit the development of one employment building identified as "Building 1" in Attachment 3.

The Development is consistent with the Provincial Policy Statement, 2020 (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 provides for appropriate development while ensuring that public health and safety, and the quality of the natural and built environment are protected. In accordance with Section 3(5) of the *Planning Act*, all land use decisions in Ontario "shall be consistent with" the PPS.

The employment policies in Section 1.3.1 of the PPS state (in part) that, “Planning authorities shall promote economic development and competitiveness by:

- providing for an appropriate mix and range of employment and institutional uses to meet long-term needs
- providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses
- ensuring the necessary infrastructure is provided to support current and projected needs

The Development utilizes an undeveloped site within the Block 59 Employment Area and will support employment uses. The Development complements and is compatible with the planned uses within the West Vaughan Employment Area and would provide diversified employment opportunities to meet the City’s long-term employment needs. The Subject Lands are also located in an area where servicing and infrastructure is available for the Development.

Section 2.6 Cultural Heritage and Archaeology of the PPS speaks to the conservation of significant built heritage resources. The Owner has demonstrated the heritage attribute, being the John Fleming House, will be preserved and has obtained approval from Heritage Vaughan and Vaughan Council for the proposed preservation, relocation and rehabilitation of the structure.

In consideration of the above, the Development is consistent with the PPS.

The Development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended (the ‘Growth Plan’)

The 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 flexibility to capitalize on new economic and employment opportunities while providing certainty for traditional industries. The Growth Plan encourages the concentration of population and employment growth within Settlement Areas and promotes the development of complete communities that offers a mix of jobs, amenities, services and housing types. In accordance with Section 3(5) of the *Planning Act*, Vaughan Council’s planning decisions shall conform to the Growth Plan.

The Employment policies of Section 2.2.5.1 directs that economic development and competitiveness in the Greater Golden Horseshoe be promoted by:

- making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities
- integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment

Schedule 1 - Urban Structure of VOP 2010 identifies the Subject Lands as being located within “Employment Areas”. The Development implements an employment use within a Settlement Area where municipal water and wastewater services are available and will contribute towards the development of employment lands in Block 59. Therefore, the Development conforms to the Growth Plan.

The Development conforms to the York Region Official Plan, 2010 (the ‘YROP’)

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

The Subject Lands are identified as “Urban Area” on Map 1: Regional Structure of the YROP, and permits a range of residential, commercial, employment and institutional uses, subject to additional policy criteria, and are identified as being within the “Strategic Employment Lands - Conceptual” by Figure 2: York Region Strategic Employment Lands of the YROP. Rutherford Road is also identified as a “Regional Transit Priority Network” by Map 11: Transit Network and a “Cycling Facilities on Regional Roads and Right-of-Ways by Map 10: Regional Cycling Network of YROP. The north property line of the Subject Lands abuts Rutherford Road.

Section 4.3 contains policies with respect to Planning for Employment Lands to recognize employment lands are strategic and vital to the Regional economy and are major drivers of economic activity in the Region. As such, require local municipalities (i.e. Vaughan) designate and protect employment lands in local municipal official plan and protect, maintain and enhance the long-term viability of all employment lands designated in local municipal official plans for employment land uses.

Policy 4.3.6 states, “It is the policy of Council to protect strategic employment lands, including lands identified in Figure 2. These lands are identified based on their proximity to existing or planned 400-series highways and shall be designated for employment land uses in local municipal official plans.”

Policy 4.3.14 also requires local municipalities, in consultation with York Region, prepare comprehensive secondary plans for new employment lands.

The Development would facilitate employment uses where employment lands have been identified and designated in the Vaughan Official Plan, 2010 (‘VOP 2010’). The

Subject Lands form part of the VOP 2010, Volume 2, Section 11.9 - the West Vaughan Employment Area Secondary Plan as required for new employment lands. The Development conforms to the policies of the YROP.

The Development conforms to the Vaughan Official Plan, 2010 ('VOP 2010')

The Subject Lands are designated "Prestige Employment" (west of the valley), "General Employment" (east of the valley), "Natural Areas"(valley and Rainbow Creek) and "Utility" by VOP 2010, Volume 2, Section 11.9 - the West Vaughan Employment Area Secondary Plan ("WVEASP"). Schedule 1 of VOP 2010 also identifies the Subject Lands as an "Employment Area" and "Natural Area and Countryside".

The "Prestige Employment" designation permits industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, and distribution uses located within wholly enclosed buildings and do not require outside storage. Outside storage is not permitted within the "Prestige Employment" designation. Office uses, limited retail uses, and gas stations are also permitted in the "Prestige Employment" designation, subject to meeting certain criteria outlined in VOP 2010. Employment Industrial Buildings are also a permitted building type within the "Prestige Employment" designation.

Section 2.7 Site Specific Policies of the WVEASP indicate the area used for the placing or parking of transitory vehicles, trucks, tractors and trailers used for the conveyance of goods and materials to and from the distribution warehouse use on the lot shall not be considered to be outside storage for lands identified on Schedule 3 "Land Use" of the WVEASP.

The "General Employment" designation permits a full range of industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, transportation, distribution, any of which may or may not include outdoor storage, but not used for the sole purpose of outside storage. Accessory office and/or retail uses, and gas stations are also permitted in the "General Employment" designation, subject to meeting certain criteria outlined in VOP 2010. Employment Industrial Buildings are also a permitted building type within the "General Employment" designation.

The manufacturing and/or warehousing uses are proposed within wholly enclosed employment/industrial buildings in the "Prestige Employment" and "General Employment" designations with the exception of transitory vehicles, trucks and trailers associated with distribution warehouse uses.

The "Natural Areas" designation identifies portions of the City being part of the Natural Heritage Network. The policies of VOP 2010 require that the Natural Heritage Network be protected and enhanced, as an interconnected system of natural features and the

functions they perform. The “Natural Areas” designation on the Subject Lands are specifically identified as a “Core Feature” by VOP 2010. The location of Rainbow Creek coincides with the “Natural Areas” designation on the Subject Lands and will be incorporated into the valley blocks together with the environmental buffer blocks in the related Draft Plan of Subdivision application.

The policies of VOP 2010 require that Core Features and their minimum vegetation protection zones be dedicated to an appropriate public agency (e.g. the City or the Toronto and Region Conservation Authority - ‘TRCA’) at no public expense, through the development approval process. The conveyance of these lands will be secured through the related Draft Plan of Subdivision application to ensure that the integrity of ecological systems on or within direct proximity to the Subject Lands will be maintained. The development limits of the Subject Lands, including all the natural heritage features and hazards, have been determined through the Block Plan process in accordance with the policies of VOP 2010 and the WVEASP.

The “Utility” designation coincides with the hydro corridor shown on Attachment 2. This designation permits all uses and structures associated with the provision of a utility or municipal service and secondary uses such as passive or active recreation, community gardens, other utilities, parking lots and outdoor storage accessory to adjacent land uses subject to the review/approval of the utility provider. There is no development proposed within the hydro corridor.

The Development is permitted by the “Prestige Employment”, “General Employment”, “Natural Areas” and “Utility” land use designations.

The Development (Building 1) as shown on Attachment 3 to 5 respects the following design criteria in accordance with Section 9.1.2.10 a) through h) of VOP 2010, (in part):

“That in Employment Areas, new development will be designed to:

- a. allow for a variety of lot sizes and building sizes to accommodate a wide range of employment uses as permitted through Section 9.2 of this Plan;
- b. provide safe and direct access to buildings for pedestrians, cyclists and transit users;
- c. maximize the placement of buildings along the frontage of lots facing public streets and have regard for appropriate landscaping;
- d. limit surface parking between the front face of a building and the public street or sidewalk;
- e. provide safe and direct pedestrian walkways from the public street and parking areas to main building entrances;
- f. buffering and screening any surface parking areas from all property lines through the use of setbacks and landscaping;

- g. buffering and screening any outdoor storage areas, where permitted, through the use of setbacks, landscaping and fencing; and
- h. provide appropriate parks and open spaces as set out in Section 7.3.”

The Development shown on Attachment 3 to 5 respects the design criteria above by providing a building to accommodate a range of employment uses, providing safe and direct access to buildings for a variety of transportation modes, appropriate built form, landscaping and setbacks. The proposed uses and the Development conform to the policies of VOP 2010.

The Development conforms to the final Block Plan, Urban Design Guidelines, Architectural Design Guidelines, and Landscape Master Plan for the Block 59 Area

Section 10.1.1 of VOP 2010, Volume 1 states a Block Plan is required for all Secondary Plans. Vaughan Council, on June 17, 2014 considered the draft Block 59 Plan at a Public Meeting (File BL.59.2014). Council on June 29, 2020 considered and approved the application for the Block Plan, and the Block 59 Plan dated December 10, 2019, subject to the fulfillment of Block Plan conditions of approval. Two of the 9 recommendations contained in the June 16, 2020 report recognized that through the fulfillment of the Block Plan conditions, the final Block Plan may require updating:

- The Block 59 Plan be modified as required through the resolution of conditions identified in Attachment 1 of that report
- Any changes resulting from the fulfillment of the conditions be made prior to any future approval of a Zoning By-law Amendment application or draft approval of a Draft Plan of Subdivision or Site Development application.

Condition 1 of Block Plan approval also recognizes the final Block Plan shall relate to the draft Block 59 Plan dated December 10, 2019. Two changes have been reflected in the final Block 59 Block Plan, dated September 3, 2020 as shown on Attachment 6. The Land Use Distribution has also been updated to reflect these changes as shown in Attachment 7.

The final Block 59 Block Plan identifies the Subject Lands as “Prestige Employment”, “General Employment”, “Natural Heritage Feature”, “Hydro Easement” and “10 m Buffer”. Street “F” is also identified and will be future development on the Subject Lands.

The final Block 59 Plan shown on Attachment 6 is generally consistent with the Block Plan dated December 10, 2019 and reflects the following modifications for areas outside of the Subject Lands:

- The area of the “Prestige Employment” designation has been reduced in the southwest quadrant of the Block (part of Parcel #17 on the final Block Plan).

This modification accurately reflects the extent of the “Prestige Employment” designation and reflects the “General Employment” designation as shown in the WVEA Secondary Plan. In doing so, the extent of land uses designation shown through the current development applications, are consistent with the final Block Plan for the southwest quadrant of Block 59.

- Street ‘L’ connecting Line Drive to Highway 27 in the southeast quadrant of Block 59 as shown on Attachment 6, was previously shown as “proposed” and is now being shown as part of the Block Plan. This change reflects the Traffic and Transportation Study update (October 2020) including Street ‘L’ as part of the transportation network and has been approved to the satisfaction of York Region and the City of Vaughan.

A number of Block 59 Block Plan conditions of approval have been satisfied as shown on Attachment 8. The Policy Planning and Environmental Sustainability Department (‘PPES’) and the Development Engineering (‘DE’) Department have reviewed the outstanding conditions and are satisfied they can be appropriately addressed in advance of consideration of the related Draft Plan of Subdivision application and lifting of the Holding Symbol “(H)” from the Subject Lands, and/or become a condition of the related Draft Plan of Subdivision approval.

The proposed development conforms to the approved Block 59 Plan.

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 as shown on Attachment 2. The “A Agricultural Zone” does not permit the Development. The Owner proposes to amend Zoning By-law 1-88 to rezone the Subject Lands to “A Agricultural Zone”, “EM1 Prestige Employment Area Zone”, “EM1(H) Prestige Employment Area Zone” with the Holding Symbol “(H)”, “EM2 General Employment Area Zone” with the Holding Symbol “(H)”, and “OS1 Open Space Conservation Zone” together with the following site-specific zoning exceptions to the EM1 and EM2 Zone Standards:

Table 1

	Zoning By-law 1-88 Standard	‘EM1 Prestige Employment Area Zone’ Requirements	Proposed Exceptions to the ‘EM1 Prestige Employment Area Zone’ Requirements

a.	Permitted Uses	not permitted in the EM1 Zone	<p>The following uses shall be permitted in the EM1 Zone for Blocks 1 and 2 (shown on Attachment 9), subject to:</p> <p>The gross floor area of any single unit shall not exceed 185m²;</p> <p>The total gross floor area of all uses on any one lot shall not exceed 20% of the total gross floor area of all uses on the lot or 1,000 square metres, whichever is less</p> <ul style="list-style-type: none"> • Eating Establishment /Outdoor Patio
	Zoning By-law 1-88 Standard	'EM1 Prestige Employment Area Zone' Requirements	Proposed Exceptions to the 'EM1 Prestige Employment Area Zone' Requirements
			<ul style="list-style-type: none"> • Eating Establishment Convenience/ Drive-Through with Outdoor Patio • Eating Establishment take out/outdoor patio • Store, Convenience Retail • Personal Service Shop • Financial Institution • Education or Training Facility • Automobile Gas Bar (only at corner of Huntington and Rutherford) • Automobile Service Stations • Car Wash

b.	Minimum Landscape Strip Abutting an OS1 Zone	7.5 m	1.5 m (Building 1)
	Zoning By-law 1-88 Standard	'EM2 General Employment Area Zone' Requirements	Proposed Exceptions to the 'EM2 General Employment Area Zone' Requirements
c.	Minimum Landscape Strip Abutting an OS1 Zone	7.5 m	2.9 m (Building 2)
	Zoning By-law 1-88 Standard	'EM1 and EM2 Zone' Requirements	Proposed Exceptions to the 'EM1 and EM2 Zone' Requirements

d.	Minimum Required Parking	Warehousing: 1 parking space / 100 m ² GFA <u>Building 1</u> 23,211.26 m ² x 1 space/100 m ² =233 spaces <u>Building 2</u> 24, 299.04 m ² x 1 space/100 m ² =243 spaces Employment Uses other than Warehousing (greater than 3700 m ² GFA): 1.5 parking spaces / 100m ² GFA plus 2.0 parking spaces per 100m ² GFA devoted to ancillary office use, plus the requirements for any other use, or 3.5 parking spaces per unit, whichever is greater Employment Uses other than Warehousing (equal or less than 3700 sq. m. GFA): 2.0 parking spaces / 100 sq. m. GFA or 3.5 parking spaces per unit, whichever is greater	Warehousing: 0.7 parking spaces / 100 m ² GFA <u>Building 1</u> 23,211.26 m ² x 0.7 spaces/100 m ² =163 spaces <u>Building 2</u> 24, 299.04 m ² x 0.7 spaces/100 m ² =171 spaces Employment Uses other than Warehousing: 0.7 parking spaces / 100 m ² GFA
e.	Outside Storage of Trucks and Trailers, Accessory to a Distribution Warehouse Use	Not permitted in an EM1 Prestige Employment Area Zone	Trucks and trailers accessory to a distribution warehouse use shall not be considered outside storage in an EM1 Prestige Employment Area Zone

The Development Planning Department can support the zoning exceptions in Table 1 on the following basis:

The proposed Employment Zones implement the policies of VOP 2010 for the Subject Lands and are therefore considered appropriate. The Holding Symbol “(H)” is proposed for the lands located east of the valley to be lifted upon a number of conditions being satisfied, including approval of the related Draft Plan of Subdivision Application (File 19T-18V011) for the Blocks.

The requested zoning exceptions in Table 1 are consistent with exceptions for other employment development in the area. The exception for outside storage conforms with Section 2.7 Site Specific Policies of the WVEASP which permits the placing of trucks and trailers accessory to a distribution warehouse and shall not be considered outside storage. Notwithstanding the statement above, solid screening in the form of a combination of landscaping and fencing shall be required along the lot line abutting any Open Space Zone to screen the future trail and open space from any vehicles and equipment associated with the distribution and warehouse uses. A provision to this effect will be included in the implementing Zoning by-law.

In consideration of the above, the Development Planning Department can support the proposed zoning exceptions.

The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance application, if required, within 2 years of a Zoning By-law coming into full force and effect

Section 45(1.3) of the Planning Act restricts a landowner from applying to the Committee of Adjustment for a Minor Variance application within two years of the day on which a Zoning By-law was amended. The Planning Act also permits Council to pass a resolution to allow a landowner to apply for a Minor Variance application(s) within 2 years of the passing of the zoning by-law amendment.

Should Council approve Zoning By-law File Z.18.027, the Development Planning Department has included a Recommendation to permit the Owner to apply for a Minor Variance application(s) if required, in advance of the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization and construction of the Development. A condition to this effect is included in the Recommendation of this report.

The Development Planning Department supports the Site Development Application, subject to the Recommendations of this report

Site Plan

The Owner seeks approval for “Building 1”, abutting Huntington Road, as shown on Attachment 3 to 5 as part of this approval for Site Development File DA.18.067. The remaining Development identified as “Future Development” on Attachment 3 will be considered in a future technical report for Council’s consideration.

Building 1 consists of 2 Phases as shown on Attachment 3 as is oriented parallel to Huntington Road. Pedestrian connections are proposed throughout the parking areas and will interconnect to the proposed sidewalk/multi-use path along Huntington Road and provide safe pedestrian permeability into the site. Parking is located along the front of the building and truck loading occurs on the east elevation. The final site plan including the design for the boulevards shall be to the satisfaction of Development Planning.

Building Elevations

The proposed one-storey employment building elevation shown on Attachment 5 include a combination of a glazing, ribbed precast concrete and composite metal panels. Staff recommends additional design elements such as building recesses and protrusions, and materiality be used to enhance and articulate the facades of the building facing Huntington Road and a combination of an architectural wall and/or landscaping be provided to screen the truck loading area. The final building elevations shall be to the satisfaction of the Development Planning Department.

Lighting

Light spillage needs to be minimized to 0.0lux to the property line towards the valley while 5.0 lux is achieved along barrier-free pathways and 2.0 lux on all other pedestrian areas.

Landscape Plan

The proposed landscape plan is shown on Attachment 4 and consists of a variety of deciduous and coniferous trees, shrubs and ornamental grasses. The traffic islands shown on the landscape plan must be revised to include sufficient salt tolerant trees species and soil volume to provide appropriate landscaping. The Owner is required to provide the updated information as requested and the final Landscape Plan and cost estimates should be to the satisfaction of the Development Planning Department.

Sustainability Performance Metrics

The Owner has submitted a Sustainability Performance Metric scoring tool. A revised Sustainability Performance Metric scoring tool and cover letter must be submitted to demonstrate how the development achieves the minimum Sustainability Performance Metric ('SPM') application score of 31 points for Bronze level.

Cultural Heritage

The Subject Lands include an existing 2-storey dwelling known as the John Fleming House, a barn, and 3 accessory buildings. The barn and accessory buildings are proposed to be demolished and the dwelling is proposed to be relocated on the Subject Lands and restored for another yet to be determined compatible use. Vaughan Council

on September 29, 2020 approved the recommendation of Heritage Vaughan to approve the proposed preservation, relocation and rehabilitation of the John Fleming House.

Prior to the execution of the Site Plan Agreement the Owner shall provide registered confirmation of clearance of Archaeological Assessment conditions and requirements for the entire area affected by the proposed development from the Ontario Ministry of Heritage, Sport, Tourism, Culture Industries. A Condition to this effect is included in Attachment 1.

Arborist Report and Tree Preservation Plan

An Arborist Report was submitted with the Applications, which identifies the number, species, condition, and size (diameter) of the existing private trees that will be preserved or removed from the Subject Lands, including the existing municipal trees proposed to be preserved or removed from the lands immediately abutting the Subject Lands.

The Arborist Report must be revised to identify the tree replacement costs and requirements to conform with City standards to confirm tree compensations costs and the Owner must enter into a Tree Protection Agreement with the City prior to the execution of the Site Plan Agreement.

The Owner must satisfy all outstanding comments prior to the execution of the Site Plan Agreement and the Development Planning Department must approve the final site plan, landscape plan and details, landscape cost estimate, arborist report, tree preservation plan and building elevations. A condition to this effect is included in Attachment 1. The Development Planning Department is satisfied with the Development, as shown on Attachments 3 to 5, subject to the above-noted conditions included in the Recommendations of this report.

The Development Engineering Department supports the Development, subject to the Conditions of Approval

The Development Engineering ('DE') Department has provided the following comments regarding the Development:

Transportation Engineering

The Owner has submitted a Transportation Impact Study (including a parking assessment) completed by NexTrans dated June 2020. Currently, the Development is only for Building 1 in advance of the construction of future roads internal to Block 59 and subsequent developments. The proposed Development includes three (3) access points on Huntington Road with 198 parking spaces for Building 1. The Transportation Impact Study also included a parking assessment in support of 0.7 spaces/100m². The parking assessment prepared by NexTrans concludes the proposed parking supply would be

sufficient for the Development's specific requirements since the proposed parking rates are justified based on the proxy site survey and the "Review City of Vaughan's Parking Standard" completed by IBI Group for the City.

The DE Department is generally satisfied with the overall findings of the Transportation Impact Study. However, the Owner shall submit an addendum to the Transportation Impact Study addressing Building 1 with exclusive access from Huntington Road, prior to final Site Plan approval.

Huntington Road Urbanization

The City of Vaughan completed a Schedule 'C' Municipal Class Environmental Assessment (EA) Study for road improvements along Huntington Road to accommodate population and employment growth in western Vaughan.

The Huntington Road Urbanization project through the City's Infrastructure Delivery Department has scheduled the work to be completed in three (3) separate phases, with Phase 1 (Langstaff to Rutherford) tentatively scheduled for construction between 2023 & 2024.

The proposed improvements include widening to accommodate a 26m urbanized right-of-way (ROW) complete with a total of four lanes, intersection improvements, street lighting, 3m multi-use trail, boulevard, and landscaping on the east side of Huntington Road, 1.5m sidewalk, boulevard, and landscaping on the west side of Huntington Road, and various utility upgrades.

To accommodate the Huntington Road Urbanization project, the Owner of the Subject Lands shall convey the required lands fronting Huntington Road to the City at no cost and free of charge and encumbrances.

Noise

A Noise Impact Study ('NIS'), prepared by Valcoustics Canada Ltd., dated May 22, 2020, was prepared in support of the Applications. It concluded:

The noise source with potential for impact at the proposed Development is road traffic on Rutherford Road, Huntington Road and the future Highway 427 extension. The main noise sources associated with the proposed Development with the potential to create significant noise impact at the neighbouring receptors are the truck and forklift movements on Subject Lands, activities at the loading docks, and the rooftop mechanical units. The indoor noise criteria at the proposed Development are predicted to be met using exterior wall and window construction meeting the minimum non-acoustical requirements of the Ontario Building Code ('OBC'). The analysis shows the sound emissions from the proposed industrial Development are predicted to meet the stationary noise guideline limits without any additional noise mitigation measures.

There is an existing dwelling to the south of the Subject Lands where the noise guideline limits are predicted to be exceeded. It is understood that the dwelling will be demolished as part of the redevelopment of that site to industrial use. It is also understood that the dwelling will be permanently vacated before the proposed warehouses are operating. The dwelling has therefore not been included as a noise sensitive receptor as part of the NIS. The Owner shall update the NIS to include the existing dwelling as a noise sensitive receptor in the event the dwelling will continue to be used as a residential dwelling when the warehouses are operational.

The tenants for the warehouses are currently not known. The analysis was completed using operating information provided by Anatolia Capital Corp. for similar facilities that they have developed. The analysis should be updated if the proposed operations are significantly different than those described and assessed herein.

Municipal Servicing

A Functional Servicing & Stormwater Management Report ('FSR/SWM'), prepared by Schaeffers Consulting Engineers, dated June 2020, was submitted in support of the Applications:

a) Water Supply

The Subject Lands are proposed to be situated within Pressure District 6 ('PD6') of the York Water Supply System according to the Master Environmental Servicing Plan ('MESP') for Block 59.

The Development of Building 1 is proposed to be serviced by a 200mm diameter water service connection via tapping tee and valve directly from the existing 400mm diameter watermain within Huntington Road and complete with a proposed City Standard W-111 Backflow Chamber.

b) Sanitary Servicing

Pursuant to Block 59 MESP, Building 1 is proposed to be serviced by a sanitary sewer service connection, control maintenance hole and internal drop structure discharging to the existing 1500mm diameter maintenance hole within Huntington Road and conveying flows through the existing 750mm diameter trunk sewer.

c) Storm Drainage

Building 1 is proposed to be serviced by a direct connection to Rainbow Creek complete with a control maintenance hole and jellyfish filter unit for quality control prior to discharge and is subject to review and approval from the Toronto and Region Conservation Authority ('TRCA'). On-site stormwater storage will be available within the Development through stormwater storage tanks/infiltration

chambers, surface ponding and oversized pipes with the use of orifice tubes to control stormwater flow rates upstream of Rainbow Creek.

Environmental Site Assessment ('ESA')

The Environmental Engineering Department has reviewed Phase 1 and 2 Environmental Site Assessments ('ESA') prepared by WSP. The findings of the ESA reports identified soil impacted with elevated petroleum hydrocarbon compounds within the fill stockpiles located on the central northern portion of the Subject Lands.

The Owner subsequently submitted a Remedial Action Plan which proposed excavation of the stockpile material and off-site disposal. Given the required remediation, the Owner shall be required to file for a Ministry of the Environment, Conservation, and Parks ('MECP') Record of Site Condition (RSC) for the entirety of the Subject Lands in accordance with the City's Contaminated Sites Policy. A condition to this effect is included in Attachment 1.

Grading Design/Erosion and Sediment Control

The existing topography indicates a grade differential from Huntington Road east towards Rainbow Creek requiring the Development to implement grading measures such as curbs, 2m high retaining walls and sloping towards Rainbow Creek and is subject to review and approval from the TRCA.

The *Erosion & Sediment Control Guidelines for Urban Construction (December 2006)* Guideline 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 aforementioned document.

Block 59 Developer's Group Agreement

Prior to development of subsequent phases of the Subject Lands, the Owner and/or Block 59 Landowners Group shall enter into any agreement(s) with the City necessary to construct Stormwater Management Pond W2, storm sewers, sanitary sewers, temporary sanitary pumping station ('TSPS'), watermain, future roads internal to Block 59 and associated works to provide connections to the Development, including necessary securities, conveyance of lands both internal and external (unless alternative arrangements are made), all to the satisfaction of the City.

The Financial Planning and Development Finance Department advises Development Charges ('DCs') are applicable for the Development

The Financial Planning and Development Finance Department requires the Owner pay to the City applicable Development Charges 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.

Cash-in-lieu of the dedication of parkland is not required

The Office of Infrastructure Development Department, Real Estate Services advises cash-in-lieu payment in accordance with Section 42 of the *Planning Act* will not be required as long as the Council Policy waiving such payment remains in effect for industrial land.

The Parks Planning Department has no objection to the Development, subject to the Conditions of Approval

The Parks Planning Department has no objection to the Development subject to warning clauses to be placed within all Offers of Agreement of Purchase and Sale or Lease for all lots abutting the Open Space Zones. Conditions to this effect are included in Attachment 1.

Parks Planning staff are seeking the provision of an off-road multi-use recreational trail within the Subject Lands, specifically within the open space/valleyland to connect into the local trail network and into the overall pedestrian and bicycle network in the City. As the final location and alignment of the trail has yet to be determined, a blanket easement on the entire open space/valleyland system and buffer blocks on the subject property will be required as part of the related Draft Plan of Subdivision File 19T-18V011 for the purposes of constructing and maintain a publicly accessible trail in the valley system.

The Forestry Operations Division has no objection to the Applications, subject to Conditions of Approval

A Private Property Tree Removal and Protection Permit is required. The Forestry Operations Division of the Parks, Forestry and Horticulture Operations Department has no objection to the Development subject to the Owner informing the Forestry Operations Division once tree protection measures have been installed for inspection and approval according to City specifications. Conditions to this effect are included in Attachment 1.

The Policy Planning and Environmental Sustainability ('PPES') Department has no objection to the Development, subject to Conditions of Approval

The Owner is required to prepare a brief assessment to identify measures to minimize impact to the surrounded habitat area and overall ecosystem and provide fencing along the outermost limit of the natural heritage system to the satisfaction of the City.

The Block Plan Environmental Impact Study ('EIS'), identified Species at Risk nesting habitat for Barn Swallow on the Subject Lands. Further, the woodlands are candidate bat maternity colonies and Species at Risk Bat Habitat. The Owner should confirm Species at Risk requirements for the Subject Lands and the need for an Overall Benefit Permit. The Ministry of Environment, Conservation and Parks ('MECP') should be contacted in this regard. Conditions to this effect is included in Attachment 1.

The Toronto and Region Conservation Authority ('TRCA') has advised in principle of no objection to the Zoning By-law and the Site Development Application

Portions of the Subject Lands are located within the TRCA's regulated area. The "Natural Areas" designation recognizes Rainbow Creek located on the Subject Lands.

By way of correspondence dated November 10, 2020 the TRCA advised in principle, it has no objection to the Applications. The Owner has entered into an understanding with the TRCA, recognizing that changes to the site plan may result from the technical review of a required Erosion Impact Assessment. The TRCA will provide final conditions of Site Plan Approval (as required) upon the satisfactory review of the EIA and all other technical reports. A condition is included in Attachment 1 that requires the Owner to satisfy all requirements of the TRCA.

Prior to the TRCA's final approval of the site plan, the following is required:

1. A continuous simulation erosion impact assessment ('EIA') that is conducted based on the findings of the Rainbow Creek Master Plan Update Study (2013) with the updated site constraints outlined in the Functional Servicing Reports related to on-site retention, and a new stormwater management strategy for erosion control that does not exceed the erosive targets as set out in the Master Plan Update Study. Further, the study areas will need to show, conceptually, the ability to meet the targets as outlined in the updated stormwater management strategy determined through the continuous simulation modelling, prepared to the satisfaction of the TRCA.
2. The Owner shall submit a detailed engineering report (or reports) and plans to the satisfaction of TRCA in accordance with the approved Master Environmental Servicing Plan by *Cole Engineering* as may be amended in the future to the satisfaction of TRCA and the City of Vaughan. This submission shall include:
 - a) a description of the storm drainage system (quantity and quality) for the proposed development;
 - 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, including any outfalls to the natural heritage system;
- e) that best efforts be provided to maintain pre-development recharge in accordance with the REC-1 Policy of the Credit Valley, Toronto and Region and Central Lake Ontario ('CTC') Source Protection Plan including Low Impact Development (LID) measures to promote infiltration, reduce run-off and maintain water balance for the plan area;
- f) detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
- g) proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be likely impacted by the Development;
- h) 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;
- i) grading plans for the subject lands;
- j) 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;
- k) 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; and
- l) a response indicating how TRCA's detailed comments on the Site Plan Application have been addressed and incorporated into the detailed engineering report (or reports) and plans.

3. That a geotechnical engineer confirm the long-term stability of the proposed grading with a minimum factor of safety of 1.5. The geotechnical engineer is required to provide a supplementary geotechnical report / letter for the geotechnical and stability review of the grading plan and all sections.
4. As per the letter by Schaeffer (dated September 11, 2020), it is understood that the design will be revised to reduce the ponding areas so that they do not have impact on the retaining walls. Such revised design needs to be developed and implemented to reduce the ponding areas behind the retaining walls (to minimize any impacts to the retaining walls).
5. At the detailed design stage, the engineer-stamped drawings for the retaining walls as per the design of the retaining walls must be provided by a civil / structural engineer; *Given that the retaining walls are behind the 10m setback, the review of the structural design of the retaining walls can be deferred to the municipality.*
6. That this site plan be subject to red-line revision(s) in order to meet the requirements of TRCA's conditions of site plan approval, if necessary, to the satisfaction of TRCA.
7. That buffer restoration plans, and compensation planting plans (as outlined in the MESP) will be designed to the satisfaction of TRCA.
8. That all proposed road crossings will be designed in conformance with TRCA's Crossing Guidelines for Valley and Stream Corridors, 2015 to the satisfaction of TRCA.
9. That prior to the final approval of this site 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.

The lands proposed to be zoned "OS1 Open Space Conservation Zone" should be dedicated to either the TRCA and/or the City of Vaughan, to the satisfaction of the TRCA.

The Ministry of Transportation of Ontario ('MTO') has no objection to the Development, subject to the following Condition of Approval

The MTO has reviewed the Applications and provided no comments or concerns with respect to the Zoning By-law Amendment application. However, the Subject Lands are located within the MTO Permit Control Area and the following comments will apply to the Site Development Application:

- MTO permits are required for all buildings located within 46 m from the Highway 427 Future Transit property line and a radius of 365 m from the centre point of the Highway 427 Future Transitway and Rutherford Road, prior to any construction being undertaken. Permit applications are available on the MTO website.

The MTO has no objection to the Development, subject to the above-noted requirements.

TC Energy ('TC') has no objection to this Development

TC has reviewed the Applications and advises they have no comments or objection to the Development.

Hydro One Networks Inc. ('HONI') has no objection to the Development, subject to Conditions of Approval

The Subject Lands include a HONI high voltage transmission corridor ('transmission corridor') to the east. As such, HONI advises that the transmission corridor lands affected by the Development are subject to a statutory right in favour of HONI pursuant to Section 114.5(1) of *The Electricity Act, 1998*, as amended. The owner of these lands is Her Majesty, The Queen in Right of Ontario, as represented by The Minister of Infrastructure ('MOI'). Ontario Infrastructure and Lands Corporation ('OILC') as agent for the Province, must review and approve all secondary land uses such as roads proposed on the Subject Lands. HONI is currently acting as a service provider to OILC and undertakes this review on their behalf.

HONI also advises the Owner the transmission lines within 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* ('OHSA'), requires 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, all equipment and personnel must come no closer than the distance specified in the OHSA. HONI also advises the Owner that the conductors can raise and lower without warning, depending on the electrical demand placed on the line.

HONI has requested clauses regarding development adjacent to the hydro right-of-way be included in the Site Plan Agreement. These conditions are included in Attachment 1.

Bell Canada has no objection to the Development, subject to the following Condition of Approval

Bell Canada advises the Owner to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to

service the Development and prior to commencing any work, the Owner must confirm sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Owner shall be required to pay for the connection to and/or extension of the existing communication/ telecommunication infrastructure. A condition to this effect is included in Attachment 1.

Bell Canada also requests the following be included in the conditions of approval:

“The Owner shall grant to Bell Canada, in words satisfactory 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”.

Canada Post has no objection to the Development

Canada Post has no objection to the Development and will install mailboxes and pads as the need arises.

Canadian Pacific Railway has no objection to the Development

Canadian Pacific Railway has reviewed the submission and has no objection to the Development.

The various utility companies have no objection to the Development, subject to the Conditions of Approval

Enbridge Gas and Alectra Utilities have no objection to the Application, subject to the Owner coordinating servicing, connections, easements with the above noted utilities prior to the commencement of any site works. A condition to this effect is included in Attachment 1.

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, subject to a Condition of Approval

York Region has indicated they have no objections to the Applications, subject to the Owner achieving final approval from York Region after Council endorsement, but prior to the issuance of any Building Permits. A Condition to this effect is included in Attachment 1.

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment and Site Development Files Z.18.027 and DA.18.067 in consideration of the policies 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, Heritage Vaughan's recommendations, 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 West Vaughan Employment Area Secondary Plan policies.

The Development Planning Department is satisfied the Development shown on Attachments 3 to 5, is compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department supports the approval of the Applications, subject to the Recommendations in this report and the Conditions of Approval included in Attachment 1.

For more information, please contact: Jennifer Kim, Planner, Development Planning Department, ext. 8592.

Attachments

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Proposed Zoning and Site Plan
4. Landscape Plan
5. Building 1 Elevations
6. Final Block 59 Block Plan, September 3, 2020
7. Block 59 Plan, Land Use Distribution
8. Status of Block Plan Conditions of Approval
9. Related Draft Plan of Subdivision File 19T-18V011
10. Communication C8 from CW (1) December 1, 2020
11. Coloured Rendering

Prepared by

Jennifer Kim, Planner, ext. 8592

Clement Messere, Senior Planner, ext. 8409

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

Mauro Peverini, Director of Development Planning, ext. 8407

Attachment 1 – Conditions of Site Plan Approval
Site Development File DA.18.067 (Anatolia Investments Corp.)

1. THAT prior to the execution of the Site Plan Agreement:
 - a) the Development Planning Department shall approve the final Site Plan, Building Elevations, Landscape Plan, Landscape Details, Landscape Cost Estimate, and Arborist Report, Tree Inventory and Tree Protection Plan
 - b) the Development Engineering Department shall approve the final Site Servicing Plans, Site Grading Plans, Sediment Control Plans, Phase 1 and Phase 2 Environmental Site Assessments ('ESA'), Stationary Noise Impact Study, Functional Servicing & Stormwater Management Report (FSR/SWM), Traffic Impact Study (TIS) complete with a Phasing Plan, Geotechnical Report complete with in-situ percolation testing and accompanying engineering drawings
 - c) the Owner shall pay the Development Engineering Simple Site Plan fee in accordance with the Fees and Charges By-Law 171-2013, as amended by By-law 023-2019, to the satisfaction of the Development Engineering Department
 - d) The Owner shall be required to file for a Ministry of the Environment, Conservation, and Parks ('MECP') Record of Site Condition (RSC) for the entirety of the Subject Lands in accordance with the City's Contaminated Site Policy.
 - e) The Environmental Services Department, Waste Management Division shall approve the final waste collection plan
 - f) The Owner shall satisfy all requirements from Alectra Utilities Corporation, Enbridge Distribution Inc., Bell Canada and Hydro One Inc.
 - g) The Owner shall satisfy all requirements and obtain all necessary approvals from the Toronto and Region Conservation Authority ('TRCA')
 - h) The Owner shall satisfy all requirements and obtain all necessary approvals and permits from the Ministry of Transportation ('MTO') before any construction being undertaken;

- i) The Owner shall satisfy all requirements and obtain all necessary approvals from York Region
 - j) That the applicant prepares a brief assessment for the proposed outfall which identifies measures to minimize negative impacts, maintain habitat area and enhance overall ecosystem function of the natural heritage system, to the satisfaction of the City;
 - k) That the applicant erects a fence along the outermost limit of the natural heritage system to prevent future encroachments, to the satisfaction of the City;
 - l) That the applicant submits an updated Sustainability Performance Metric (SPM) scoring tool and cover letter demonstrating how the development meets minimum threshold requirements, to the satisfaction of the City.
 - m) The Owner shall provide registered confirmation of clearance of Archaeological Assessment conditions and requirements for the entire area affected by the proposed development from the Ontario Ministry of Heritage, Sport, Tourism, and Culture Industries
2. THAT the Site Plan Agreement shall include the following provisions and/or warning clauses, to the satisfaction of the City:
- a) The Owner shall inform the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Vaughan once tree protection has been installed, for Vaughan Forestry to inspect and approve according to specifications
 - b) The Owner shall pay to the City applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Regional of York, York Region District School Board and York Catholic District School Board
 - c) Prior to the development of subsequent phases for the Subject Lands including Blocks 1, 2 & 3 as referenced on a Draft Plan of Subdivision dated February 18, 2020, the Owner through the Block 59 Developers' Group shall enter into a Spine Services Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the municipal services for the Block, including but not limited to, roads, water, wastewater, temporary sanitary pumping station (TSPS), storm and stormwater management pond(s), land conveyances including the

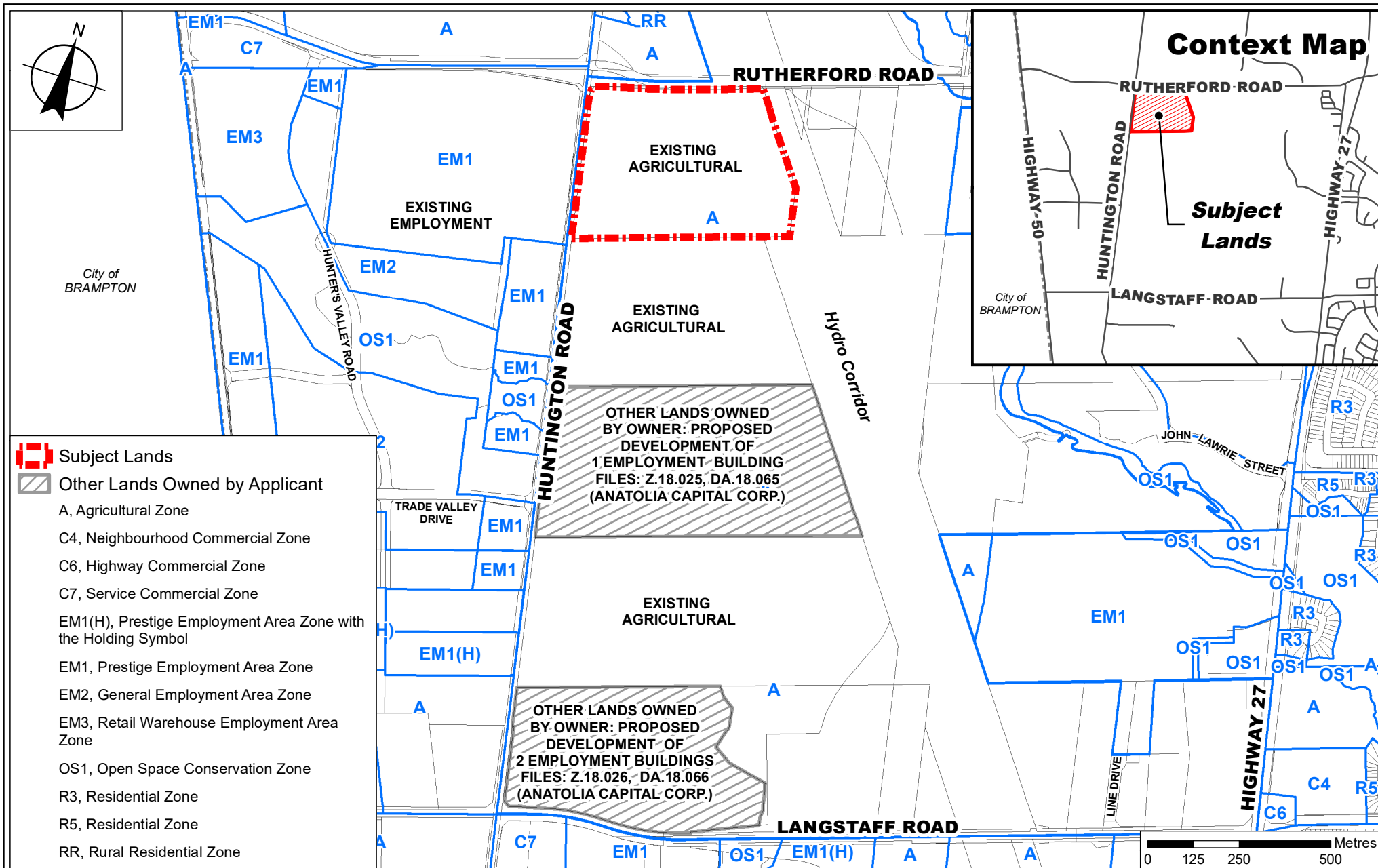
construction of future roads internal to Block 59, and the registration of easements. Or the Owner shall front-end the works and enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the necessary municipal services, including but not limited to, roads, water, wastewater, temporary sanitary pumping station (TSPS), storm and stormwater management pond(s), land conveyances including the construction of future roads internal to Block 59 and the registration of servicing and access easements. The Agreements shall be registered against the lands to which they apply, to the satisfaction of the Development Engineering Department

- d) The Owner shall agree to pay its financial contribution towards any Special Area Charges related to implementation of the interim and ultimate servicing strategies identified through the Block 59 Master Environmental Servicing Plan (MESP) and/or the current Functional Servicing & Stormwater Management Report to service the Subject Lands
- e) The Owner shall agree to front-end finance, contribute to and/or participate in an ongoing Flow Monitoring Program to the satisfaction of the City. This Flow Monitoring Program will be in effect until the development is redirected to the ultimate servicing outlet. The Flow Monitoring Program is to ensure construction Inflow-Infiltration is monitored and managed to the satisfaction of the City. This Flow Monitoring Program will be in effect until completion of construction (Guaranteed Maintenance / Assumption etc.)
- f) The Owner shall commit to York Region's Servicing Incentive Program (SIP) to the satisfaction of York Region and the City
- g) The Owner, at its own expense, shall be responsible to complete Closed-circuit television ('CCTV') inspection of the downstream sanitary sewage sub-trunk system, on a yearly basis, to confirm the condition of the pipe and existing downstream conveyance capacity to the satisfaction of the City
- h) The Owner shall agree to develop their lands via phasing and progressive approval. Approval of a subsequent phase will depend on confirmation of generation rates (dry and wet weather flows) in the previous phase

- i) Prior to commencement of any work on the subject lands, the Owner shall arrange a pre-construction meeting with representatives of the Vaughan Development, Inspection & Lot Grading Division of the Development Engineering Department to advise Vaughan of the intended construction schedule, contact names and telephone numbers and details of means to protect and maintain clean roadways, municipal services and properties beyond the Lands
- j) The Owner shall obtain any required additional permits and coordinate all inspections directly through the City's Development Inspection and Lot Grading Division upon receipt of Site Plan Approval for all proposed works within the City's right-of-way (i.e. curb cuts/fills, sidewalk installation, boulevard rehabilitation)
- k) The Owner is required to contact the City's Environmental Services Department through the Development Inspection and Lot Grading division of DE, at least 72 hours in advance of connecting to and/or disconnecting from any municipal services (Including any required re-location works) to ensure that staff is present on site to observe the works including the decommissioning of services and to provide any additional requirements to their sole satisfaction
- l) The Owner is required to contact the City of Vaughan Environmental Services Department to purchase the required water meter. Please note, the water meter shall be installed with sufficient read-out equipment to the satisfaction of the City of Vaughan
- m) The Owner shall agree to notify both the Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department immediately in the event that:
 - i. archaeological resources are found on the property during grading or construction activities, and the Owner must cease all grading or construction activities; and
 - ii. where human remains are encountered during grading or construction activities, the Owner must cease all grading or construction activities. The Owner shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services

- n) The Owner shall agree to the following clauses provided by Hydro One Inc.
- i. The developer must contact **Maria Agnew, Senior Real Estate Coordinator at 905-946-6275** to discuss all aspects of the site plan design, ensure all of HONI's technical requirements are met to its satisfaction and acquire the applicable agreements.
 - ii. Prior to HONI providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.
 - iii. Any development in conjunction with the site plan must not block vehicular access to any HONI facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.
 - iv. HONI's easement rights must be protected and maintained.
 - v. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this site plan will be borne by the developer. The developer will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the site plan.
- o) The Owner shall agree to the following clauses provided by Bell Canada
- i. The Owner shall grant to Bell Canada, in words satisfactory 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

- p) The Owner shall include the following warning clauses within all Offers of Agreement of Purchase and Sale or Lease for all lots abutting the Open Space, Valleylands and associated buffers:
- i. "Purchasers and/or tenants are advised that the lot abuts an open space, valley and associated buffers and are designed for naturalization and therefore shall receive minimal maintenance"
 - ii. "Purchasers and/or tenants are advised that the lot abuts an open space, valley and associated buffers, which may include trails and maintenance access routes and that noise and lighting should be expected from the use of the trail and operation and maintenance of the associated structures and facilities"
 - iii. "Purchasers and/or tenants are advised that the lot abuts an open space valley and associated buffers 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 should be expected from the active use of the trail"
- q) 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 approval made or provided by the City in respect to the Plan or the related Site Plan Agreement, they must comply with the provisions of the Act
- r) The Subject Lands are located within the MTO Permit Control Area. MTO permits are required for all buildings located within 46m from the Highway 427 Future Transit property line and a radius of 365 m from the centre point of the Highway 427 Future Transitway and Rutherford Road, prior to any construction being undertaken. Permit applications are available on the MTO website



Context and Location Map

LOCATION:
9151 Huntington Road

APPLICANT:
Anatolia Investments Corp.

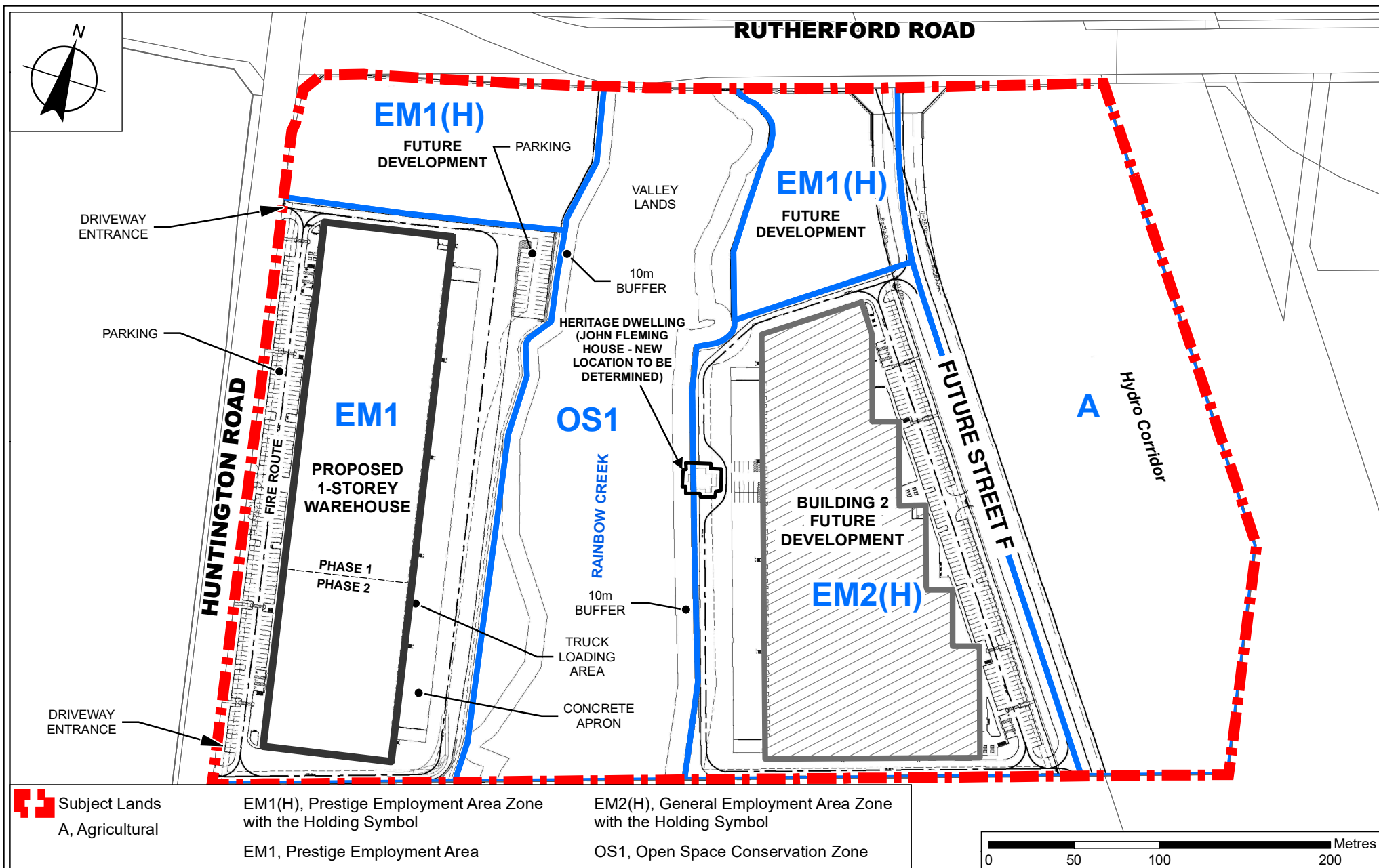


Attachment

FILES: Z.18.027 and DA.18.067
RELATED FILE: 19T-18V011

DATE:
December 1, 2020

2



Proposed Zoning and Site Plan

LOCATION:
9151 Huntington Road

APPLICANT:
Anatolia Investments Corp.

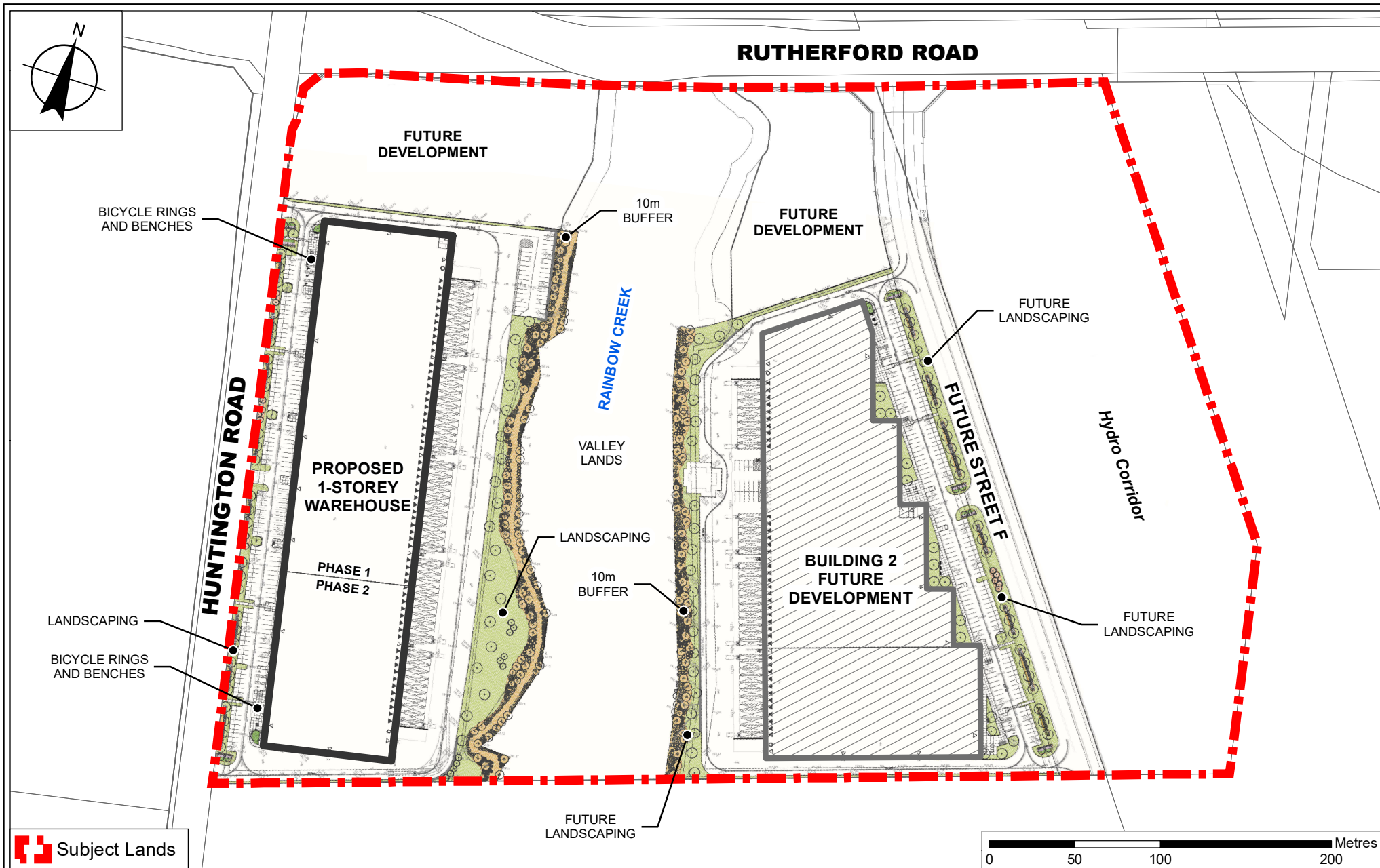


Attachment

FILES: Z.18.027 and DA.18.067
RELATED FILE: 19T-18V011

DATE:
December 1, 2020

3



Proposed Landscape Plan

LOCATION:
9151 Huntington Road

APPLICANT:
Anatolia Investments Corp.

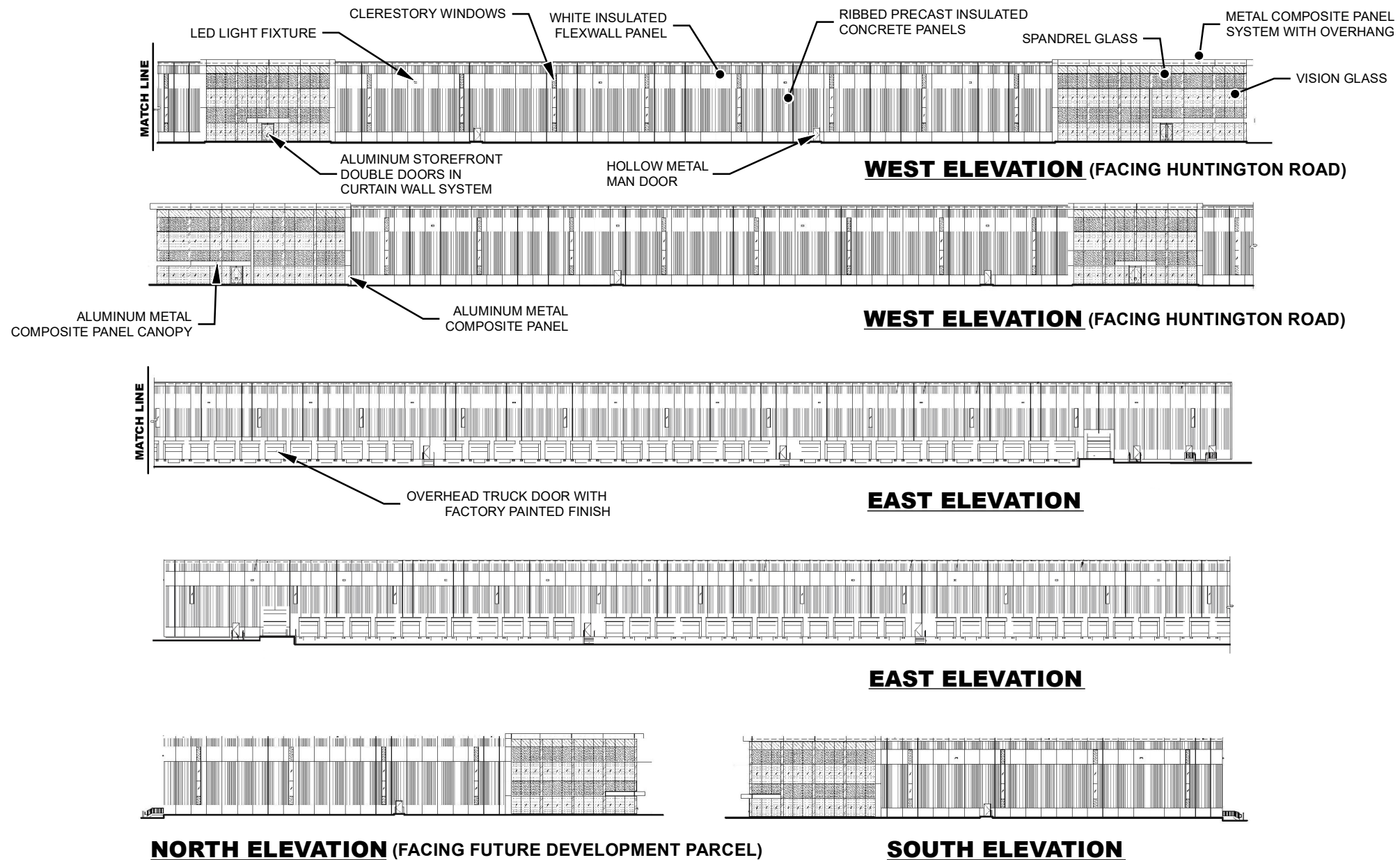


Attachment

FILES: Z.18.027 and DA.18.067
RELATED FILE: 19T-18V011

DATE:
December 1, 2020

4



Building 1 Elevations

LOCATION:
9151 Huntington Road

APPLICANT:
Anatolia Investments Corp.



Attachment

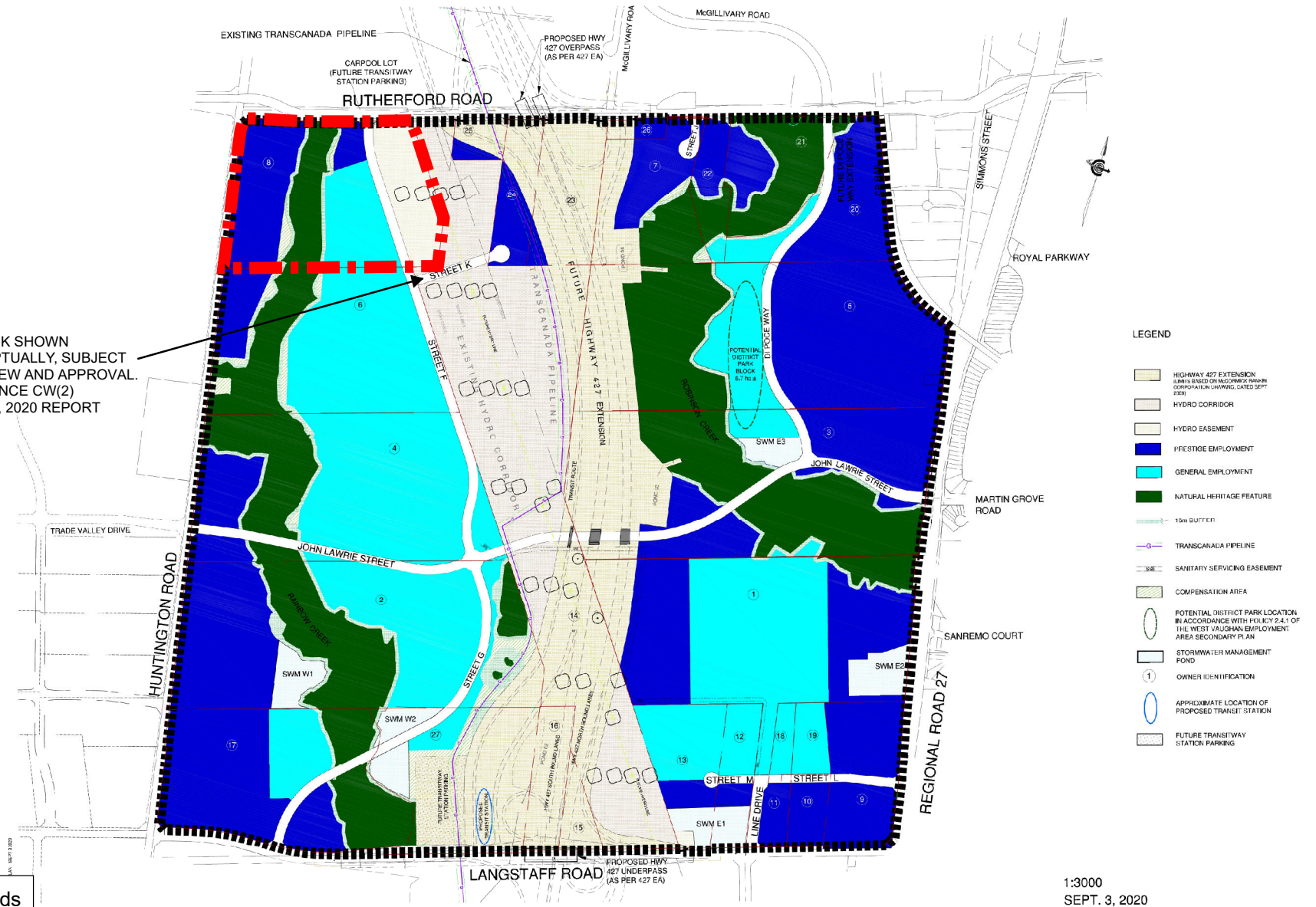
FILES: Z.18.027 and DA.18.067
RELATED FILE: 19T-18V011

DATE:
December 1, 2020

5

BLOCK 59 LAND USE PLAN

STREET K SHOWN
CONCEPTUALLY, SUBJECT
TO REVIEW AND APPROVAL.
REFERENCE CW(2)
JUNE 16, 2020 REPORT



Subject Lands

1:3000
SEPT. 3, 2020

**Final Block 59 Block Plan -
dated September 3, 2020**

LOCATION:
9151 Huntington Road

APPLICANT:
Anatolia Investments Corp.



Attachment

FILES: Z.18.027 and DA.18.067
RELATED FILE: 19T-18V011

DATE:
December 1, 2020

6

TABLE 1 - BLOCK 59 Land Use Distribution and Land Owner Participation

UPDATED: OCT 7, 2020

OWNER	PARCEL #	PRESTIGE EMPLOYMENT AREA (ha)	GENERAL EMPLOYMENT AREA *	NATURAL HERITAGE FEATURE **	NATURAL HERITAGE BUFFER	COMPENSATION AREA	S.W.M.	HYDRO CORRIDOR* **	HYDRO CORRIDOR EASEMENT* ***	HIGHWAY 427 EXTENSION *****	PRIMARY STREET	LOCAL STREET	PRIMARY ROAD IN ENV AREA	PRIMARY ROAD IN HWY 427 CORRIDOR	PRIMARY ROAD IN HYDRO EASEMENT	PRIMARY STREET IN HYDRO CORRIDOR	LANGSTAFF OVERPASS WIDENING	HUNTINGTON ROAD WIDENING	TOTAL Ha.
PARTICIPATING																			
HIGHWAY 27 LANGSTAFF GP LIMITED	1	12.33	16.29	1.61	0.41		1.92			2.28									34.84
ONE-FOOT DEVELOPMENTS INC.	2	10.33	12.25	8.91	2.81	0.71	1.75			1.25	1.83							0.12	39.96
TWO-SEVEN JOINT VENTURE LIMITED	3	10.86	1.62	13.70	1.32		1.16		0.06	9.07	2.23		0.52	0.45					40.99
ANATOLIA BLOCK 59 DEVELOPMENTS LIMITED	4	4.18	18.27	6.57	1.00	0.11					2.28		0.44					0.12	32.97
DIPOCE MANAGEMENT LIMITED	5	17.69	5.37	9.09	0.54					5.79	1.11								39.59
TOROMONT INDUSTRIES LTD.	6	2.57	14.22	5.04	0.90	0.89					1.11							0.12	24.85
JOHN SIMONE & RAY DI DONATO	7	3.65		2.59	0.34	0.21				2.92	0.43								10.14
ANATOLIA BLOCK 59 DEVELOPMENTS LIMITED	8	7.25	4.67	3.30	0.90	0.36			4.85		0.99				0.12			0.12	22.56
ANATOLIA BLOCK 59 DEVELOPMENTS LIMITED	17	12.60	3.51	5.28	0.59		0.04				0.70		0.36					0.03	23.11
SUBTOTAL PARTICIPATING		81.46	76.21	56.09	8.81	2.28	4.87	0.00	4.91	21.31	10.68	0.00	1.32	0.45	0.12	0.00	0.00	0.51	269.02
NON PARTICIPATING																			
HUNTER-FIFTY INVESTMENTS LIMITED	9	7.42										0.48							7.90
LINE DRIVE EAST INVESTMENTS LIMITED	10	1.86										0.25							2.11
LINE DRIVE EAST INVESTMENTS LIMITED	11	1.35	0.82								0.61	0.14							2.92
ZIVKO RISTICH	12	0.62	1.99				1.14					0.23							3.98
L. DI CARLANTONIO, S. DI CARLANTINO, et al.	13	1.08	4.48				0.99		0.20	0.03	0.14								6.92
HYDRO-ONE NETWORKS INC.	14							35.77		12.27				0.13		0.96			49.13
HMTQ - MTO	15									1.80									1.80
HMTQ - MTO	16									3.96									3.96
CITY OF VAUGHAN	18		1.06																1.06
CITY OF VAUGHAN	19		1.10								0.08								1.18
DI POCE MANAGEMENT LIMITED	20	6.89	1.23	0.22	0.40						0.74		0.15						9.63
DI POCE MANAGEMENT LIMITED	21	1.89		5.39	0.57								0.32						8.17
VITANOVA SHELTER CORPORATION	22	1.58	0.27	1.09	0.30														3.24
HMTQ - MTO	23	0.4								6.77									7.17
2236391 ONTARIO LIMITED	24	2.13								1.87	0.22								4.22
HMTQ - MTO	25	0.45								1.1									1.55
V. CASSANO, L. CASSANO, N. PARADISO	26	0.52								0.39									0.91
HMTQ - MTO	27		1.05	0.2	0.33	0.8	2.12			10.15	0.63						0.63		15.91
SUBTOTAL NON PARTICIPATING		26.19	12.00	6.90	1.60	0.80	4.25	35.77	0.20	38.34	2.28	1.24	0.47	0.13	0.00	0.96	0.63	0.00	131.76
TOTAL PARTICIPATING + NON PARTICIPATING		107.65	88.20	62.99	10.41	3.08	9.12	35.77	5.11	59.65	12.96	1.24	1.79	0.58	0.12	0.96	0.63	0.51	400.8

* This area includes the area of the potential District Park

** This area does not include primary roads traversing through Natural Heritage Feature nor Natural Heritage Buffer.

*** This area does not include primary roads traversing within the corridor; said primary roads counted separately.

**** This area does not include primary roads traversing within the easement; said primary roads counted separately.

***** This area does not include primary roads traversing within the extension; said primary roads counted separately. This area does include the transit route and transit station.

Block 59 Land Use Distribution and Land Owner Participation

LOCATION:
9151 Huntington Road

APPLICANT:
Anatolia Investments Corp.



Attachment

FILES: Z.18.027 and DA.18.067
RELATED FILE: 19T-18V011

DATE:
December 1, 2020

7

Attachment 8 – Status of Block 59 Plan Conditions of Approval

STATUS - BLOCK PLAN CONDITIONS OF APPROVAL

No.	Condition	CONDITION FULFILLED	REQUIRED PRIOR TO LIFTING HOLDING SYMBOL “(H)” AND DRAFT PLANS OF SUBDIVISION PROCEEDING TO COMMITTEE FOR APPROVAL	ADDRESSED AS A CONDITION OF DRAFT PLAN OF SUBDIVISION
1	The final Block Plan shall relate to the draft Block Plan, prepared by KLM Planning Partners Inc., dated December 10, 2019.	✓		
2	Particular land use designations applied to the subject block plan are as follows: “Prestige Employment”, “General Employment”, “Natural Area”, “Utility”, “Proposed District Park”, “Proposed Primary Street”, “Rail Line”, and “Trans Canada Pipeline”.	✓		
3	The Owner shall pay any and all outstanding application fees to the Vaughan Policy Planning and Environmental Sustainability Department, in accordance with the applicable and in-effect Tariff of Fees By-law.	✓		
4	The participating landowners within Block 59 shall enter into a Developers' Group Agreement 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, including land dedication and construction of any future roads and streets deemed required to service the Subject Lands. This Agreement shall also include a provision for additional developers to participate with the Developers' Group Agreement when they wish to develop their lands, all to the satisfaction of the City.		✓	
5	The Block 59 Landowners Group Inc. shall enter into an Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the municipal services for the Block, including but not limited to, roads, water, wastewater, storm and storm water management pond(s), land conveyances including the construction of		✓	

Attachment 8 – Status of Block 59 Plan Conditions of Approval

	streets and roads, or front-end the works and enter into an Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the necessary municipal services, including but not limited to, roads, water, wastewater, storm and storm water management ponds, land conveyances including the construction of streets and roads to service the Subject Lands. The Agreements shall be registered against the lands to which it applies and to the satisfaction of the City.			
6	The Block 59 Landowners Group Inc. shall agree in a subsequent agreement with the City 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 Block Plan, to the satisfaction of the City.		✓	
7	<p>The Block 59 Landowners Group Inc. shall agree in a subsequent agreement with the City that prior to conveyance of land, and/or any initiation of grading or construction, the Block 59 Landowners Group Inc. shall implement the following to the satisfaction of the City:</p> <ul style="list-style-type: none"> a. Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the lands within the Plan. Reliance on the report(s) from the Block 59 Landowners Group Inc. environmental consultant shall be provided to the City. b. Should there be 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 required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) 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 Record(s) of Site Condition 		✓	

Attachment 8 – Status of Block 59 Plan Conditions of Approval

	<p>(RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Plan.</p> <p>c. Submit a sworn statutory declaration by the Block 59 Landowners Group Inc. confirming the environmental condition of the lands to be conveyed to the City.</p> <p>d. Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.</p>			
8	<p>The Block 59 Landowners Group Inc. shall agree in a subsequent agreement with the City that prior to conveyance of land, and/or any initiation of grading or construction, the Block 59 Landowners Group Inc. 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 Block 59 Landowners Group Inc. shall agree in the 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.</p>		✓	
9	<p>Prior to final approval of the Block Plan and MESP, the water servicing strategy shall be updated to the satisfaction of the City which shall demonstrate that adequate water supply is available for the Subject Lands and conform to the City's comments on the design. The Block 59 Landowners Group Inc. shall agree within a subsequent development agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to provide a financial security towards operation, maintenance and decommissioning considerations to facilitate any interim water servicing strategy, as necessary, to be held by the City until the ultimate water servicing works are able to service the Subject Lands.</p>	✓		

Attachment 8 – Status of Block 59 Plan Conditions of Approval

10	Prior to final approval of the Block Plan and MESP, the sanitary servicing strategy shall be updated to the satisfaction of the City which shall demonstrate that the Subject Lands can be adequately serviced as proposed and conform to the City's comments on the sewer design. The sanitary sewer analysis shall conform to the City's final Interim Servicing Strategy (ISS) Study, to the satisfaction of the City, as the Subject Lands are tributary to the ISS. The Block 59 Landowners Group Inc. shall agree within in a subsequent development agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to provide a financial security for operation, maintenance and decommissioning considerations to facilitate the interim sanitary servicing strategy, as necessary, to be held by the City until the ultimate sanitary servicing works are implemented by the Region to service the Subject Lands.	✓		
11	Prior to final approval of the Block Plan and MESP, the stormwater servicing strategy shall be updated to the satisfaction of the City which shall demonstrate that the Subject Lands can be adequately serviced as proposed and conform to the City's comments on the sewer and pond design. The Owner shall agree in the subdivision agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to provide a financial security or direct financial contribution for operation and maintenance considerations to the City.	✓		
12	Prior to final approval of the Block Plan and MESP, the transportation report shall be updated to the satisfaction of the City which shall demonstrate that the Subject Lands can be adequately serviced as proposed and conform to the City's comments on the transportation study and design. The report/plan submitted to the City and 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		✓	

Attachment 8 – Status of Block 59 Plan Conditions of Approval

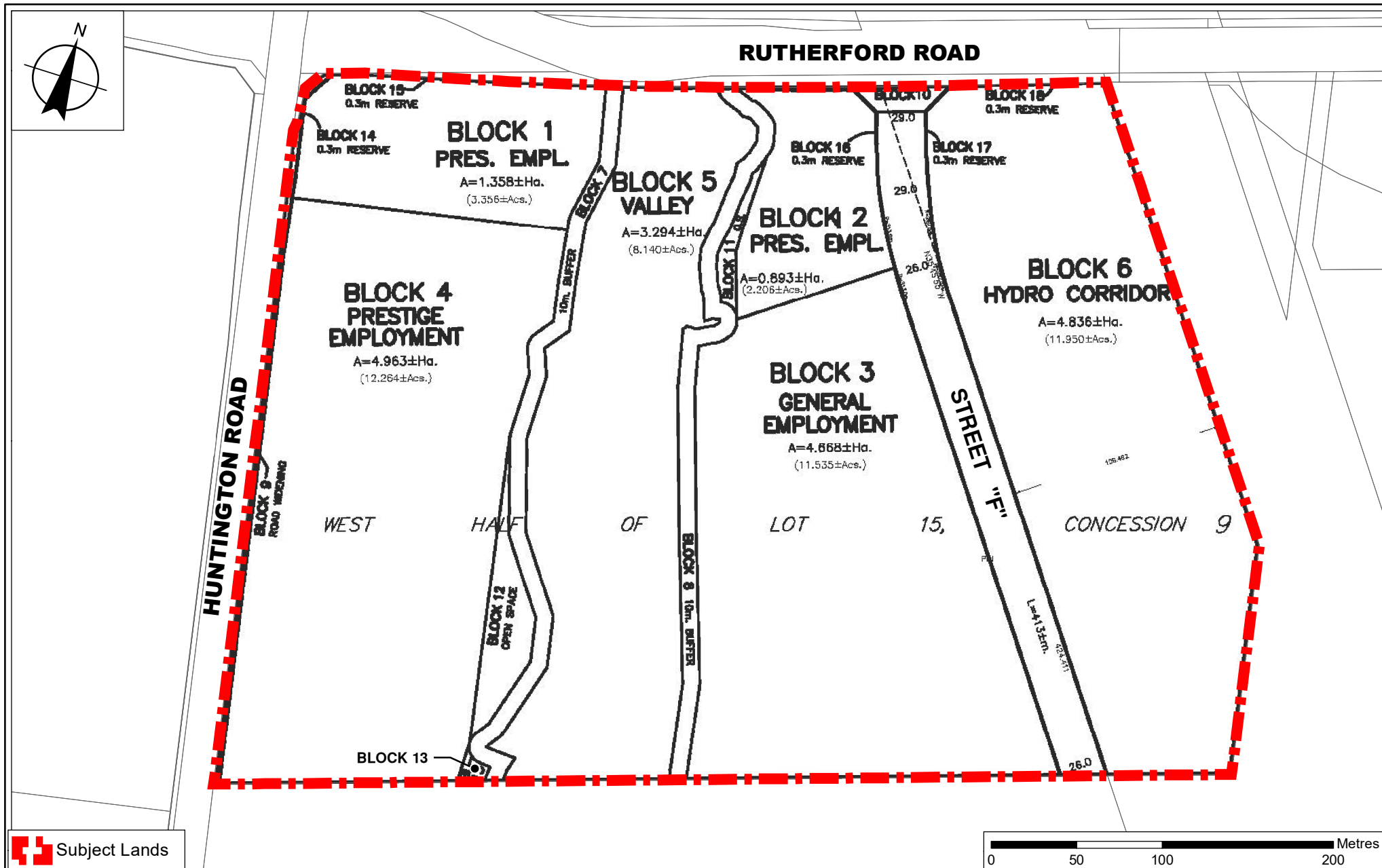
	these issues. The Block 59 Landowners Group Inc. shall agree in an agreement with the City to implement the recommendations of the updated transportation report, to the satisfaction of the City.			
13	Prior to final approval of the Block Plan and MESP, the Block 59 Landowners Group Inc. shall address and satisfy all comments and all outstanding issues with respect to the proposed servicing and phasing of the Block 59 Plan, including water supply, sanitary sewers, stormwater management facilities, grading, geotechnical and maintenance access roads, through revisions for the finalization of the Master Environmental Servicing Plan, to the satisfaction of the City.		✓	
14	Prior to final approval of the Block Plan, the Owner shall submit Transportation Demand Management Plan Guidelines to the satisfaction of the City and York Region. If required, the Transportation Demand Management and Sidewalk Plan shall be modified to the satisfaction of the City, to reflect the revised and approved Block Plan.	✓		
15	The Transportation Demand Management Plan Guidelines shall provide a draft framework for the full Transportation Demand Management Plan, listing potential transportation demand management measures for the development and an outline budget to the satisfaction of the City.	Condition of Development Approval		
16	Prior to final approval of the Block Plan and MESP and before any further draft plans of subdivision for the Block 59 area are approved, all outstanding comments included in the correspondence dated May 1, 2020 from the Ministry of Transportation shall be addressed to the satisfaction of the Ministry of Transportation.	Condition of Development Approval		
17	Prior to final approval of the Block Plan and MESP and before any further draft plans of subdivision for the Block 59 area are approved, all outstanding comments included in the memo from York Region	✓		

Attachment 8 – Status of Block 59 Plan Conditions of Approval

	dated April 17, 2020 (YorkTrax No. BLK.18.V.0004) shall be addressed to the satisfaction of York Region.			
18	Prior to the approval of the MESP, a concluding section shall be added to the MESP to outline site specific requirements by the landowners to ensure they are carried forward into the development process to the satisfaction of the Toronto and Region Conservation Authority.	✓		
19	Prior to final of approval of the Block Plan and MESP, all outstanding comments included in the Toronto and Region Conservation Authority's letter dated February 27, 2020 shall be addressed to the satisfaction of the Toronto and Region Conservation Authority.	✓		
20 (22)	<p>Prior to final approval of the Block Plan, a Letter of Undertaking identifying that Ministry of Tourism, Culture and Sport letter of review and acceptance and the final (should there be revisions required) Archaeological Assessment reports shall be provided as part of the Site Plan or Draft Plan application(s). Additionally, the required Letter of Undertaking acknowledge and agree to the following:</p> <ul style="list-style-type: none"> a. Any Fill Permit approval for any specific area (i.e. creating berms or infill etc.) within the area delineated by Block 59 will also require the Ministry letter as a condition of approval; b. If a partial Archaeological Assessment Report (outstanding stages for individual sites) is prepared, the City will also require and/or apply the recommendation in the latest previously-completed stage of the specific site's Archaeological Assessment report for the protection of the remainder of the site. These recommendations must be fulfilled completely prior to final approval. 	Submitted Pending Final Review		
21 (23)	Prior to final approval of the Block Plan, the Owner shall submit for review and have approved Urban Design Guidelines for Block 59 to	✓		

Attachment 8 – Status of Block 59 Plan Conditions of Approval

	the satisfaction of the Urban Design division of the Development Planning Department and the Parks Planning Department.			
22 (24)	Prior to final approval of the Block Plan and MESP and before any further draft plan of subdivision for the Block 59 area is approved all outstanding comments in the memos dated, October 17, 2018, October 17, 2019, and March 6, 2020 from the Parks Planning Department, shall be addressed to the satisfaction of the Parks Planning Department.”	✓		
23 (25)	Prior to final approval of the Block Plan, the Owner shall prepare a final land use distribution and landowner participation table, to the satisfaction of the Vaughan Parks Planning Department and the Policy Planning and Environmental Sustainability Department. The chart shall include updated land area values for park blocks that satisfy the policies of the Vaughan Official Plan 2010 as amended by the WVEA Plan.	✓		
24 (26)	Prior to final approval of the Block Plan, the Owner shall prepare a plan that identifies the proposed network of pedestrian and bicycle paths located within the open space system incorporated into the Block Plan, with linkages to ultimately create a continuous pedestrian system throughout the block, to the satisfaction of the Vaughan Parks Planning Department.	✓		



Related Draft Plan of Subdivision File 19T-18V011

LOCATION:
9151 Huntington Road

APPLICANT:
Anatolia Investments Corp.



Attachment

FILES: Z.18.027 and DA.18.067
RELATED FILE: 19T-18V011

DATE:
December 1, 2020

9

C8
Communication
CW (1) – December 1, 2020
Item # - 4, 5, &6

From: Clerks@vaughan.ca
To: [Bellisario, Adelina](#)
Subject: FW: DH Letter to City of Vaughan - Committee of the Whole Meeting December 1, 2020 (931784)
Date: November-30-20 9:14:35 AM
Attachments: [Letter to Committee of the Whole - December 1, 2020 \(01623032xCDE1C\).PDF](#)
[image001.png](#)

From: Ajman Ladher <AjmanL@davieshowe.com>
Sent: Monday, November 30, 2020 8:38 AM
To: Clerks@vaughan.ca
Cc: Susan Rosenthal <susanr@davieshowe.com>
Subject: [External] DH Letter to City of Vaughan - Committee of the Whole Meeting December 1, 2020 (931784)

Good Morning,

Please find attached correspondence on behalf of Susan Rosenthal. Kindly acknowledge receipt of this email.

Thank you,

Ajman Ladher

Legal Assistant
[416.977.7088](tel:416.977.7088) x227



Davies Howe LLP
The Tenth Floor, 425 Adelaide Street West
Toronto, Ontario M5V 3C1
416.977.7088

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November 30, 2020

By E-Mail Only to *clerks@vaughan.ca*

Mayor and Members of City Council
City of Vaughan
c/o Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, Ontario L6A1T1

Dear Mayor and Members of Council:

**Re: Committee of the Whole Meeting December 1, 2020
Agenda Items 6.4, 6.5 and 6.6
Anatolia Capital Corp. Zoning by-law Amendment Files Z.18.025, Z.18.026
and Z.18.027 and Site Development Files DA.18.065, DA.18.066 and
DA.18.067 (the “Applications”)**

We are counsel to Highway 27 Langstaff GP Limited (“Rice”) the developer of the Costco Distribution Centre located in Block 59, which was completed in November 2016.

We are writing on behalf of our client to object to the approval of the above-mentioned three zoning by-law amendment applications and site development files for lands owned by Anatolia Capital Corp.

It is our client's position that the requirements for lifting the holding zone are beyond the City's jurisdiction under section 34 and 41 of the *Planning Act*. The conditions of subdivision approval which must be satisfied as a condition of lifting the holding zone found in Attachment 8 for each application require, among other matters, that the Block 59 Landowners Group Inc. enter into a variety of agreements with respect to infrastructure and other requirements. A similar requirement is imposed as a condition of site plan approval for each application, requiring the Block 59 Developers Group to enter into a Spine Services agreement. There is no jurisdiction to bind a party other than the owner of the lands, to enter into and be bound by obligations in an agreement as a condition of zoning (for lifting of a holding zone) and/or site plan approval.

We also note that Attachments 6 and 7 to the staff's report suggest that my client have a significant participation in these improperly imposed obligations. As we have previously advised, our client derives no benefit for the infrastructure and other obligations that to which these conditions purport to bind it. The Costco site is developed. All infrastructure and services needed for it, have been constructed and/or paid for as part of the approval

process for the Costco development. None of the infrastructure and other matters to be governed by the agreements contemplated in the conditions of subdivision approval are needed for the continued operation of the Costco lands and they do not benefit from such future infrastructure. Yet, as suggested in the attachments to the report, the Town appears to be requiring a contribution from my client as a condition of approval of applications unrelated to my client. My client strongly objects to any such attempt.

For the foregoing reasons, my client requests that Committee of the Whole and Council refuse each of the Applications.

Please do not hesitate to contact me should you have any questions.

Yours sincerely,
DAVIES HOWE LLP



Susan Rosenthal
Professional Corporation

SR:SR

copy: Client

anatolia

ANATOLIA CAPITAL CORP

9151 HUNTINGTON ROAD
VAUGHAN, ON
TOR18-0077-00
08.20.2018

WARE MALCOMB

architecture | planning | interiors | branding | civil



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

anatolia

CONCEPTUAL RENDERING

ANATOLIA CAPITAL CORP
9151 HUNTINGTON ROAD, VAUGHAN, ON, CANADA

WARE MALCOMB

TOR18-0077-00
8.20.2018

SHEET
1

Committee of the Whole (2) Report

DATE: Tuesday, December 08, 2020

WARD(S): 1

**TITLE: RENOVATION AND ADDITION – SINGLE DETACHED
DWELLING REAR AND SIDE ADDITION WITH GARAGE
LOCATED AT 8227 KIPLING AVENUE, WOODBRIDGE
HERITAGE CONSERVATION DISTRICT
(TRANSMITTAL REPORT)**

FROM:

Heritage Vaughan Committee

ACTION: DECISION

Purpose

To forward recommendations from the Heritage Vaughan Committee with respect to this matter.

Report Highlights

- This is a transmittal report from the City Clerk on behalf of the Heritage Vaughan Committee to bring forward recommendations to Committee of the Whole for consideration.

Recommendations

The Heritage Vaughan Committee forwards the following recommendation from its meeting of November 30, (Item 2, Report No. 8), for consideration:

- 1) That the recommendation contained in the report of the Deputy City Manager, Infrastructure Development, dated November 30, 2020, be approved.

Recommendation of the Deputy City Manager, Infrastructure Development, dated November 30, 2020:

1. THAT Heritage Vaughan Committee recommend Council approve the proposal to renovate the existing dwelling with attached garage and build a rear two-storey addition located at 8227 Kipling Avenue under Section 42 of Ontario Heritage Act, subject to the following conditions:
 - a) Any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee, to be determined at the discretion of the Deputy City Manager, Planning & Growth Management;
 - b) That Heritage Vaughan Committee recommendations to Council do not constitute specific support for any Development Application under the Ontario Planning Act or permits currently under review or to be submitted in the future by the Owner as it relates to the subject application;
 - c) That the Owner submit Building Permit stage architectural drawings and building material specifications to the satisfaction of the Chief Building Official.

Background

At its meeting of November 30, 2020, the Heritage Vaughan Committee put forward recommendations for this application.

Previous Reports/Authority

N/A

Analysis and Options

Recommendations from the Heritage Committee are being brought forward for consideration.

Financial Impact

N/A

Broader Regional Impacts/Considerations

N/A

Conclusion

This report is submitted on behalf of the Heritage Vaughan Committee and seeks consideration of recommendation put forth.

For more information, please contact: Todd Coles, City Clerk, Extension 8281

Attachments

1. Heritage Vaughan Committee Report 8227 Kipling Avenue

Prepared by

Adelina Bellisario,
Council / Committee Administrator



Heritage Vaughan Committee Report

DATE: Monday, November 30, 2020

WARD(S): 2

**TITLE: RENOVATION AND ADDITION – SINGLE DETACHED
DWELLING REAR AND SIDE ADDITION WITH GARAGE
LOCATED AT 8227 KIPLING AVENUE, WOODBRIDGE
HERITAGE CONSERVATION DISTRICT**

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek Heritage Vaughan Committee support and recommend to the Committee of the Whole approval to renovate the existing dwelling to include the attached garage and build a proposed rear two-storey addition located at 8227 Kipling Avenue as shown on Attachments 3 to 5. This property is located in the Woodbridge Heritage Conservation District and designated under Part V of the *Ontario Heritage Act*, as shown on Attachments 1 and 2.

Report Highlights

- The Owner seeks a recommendation for approval to renovate the existing dwelling to include the attached garage and build a rear two-storey addition
- The existing dwelling is identified as a contributing property in the Woodbridge Heritage Conservation District Plan ('WHCD Plan')
- The proposal is consistent with the relevant policies of the WHCD Plan
- Heritage Vaughan Committee review and Council approval is required under the *Ontario Heritage Act*.
- Staff supports approval of the proposal as it conforms with the policies of the WHCD Plan

Recommendations

1. THAT Heritage Vaughan Committee recommend Council approve the proposal to renovate the existing dwelling with attached garage and build a rear two-storey addition located at 8227 Kipling Avenue under Section 42 of *Ontario Heritage Act*, subject to the following conditions:
 - a) Any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee, to be determined at the discretion of the Deputy City Manager, Planning & Growth Management;
 - b) That Heritage Vaughan Committee recommendations to Council do not constitute specific support for any Development Application under the *Ontario Planning Act* or permits currently under review or to be submitted in the future by the Owner as it relates to the subject application;
 - c) That the Owner submit Building Permit stage architectural drawings and building material specifications to the satisfaction of the Chief Building Official.

Background

The residential property at 8227 Kipling Avenue is Designated under Part V of the *Ontario Heritage Act*, as part of the Woodbridge Heritage Conservation District (2009). The subject property includes a detached one and a half storey dwelling with an attached garage structure. According to the WHCD Plan Inventory the house dates to 1949 and it is identified as a contributing building.

The dwelling is set-back from the street with front yard and has a paved driveway on the north side of the property, leading to the proposed garage wall (presently used as livable space).

Previous Reports/Authority

Not applicable.

Analysis and Options

All new development must conform to the policies and guidelines within the Woodbridge Heritage Conservation District Plan

The following is an analysis of the proposed development in consideration of the policies in the WHCD Plan.

The Owner of the property at 8227 Kipling Avenue is proposing to renovate the existing dwelling into a true two-storey structure and construct an adjoining two-storey rear addition. The existing family room will be converted back to a usable garage as originally intended.

The WHCD Plan includes the following policies:

5.1 OBJECTIVES

The purpose of the Woodbridge Heritage Conservation District is to:

- 1. Identify, document, maintain and restore the unique heritage village character of Woodbridge.*
- 2. Conserve contributing buildings, landscapes, monuments and streetscapes.*
- 3. Ensure new designs contribute to the Woodbridge heritage character.*
- 4. Manage any development or redevelopment proposed within the district, in a manner that is sensitive and responsive to all aspects necessary to ensure the protection and conservation of the heritage resources, in order to maintain the village character of the Woodbridge District.*
- 5. Ensure individual heritage structures and landscapes are maintained, and new development or redevelopment sensitively integrated, as part of a comprehensive district.*
- 6. Maintain Woodbridge as both a local neighbourhood and a destination for residents of Vaughan and beyond.*
- 7. Support a welcoming, interesting pedestrian environment by encouraging pedestrian amenities and by maintaining human-scaled development and connections to adjacent neighbourhoods.*
- 8. Involve area residents, property and business owners, and interested individuals in the ongoing evolution of the HCD.*

The proposed alterations to the existing contributing dwelling at 8227 Kipling Avenue are respectful of the WHCD Plan guidelines. The alterations conserve the architectural qualities of the existing building and complement it with a considerate rear addition visually and architecturally subordinate to the main building. The existing to its original garage purpose.

6.2.8 APPROPRIATE MATERIALS

Exterior Finish: *Smooth red clay face brick, with smooth buff clay face brick as accent, or in some instances brick to match existing conditions.*

Exterior Detail: *Cut stone or reconstituted stone for trim in brick buildings.*

Roofs: *Hipped or gable roof as appropriate to the architectural style. Cedar, slate, simulated slate, or asphalt shingles of an appropriate colour. Standing seam metal roofing, if appropriate to the architectural style. Skylights in the form of cupolas or monitors are acceptable, if appropriate to the style.*

Doors: *Wood doors and frames, panel construction, may be glazed; transom windows and paired sidelights with real glazing bars; wood french doors for porch entrances; single-bay, wood panelled garage doors.*

Windows: *Wood frames; single or double hung; lights as appropriate to the architectural style; real glazing bars, or high-quality simulated glazing bars; vertical proportion, ranging from 3:5 to 3:7.*

Flashings: *Visible step flashings should be painted the colour of the wall.*

The existing dwelling's roof line and front elevation components are fully maintained, connecting to the rear addition behind the ridge of the existing roof, making the addition subordinate and visually compatible with the existing framing. The proposed horizontal composite clapboard cladding material used for the addition provides a distinctive character and helps to maintain its personality without overwhelming or negatively impacting the masonry façade on the existing building or the renovated garage components.

6.5 TRANSITIONS OF NEW BUILDINGS IN RELATION TO HERITAGE RESOURCES

Key to the WHCD is, first, conserving the structures and landscapes that contribute to the HCD's heritage character, and second, managing the introduction of new structures and landscapes in such a way that they harmonize with contributing buildings and contribute to the district's heritage character. The guidelines, as established in the WHCD Study, shall be used to assist in the process of achieving the proper transition of building scales, heights and presence in order to create a harmonious relationship between new structures and landscapes with contributing properties within the Heritage District.

The proposed renovation and addition protect and conserve the attributes of the original construction as a Heritage Resource within the WHCD, as noted by the Cultural Heritage Impact Assessment ('CHIA') (shown on Attachment 2 and submitted in support of this application. The proposed building alterations are sympathetic to the characteristics of the original building, maintaining its qualities of a contributing property within the WHCD. The proposed height of the rear addition is subordinate to the existing building, respecting the height guidelines of the WHCD Plan.

Financial Impact

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

Broader Regional Impacts/Considerations

There are no broader Regional impacts or considerations.

Conclusion

The Development Planning Department is satisfied the proposed alterations to the existing dwelling as discussed in this report conform to the policies and guidelines within the Woodbridge Heritage Conservation District Plan. Accordingly, staff recommend the Heritage Vaughan Committee approve a recommendation for Council approval of the proposed alterations to the existing dwelling including the incorporated garage and the construction of a rear two-storey addition on the property at 8227 Kipling Avenue under the *Ontario Heritage Act*.

For more information, please contact: Nick Borcescu, Senior Heritage Planner, ext. 8191

Attachments

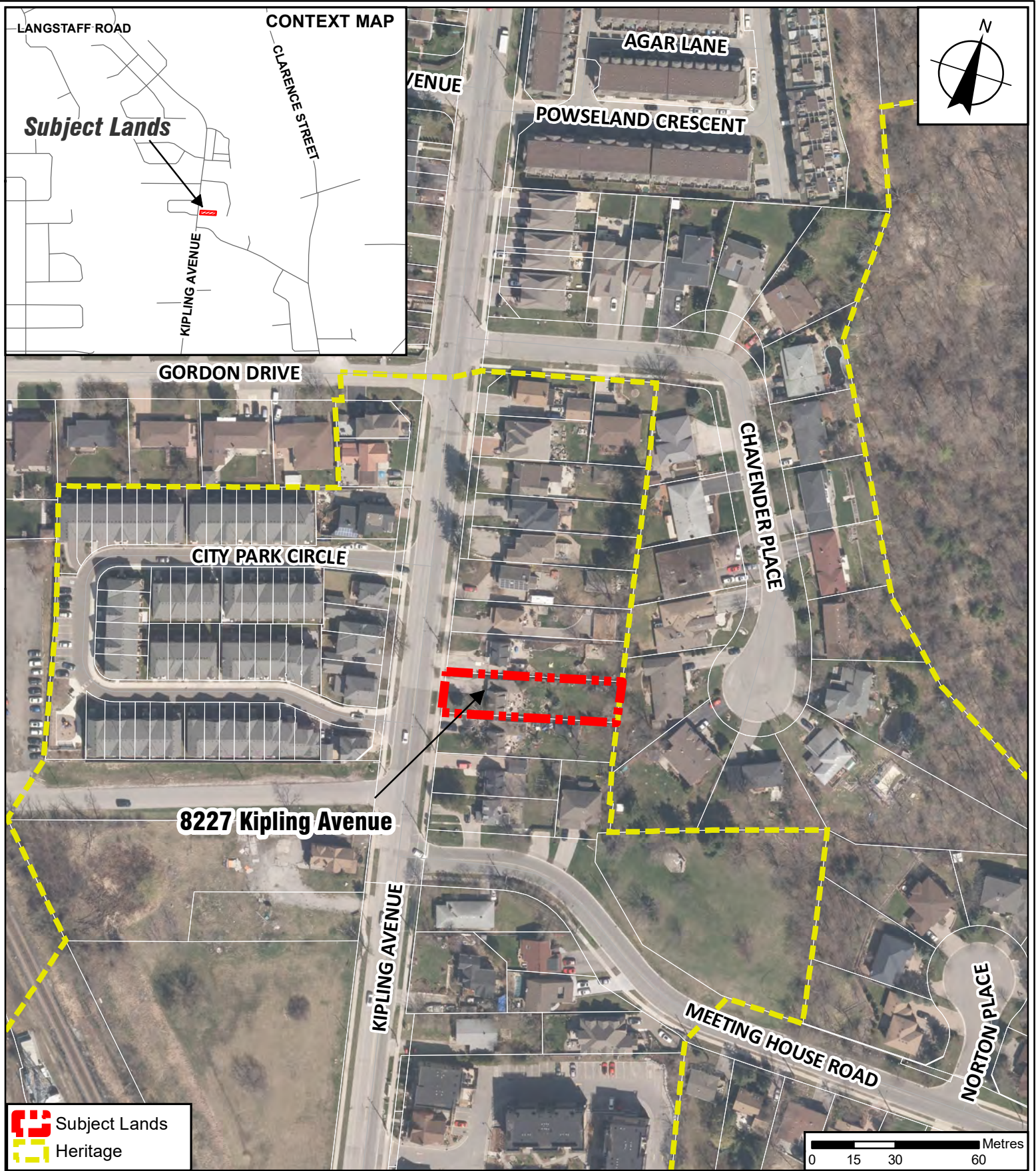
1. Attachment 1 – 8227Kipling – Location Map
2. Attachment 2 – 8227Kipling – Cultural Heritage Impact Assessment
3. Attachment 3 – 8227Kipling – Site Plan
4. Attachment 4 – 8227Kipling – Floor Plans
5. Attachment 5 – 8227Kipling – Elevations
6. Attachment 6 – 8227Kipling – Materials Palette

Prepared by

Nick Borcescu, Senior Heritage Planner, ext. 8191

Rob Bayley, Manager of Urban Design/Cultural Services, ext. 8254

Mauro Peverini, Director of Development Planning, ext. 8407



Location Map

Location:
8227 Kipling Avenue, Woodbridge
Part of Lot 9, Concession 7



Attachment

Date:
October 29, 2020

1



Cultural Heritage Impact Assessment, 8227 Kipling Avenue, Part of Lot 9 Concession 7, Township of Vaughan, now City of Vaughan, Regional Municipality of York, Ontario

Project number: PHC-2020-61

Report Type: Original

Report Date: 25 October 2020

City of Vaughan

Proponents: Lilly Troia and Tony Destro

Address: 8227 Kipling Ave. Woodbridge ON, L4L 2A5

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1. Executive Summary

Parslow Heritage Consultancy, Inc. (PHC) was retained by Lily Troia and Tony Destro (the Proponent) to prepare a Cultural Heritage Impact Assessment (CHIA) for the property at 8227 Kipling Avenue, Woodbridge, a suburb of the City of Vaughan, Regional Municipality of York, Ontario. The Proponent is applying for a building permit to the City of Vaughan in order to undertake alterations to the property located on part of Lot 9, Concession 7, Geographic Township of Vaughan, now City of Vaughan. The extant structure located at 8227 Kipling Avenue has been identified as a contributing structure to the North Kipling Avenue portion of the larger Woodbridge Heritage Conservation District.

This CHIA has been prepared at the request of the City of Vaughan Planning Department and is designed to meet the scope of work stipulated in the City of Vaughan's *Guidelines for Cultural Heritage Impact Assessments* (City of Vaughan, 2017).

The purpose of this assessment is to review relevant historical documents, evaluate the potential cultural heritage value or interest, identify cultural heritage resources and assess potential impacts, and recommend mitigation options. To evaluate potential cultural heritage value or interest and recommend mitigation options, provisions in the *Ontario Heritage Act* (OHA) under Regulation 9/06 and the *Planning Act* (1990) were applied.

A site visit was conducted on October 12, 2020 to document the property, structure, and surrounding landscape. After review of the proposed development plan, it is determined that the proposed re-development would be in keeping with the objectives of the Woodbridge Heritage Conservation District by-law and would be in keeping with the objectives outlined in *The Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada, 2010).

The storey-and-a-half residence located at 8227 Kipling Avenue, Woodbridge, Ontario is characteristic of the rapid urban development that occurred concurrently and following the Second World War. The residence is constructed in the architectural style known as Victory Housing (Blumenson, 1989). The structure at 8227 Kipling Avenue represents a fine example of the Victory Housing style.

When 8227 Kipling Avenue is evaluated against the criteria presented in Ontario Regulation 09/06 (Section 7.3), the property is found to meet the criteria set forth to identify Cultural Heritage Value or Interest; and in doing so agrees with the previous findings of the *Woodbridge Heritage Conservation District Study and Plan* (City of Vaughan, 2009)

This CHIA finds that Avoidance is the mitigation method of choice for this project. The proposed alterations to 8227 Kipling Avenue require only the augmentation of the existing structure. Given the cultural value of 8227 Kipling Avenue, preventative measures must be taken to ensure the extant structure does not become structurally unstable or compromised in anyway.

2. Personnel

Carla Parslow, Ph.D., CAHP	Senior Cultural Resource Specialist
Christopher Lemon, B.Sc., Dip. Heritage	Cultural Heritage Specialist

Acknowledgements

Lilly Troia	Property Owner
Tony Destro	Property Owner Representative
Carrie Logtenberg	Archival Record Analysis, City of Vaughan

3. Introduction

Parslow Heritage Consultancy, Inc. (PHC) was retained by Lily Troia and Tony Destro (the Proponent) to prepare a Cultural Heritage Impact Assessment (CHIA) for the property at 8227 Kipling Avenue, Woodbridge, a suburb of the City of Vaughan, Regional Municipality of York, Ontario. The Proponent is applying for a building permit to the City of Vaughan in order to undertake alterations to the property located on part of Lot 9, Concession 7, Geographic Township of Vaughan, now City of Vaughan. The extant structure located at 8227 Kipling Avenue has been identified as a contributing structure to the North Kipling Avenue portion of the larger Woodbridge Heritage Conservation District.

This CHIA has been prepared at the request of the City of Vaughan Planning Department and is designed to meet the scope of work stipulated in the City of Vaughan's *Guidelines for Cultural Heritage Impact Assessments* (City of Vaughan, 2017).

The purpose of this assessment is to review relevant historical documents, evaluate the potential cultural heritage value or interest, identify cultural heritage resources and assess potential impacts, and recommend mitigation options. To evaluate potential cultural heritage value or interest and recommend mitigation options, provisions in the *Ontario Heritage Act* (OHA) under Regulation 9/06 and the *Planning Act* (1990) were applied.

A site visit was conducted on October 12, 2020 to document the property, structure, and surrounding landscape.

3.1 Site Description and Context

The Subject Property is situated on Part of Lot 9, Concession 7 in the former Township of Vaughan, now city of Vaughan, Regional Municipality of York. The property is situated on the east side of Kipling Avenue and is identified as 8227 Kipling Avenue, Vaughan, Ontario. The Subject Property was part of the historic Village of Woodbridge that existed until 1971 (Village of Woodbridge Fonds, n.d). The property is currently located within the Woodbridge Heritage Conservation District (HCD) in the Kipling Avenue North subregion (City of Vaughan, 2009). The Subject Property is approximately 0.25 acres (ac.) in size and contains a single 1.5 storey residential structure constructed in the architectural style known as Victory Housing (Blumenson, 1989; City of Vaughan, 2009). Victory Housing was a dominant architectural form in Canada during and following the end of the Second World War. Blumenson (1989) attributes the style from 1940 to 1950; it was designed to address housing shortfalls associated with the intense industrial production required during the war years and the subsequent housing shortage that occurred following the end of hostilities in Europe, resulting in the return of military personal and increased immigration to Canada.

Historic records indicate the lot referred to as 8227 Kipling Avenue was severed in 1942 when four unique lots were subdivided from a one-acre plot owned by Gordon Robinson (Table 1). The lots remained associated with the Robinson family until 1956 when Albert Hollingshead purchased 8227 Kipling Avenue from Robertson Cotton Mills Ltd. The Robertson Family operated the Robertson Cotton Mills Factory (now the Woodbridge Foam Corporation) located west of the current Subject Property. An article (Image 1) from the local newspaper "The Liberal" dated March

18,1948 depicts that council approved an application on behalf of Messrs. Robinson Cotton Mills Ltd. to undertake construction of a subdivision (The Liberal, 18 Mar 1948). While the article indicates the application was approved by Council, when a request for the plan was made to the City of Vaughan the plan was not able to be located (Personal Communication, Carrie Logtenberg, City of Vaughan). It is presumed the Subject Property and surrounding three homes are the result of the application reference in the below article.

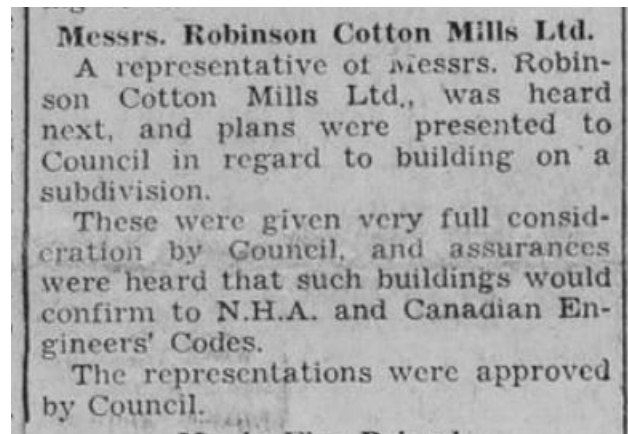


Image 1: Application by Messrs. Robinson Cotton Mills Ltd to construct subdivision

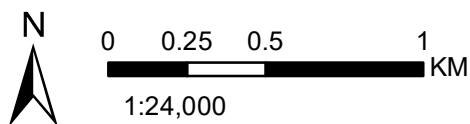
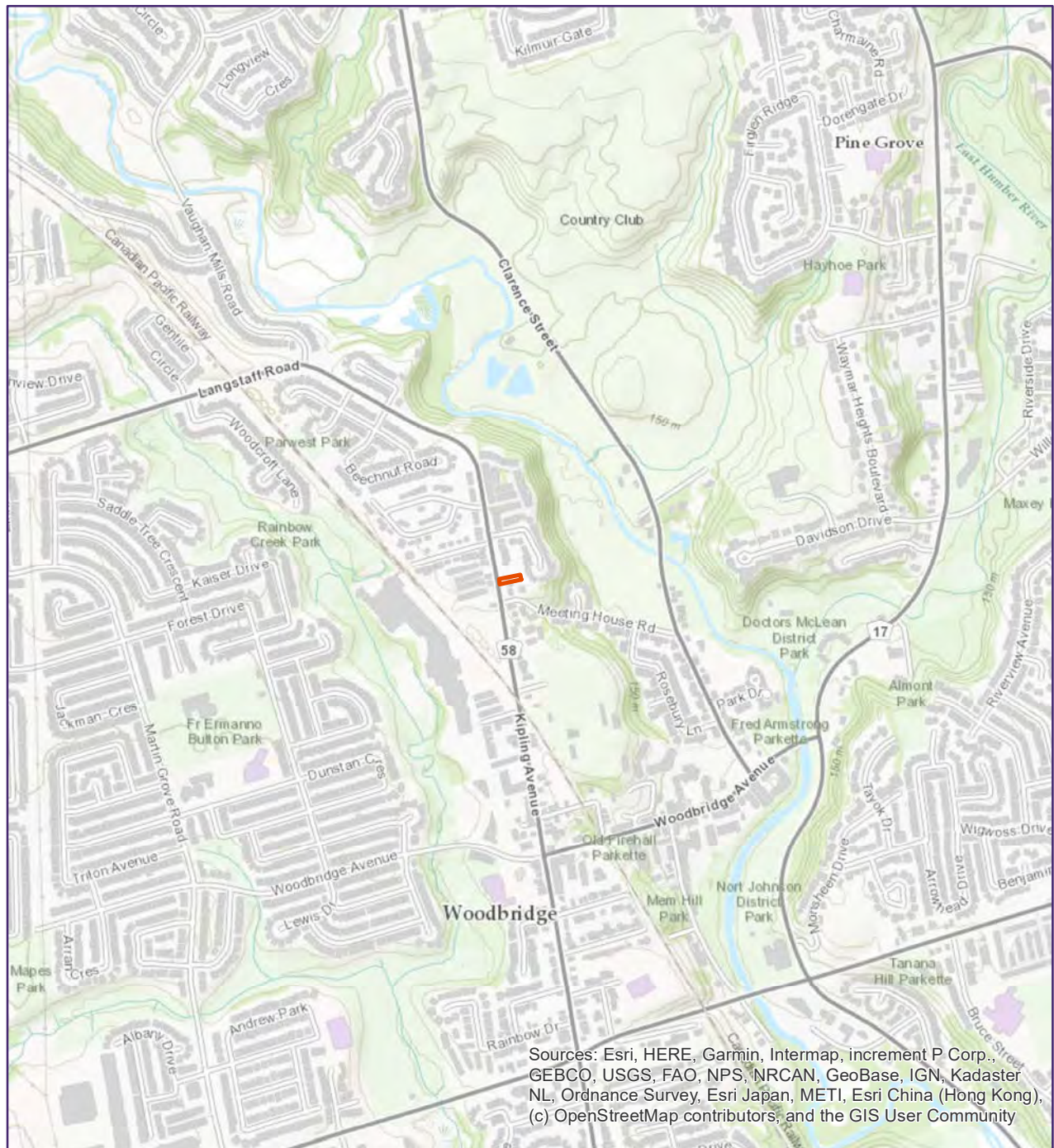
At the time of property inspection 8227 Kipling Avenue presented much as it was built. The only notable changes to the plan of the structure was an addition to the north side of the structure. This addition is currently living space, but it is assumed to have been constructed as a garage, an assumption that is supported by the findings of the *Woodbridge Heritage Conservation District study and plan* (City of Vaughan, 2009:51). The assertion that the addition was constructed as a garage is based on comparison to the residence located at 8221 Kipling Avenue that sports a similar addition that is still a garage (Image 2). Such additions were common such homes as owners personalized their otherwise uniformed Victory Housing.



Image 2: Garage addition on 8221 Kipling Avenue, Subject Property is visible to the left.

The Subject Property continues to be part of a small enclave of residential structures constructed in the Victory Housing style by Robinson Cotton Mills Ltd. The small, war time subdivision is comprised of four virtually identical one-and-a-half storey brick residential structures, each being of three bay design with steeply pitched gable roof containing a single center dormer. The main variation is found in the style of roof that accompanies the central gable; two having gable dormers and two having shed dormers.

Figure 1 - Topographic Map of 8227 Kipling Ave.



Legend

 Property

**Cultural Heritage Impact Assessment
8227 Kipling Ave., Vaughan, ON.**



Figure 2 - Aerial Image of 8227 Kipling Ave.



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1:2,500

**Cultural Heritage Impact Assessment
8227 Kipling Ave., Vaughan, ON.**

Legend

 Property



4. Legislative and Policy Framework

The following assessment reviews Provincial and Municipal legislation and policies designed to protect cultural heritage resources that may be affected by development in the City of Vaughan. This HIA has been prepared to meet the terms of reference set forth by the City of Vaughan's *Guidelines for Cultural Heritage Impact Assessments*, the Ontario Heritage Act, the Planning Act and the Provincial Policy Statement.

4.1 Provincial Legislation and Policy

4.1.1 Ontario Heritage Act

The criteria for determining cultural heritage value or interest are outlined in the *Ontario Heritage Act* (OHA) under Regulation 9/06. (1) The criteria set out in subsection (2) are prescribed for the purposes of clause 29 (1) (a) of the Act. (2) A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

1. The property has design value or physical value because it,
 - i) is a rare, unique, representative or early example of a style, type, expression, material or construction method,
 - ii) displays a high degree of craftsmanship or artistic merit, or
 - iii) demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it,
 - i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
 - ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
 - iii) demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The property has contextual value because it,
 - i) is important in defining, maintaining or supporting the character of an area,
 - ii) is physically, functionally, visually or historically linked to its surroundings, or
 - iii) is a landmark.

Furthermore, Part V of the Ontario Heritage Act provides for the creation of Heritage Conservation Districts (HCD's). Properties located within HCD's are defined as "significant built heritage resources" and subject to Section 42 of the Ontario Heritage Act, which states:

42. (1) No owner of property situated in a heritage conservation district that has been designated by a municipality under this Part shall do any of the following, unless the owner obtains a permit from the municipality to do so: 1) Alter, or permit the alteration of, any part of the property, other than the interior of any structure of building on the property. 2) Erect, demolish or remove any

building or structure on the property or permit the erection, demolition or removal of such a building or structure

4.1.2 Planning Act

The *Planning Act (1990)* provides the legislative framework for land use planning in Ontario. Part 1, Section 2 (d) and (r) of the Act identifies matters of provincial interest.

Part I, Section 2

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

(e) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

4.1.3 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under Section 3 of the *Planning Act*, came into effect on May 1, 2020. It applies to all planning decisions made on or after that date and replaced the PPS, 2014. The PPS provides direction for the appropriate regulation for land use and development while protecting resources of provincial interest, and the quality of the natural and built environment, which includes cultural heritage and archaeological resources. These policies are specifically addressed in Part V, Sections 1.7 and 2.6.

Section 1.7.1e of the PPS addresses long-term economic prosperity by “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”.

Section 2.6 of the PPS addresses the protection and conservation cultural heritage and archaeological resources in land use planning and development and requires and requires the following:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been

evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

2.6.5 Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

4.2 Municipal Policy Framework

4.2.1 City of Vaughan Official Plan (Consolidated 2019)

The Official Plan for the City of Vaughan provides the framework for heritage conservation in the City. The following Official Plan policies are pertinent to this assessment:

6.3.2.3 It is the policy of Council to conserve Heritage Conservation Districts by approving only those alterations, additions, new developments, demolitions, removals, and public works in accordance with the respective Heritage Conservation District Plans and policies of this Plan.

6.3.2.4 It is the policy of Council that any proposed private or public development within or adjacent to a Heritage Conservation District will be designed to respect and complement the identified heritage character of the district as described in the Heritage Conservation District Plan.

4.2.2 City of Vaughan Guidelines for Cultural Heritage Impact Assessments

The City of Vaughan has developed a set of guidelines to be followed when undertaking a Cultural Heritage Impact Assessment (City of Vaughan, 2017). This document outlines that a CHIA should:

1. Assess and describe the significance of a heritage resource and its heritage attributes. If the building or landscape is not considered significant, a rationale is outlined in the report by the qualified heritage specialist.
2. Identify the impacts of the proposed development or alteration on the heritage resource.
3. Recommended a conservation approach to best conserve the heritage resource and to avoid or mitigate negative impacts to the heritage resource within the context of the proposed development.

4.2.3 Woodbridge Heritage Conservation District Plan and Guidelines

The objective of the Woodbridge HCD is to conserve the heritage resources within the boundaries of the district and to prevent demolition or relocation of identified cultural resources. The document also provides guidance to property owners and the municipality as to how to facilitate change while preserving the heritage attributes of the area.

The HCD Plan identifies seven Heritage Character Areas. These are Woodbridge Avenue; Kipling Avenue North and South; Wallace Street; William Street and James Street; Clarence Street and Park Drive; The Fairgrounds Area; and the Humber River Corridor. In the District Plan, a list of attributes is laid out for each Heritage Character Area, and each Area has its own Guidelines. The subject property is in the “Kipling Avenue North” Heritage Character Area and as such the following guidelines apply:

1. Kipling Avenue should regain and retain its heritage character
2. New and renovated buildings and landscapes must:
 - a. Conserve and enhance the tree canopy;
 - b. Front directly onto Kipling Avenue, and provide a landscaped front yard that contributes to the overall streetscape;
 - c. Contribute to the quality and connectivity of the pedestrian environment;
 - d. Serve to enhance the overall system of trails, pathways and pedestrian walkways;
 - e. Maintain the intimate scale of the street, through the building mass, the length of facades, and the detailing of architecture and landscape architecture;
 - f. Be no taller than 3 floors(11m);
 - g. Conserve and enhance views to the valleys east and west; and,
 - h. Provide a design that is sympathetic with the character of adjacent properties.
3. New buildings must have a residential character and should be conducive to a mix of uses, including small scaled commercial uses.
4. All interventions with Kipling Avenue should contribute through structures and/or landscape to the design of significant points of entry and gateways;
5. Generally, new buildings should be built to a minimum 3m setback from the front property line or street line, and transition back to the setback line of existing contributing buildings, to maintain the character of the deep front yards.

5. Historical Research and Analysis

5.1 Regional Overview

5.1.1 Town of Woodbridge

The below information is adapted from the District History section of the Woodbridge Heritage Conservation District Study and Plan (City of Vaughan, 2009). Woodbridge is one of four historic villages within the City of Vaughan and was initially known as Burwick in recognition of Rowland Burr, one of the first Europeans to settle in the area. Burwick was settled by Europeans in 1837 and when the first post office was opened it was necessary to rename the village Woodbridge to avoid confusion with an existing settlement of the same name. The early settlement depended on the ample waterpower provided by the Humber river. The energy provided by the river encouraged the establishment of industry along its banks. In 1882 Woodbridge was incorporated as a Village and in 1883 the Canadian Pacific Railway constructs a station in the village. The early 20th century was a time of growth in Woodbridge. In 1907 the railway was realigned to an area of town more topographically conducive to travel. During World War II the area saw an increase in development, with the arrival of the Robinson Cotton Mills Factory, and residences in the form of subdivisions. In 1954 Woodbridge was devastated by Hurricane Hazel, and subsequently underwent substantial alterations including the realignment of the Humber River. In 1971 Woodbridge was amalgamated with the Town of Vaughan to form the City of Vaughan. Following amalgamation many historic structures in Woodbridge were destroyed to make way for new development. The City of Vaughan and the community of Woodbridge continue to see increased growth as a suburb of the Greater Toronto Area.

5.1.2 Subject Property

The property that would become 8227 Kipling Avenue enters the historic record in 1801 when the Crown Patent for Lot 9, Concession 7 is granted to David Thompson. Following the Crown Patent the property undergoes several transactions and is subject to several land severances. In 1942, 8227 Kipling Avenue is formed when Gordon R. Robinson severs a one-acre lot into four residential lots and sells them to W. Robinson and Sons Converters; W. Robinson and Sons Converters was the precursor to Robinson Cotton Mills Ltd. In 1948 Robinson Cotton Mills Ltd. presents plans to the Town of Woodbridge and obtains permission to construct a subdivision on lands held by the company. While no plan of subdivision is on file with the City of Vaughan (Personal communication, Carrie Logtenberg, City of Vaughan) it is surmised that 8227 Kipling Avenue is one of the homes constructed as part of the 1946 application. Between 1946 and 1956 the Subject Property remains in the control of Robinson Cotton Mills Ltd. On September 27, 1956 land records show 8227 Kipling Avenue being sold to Albert Hollingshead (Onland, 2020). Voter records indicate Mr. Hollingshead to be a merchant and his wife Joyce to be a home maker (Ancestry, 2020). The Hollingsheads reside at 8227 Kipling Avenue for 13 years, selling the property in December of 1969 (Onland, 2020). Table1 lists the pertinent land transactions associated with the Subject Property.

Table 1: Key Land Transactions for 8227 Kipling Avenue, Woodbridge, Ontario

Registration Number	Instrument	Date	Grantor	Grantee	Consideration	Comments
	Patent	May 20 1801	Crown	David Thompson		All 200 ac.
R4982	Barter and Sale	Oct 4 1824	David Thompson	John Smith	£90.12.6	200 ac.
R10650	Barter and Sale	Mar 1 1834	John Smith Senr.	Samuel Smith		W 1/2
R40238	Barter and Sale	May 12 1848	Samuel Smith et ux	Turbit Ellis	£150	S.W 1/2 10ac.
R40289	Barter and Sale	Feb 13 1851	Turbit Ellis et ux	John Abell	£125	S.W 1/2 10ac.
R44238	Barter and Sale	Jan 10 1852	John Abell	Samuel Smith	£125	S.W 1/2 10ac.
R2349	Grant	Oct 11 1877	Samuel Smith et ux	Annie Snider	\$1	W. 1/2 Ex.Pts. In al
R861	Grant	Mar 25 1913	Annie Snider	Charles L. Wallace	\$18,500	W 1/2 in all ex 1 acre
R1503	Grant	Feb 1 1932	Charles H Wallace Exor. Chas L Wallace	Annie O. Wallace	\$10.&c.	W 1/2 Ex 1 ac. & raod
R1773	Grant	Oct1 1941	Annie O. Wallace	Gordon R. Robinson	\$16,000	Ft.Comg.in W limit 46' N from Church St then N. 190' x 208'4" deep.
R2045	Grant	April 8 1942	Gordon R Robinson and Ore his wife	W. Robinson and Son Converters Ltd	\$2 ect	4 lots *(3) Pt comg in W limit 141' N from Church St then N 47'6" x 208'4" deep
R3854	Grant	Sept 27 1956	Robinson Cotton Mills Ltd.	Albert Hollingshead	\$2 etc	Pt comg in W limit 141' N from Church St then N 47'6" x 208'4" deep see constraint ro Planning Act
R7031	Grant	Dec 2 1969	Albert Hollingshead	Hogens Kristensen &	\$2 etc	Pt comg in W limits 141'N from Church

			and Joyce his wife	Herdis Kristensen		St then N47'6" x 208'4" deep
R440942	Grant	July 23 1987	Hogens Kristensen & Herdis Kristensen	Gilly Kendrick & David Wells Kendrick	\$144,000	Pt Lot ConE limited Rd Allow bet Cons 7 &8 N from N limit Church Street then N 47'6"x208'4"E
R528327	Transfer	Nov 30 1989	Gilly Kendrick & David Wells Kendrick	Chang Hoon Koh & Un Young Koh	\$296,000	Pt Lot as in R440942
R713492	Transfer	Dec 15 1997	Chang Hoon Koh & Un Young Koh	Danielle Brenna Magder	\$199,00	
YR1349468	ByLaw	July 28 2009	City of Vaughan HCD By-Law 102-2009			To designate an area of the City of Vaughan as a Heritage Conservation District
YR3147454	Transfer	Sept 20 2020	Danielle Brenna Magder	Tony Calogero Destro	780,000	

6. Assessment of Existing Conditions

6.1 Architecture and Design

6.1.1 Residential Structure

Exterior

8227 Kipling Avenue is a fine example of the architectural style known as Victory Housing. Victory Housing was prevalent in Canada between 1940 and 1950 (Blumenson, 1989). The style is simplistic and derived from the Cape Cod cottage, consisting of a simple square layout with a steeply pitched gable roof. It is common for such homes to not employ second floor dormers, but this example, along with its three counterparts all exhibit center dormers on the front façade and a pair of dormers on the rear. The home is constructed of yellow brick and exhibits a later addition on the north face (Images 3-6). The structure has a single brick chimney on the north face. The residence sports extremely truncated eaves typical of this style of architecture. Structural openings are segmentally headed and are constructed of brick (Image 9). Windows sills are also of brick and are of the lug style. All of the home's dormers are clad in vinyl siding; there are three dormers in total, one center gable dormer on the main façade and two shed dormers on the rear (Image 6). All original windows and doors have been replaced in the main portion of the structure (Image 9, Image 10). The northern addition still utilized older wooden windows on its north wall. The northern addition is clearly not original to the structure, a clear separation and difference in brick work is evident (Image 7). It is likely this northern addition was originally constructed as a garage but later converted into additional living space. Such additions are common on Victory style homes and depict the adaptation of these simple structures to meet the needs of growing post-war families. The residence located to the south of the Subject Property displays a similar addition that continues to be used as a garage.



Image 3: Front façade of 8227 Kipling Avenue, facing east-southeast



Image 4: Front façade of 8227 Kipling Avenue, note set back home facilitating large front lawn, facing east



Image 5: North face of Subject Property, note difference in brick finish of northern addition, facing south-southeast



Image 6: Rear of residence, facing west



Image 7: Close up of seam occurring between north addition and original structure, note brick dentate at eve.



Image 8: Rusticated cement block used for foundation of original structure



Image 9: Example of typical vinyl window, note segmental arch at head of window and brick lug sill.



Image 10: Modern aluminum storm door at main entrance, note embellishment of segmental arch



Image 11: Cement block foundation of north addition with decorative ashlar cement block used on front facade



Image 12: Overview of rear of property, facing west

Interior

The interior of 8227 Kipling Avenue has been altered significantly since its original construction. The first floor has seen significant modification resulting in the removal of walls (Image 14) and the incorporation of the northern addition into additional living space (Image 16). The second floor appears to maintain its original configuration but no longer displays its original doors or trim (Images 18-21).

Where walls have been removed it is possible to see that the home still utilizes its original knob and tube wiring. The floors display evidence of previous construction to facilitate the installation of in floor heating vents, and there is also evidence of past electrical upgrades which utilize tie ins to the knob and tube system, resulting in a potentially dangerous mix of knob and tube and Romex cable.

Overall the interior of the home has been extensively altered and is no longer representative of the as-built configuration.



Image 13: Interior of residence showing original staircase, facing northeast



Image 14: First floor interior, note bulkhead indicating original location of internal wall, facing northwest



Image 15: Kitchen, facing west



Image 16: Interior of north addition, fireplace is contemporaneous to the addition, facing east



Image 17: Interior of north addition, facing west



Image 18: Interior of addition, interior of brick walls have been parged, facing west



Image 19: Second storey landing, bathroom is located at top of stairs, facing west



Image 20: North side bedroom, note original flooring and modern hollow core door, facing west



Image 21: North side bedroom, facing east



Image 22: West bedroom, note use of non original salvaged door and hardware, facing northeast



Image 23: Basement, note original cement block support pillars, facing northwest



Image 24: Typical floor joists and subfloor construction, joists are 2" x 6" set 16" on center



Image 25: Crawl space under north addition, facing west



Image 26: Typical cement block foundation with poured concrete floor, facing east

6.2 Current Condition of 8227 Kipling Avenue

6.2.1 Residence

The exterior of 8227 Kipling Avenue is a fine example of the Victory Housing architectural style. The home is comprised of a small square plan capped with a steeply sloped gable roof. The most unique feature of the home is the center gable dormer, a feature not commonly seen on homes of this style. The home has been augmented by a later rectangular addition to the north. The addition has a flat roof and was likely constructed as a garage and later converted to living space. In general, the exterior of the original residence presents largely as it was built. The main deviation from the original construction is the replacement of all windows with modern vinyl and replacement of original doors with steel replacements. Another notable alteration to the original design is the use of vinyl siding on the center dormer. The exterior of the north addition also presents largely as built. The addition is simplistic in design and reflects a common augmentation to Victory Housing. It is likely this addition was constructed as a garage and later converted to additional living space, a position supported by the findings of the Woodbridge HCD report (City of Vaughan, 2009:51). Overall, the Subject Property is a typical example of residential construction designed to meet the needs of a rapidly changing society in the mid-20th century.

The interior of the home is in stark contrast to the largely original exterior. The interior of the home has been subject to multiple rounds of renovation that have resulted in the loss of the original floorplan and nearly all original finishes. Overall, the interior of the home presents with no cultural heritage value or interest.

6.2.2 Surrounding Landscape

8227 Kipling Avenue is situated in a residential area comprised of a mix of house styles. From the front porch one is able to see residences dating from the late 19th century up to the 21st century (Image 28). The surrounding neighborhood supports an expansive collection of mature trees resulting in a dense tree canopy. As previously stated, the Subject Property is one of four homes constructed in the architectural style known as Victory Housing. In keeping with the style, the Subject Property and its neighbors present small square façades to Kipling Avenue and are all set well back from the street, providing for large areas of landscaping. In all cases this landscaping is comprised of mature trees, manicured lawns, and paved driveways.

When viewing the Subject Property from the surrounding landscape, it is immediately apparent that the topography of the area coupled with the mature tree canopy obscure the Subject Property from view from most vantage points. The exceptions being from the intersection of Chavender Place, and Kipling Avenue (Image 36) and where the property interacts directly with Kipling Avenue.



Image 27: Looking south down Kipling Avenue from in front of Subject Property



Image 28: Looking North up Kipling Avenue from in front of Subject Property



Image 29: View towards Subject Property from City Park Circle, red arrow indicates Subject Property facing southwest.



Image 30: View towards Subject Property from Meeting House Road, facing northeast.



Image 31: Composite image taken from front door of Subject Property, note mature blue spruce and Birch tree, facing west



Image 32: Composite image taken from Kipling Avenue in front of Subject Property, note mature blue spruce, facing east



Image 33: Composite image taken from 8228 Kipling Avenue, facing east, Subject Property is in center



Image 34: View towards Subject Property from Chavender Place, red arrow indicates location of Subject Property behind 70 Chavender Place



Image 35: View towards Subject Property from 140 Meeting House Road, facing north, red arrow indicates location of Subject Property



Image 36: View towards Subject Property from 120 Meeting House Road, facing north, red arrow indicates location of Subject Property



Image 37: View of Subject Property taken from intersection of Chavender Pl and Kipling Ave, facing south

7. Evaluation of Cultural Heritage Value and Interest

7.1 Description of the Property

The Subject Property is situated on Part of Lot 9, Concession 7 in the former Township of Vaughan, now city of Vaughan, Regional Municipality of York. The property is situated on the east side of Kipling Avenue and is identified as 8227 Kipling Avenue, Vaughan, Ontario. The Subject Property is approximately 0.25 acres (ac.) in size and contains a single 1.5 storey residential structure constructed of yellow brick in the architectural style known as Victory Housing (Blumenson, 1989; City of Vaughan, 2009). The residence is set well back from Kipling Avenue, providing for a large manicured lawn in front. The yard in front of the house is currently comprised of mature trees; a large blue spruce and a mature birch tree, the canopy of which overhangs the roof line of the Subject Property and the residence located to the south. The front yard also contains manicured lawn and a paved driveway. The backyard is large and, like the front, contains manicured lawn and numerous mature trees (Image 12).

7.2 Heritage Attributes

Heritage attributes observed during the site visit include:

Exterior

- ▶ Massing of residential structure, including north addition
- ▶ Steeply pitched gable roof
- ▶ Center gable
- ▶ Placement of structural openings of front door and front windows
- ▶ Truncated eaves
- ▶ Large front yard

Interior

- ▶ None

Property as a Whole

- ▶ Massing of structure on streetscape
- ▶ One of a line of four essentially identical structures

7.3 Criteria for Determining Cultural Heritage Value or Interest

Ontario Regulation 9/06 prescribes the criteria for determining the Cultural Heritage Value or Interest (CHVI) of a property in a municipality. The regulation requires that, to be designated, a property must meet “one or more” of the criteria grouped into the categories of Design/Physical Value, Historical/ Associative Value and Contextual Value (MHSTCI 2006a). Table 2 lists these criteria and identifies if the criteria were met at 8227 Kipling Avenue; these criteria categories are expanded on below.

Table 2 - The criteria for determining property of Cultural Heritage Value or Interest (CHVI)

O.Reg.9/06 Criteria	Criteria Met (Y/N)	Justification
The property has design value or physical value because it,		
I. is a rare, unique, representative or early example of a style, type, expression, material, or construction method,	Y	The residence is a representative example of the Victory Style architecture associated with the years surround World War II. The home is unique in that it sports an original central gable dormer.
II. displays a high degree of craftsmanship or artistic merit, or	N	The structure is highly typical of the era when the emphasis was on ease and efficiency of construction.
III. demonstrates a high degree of technical or scientific achievement.	N	The residence does not display a high degree of technical or scientific achievement.
The property has historical value or associative value because it,		
I. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,	Y	The style of the home is directly linked to World War II.
II. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	N	The property and associated structure do not have the potential to yield information that could contribute to our understanding of a community or culture.
III. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Y	The property reflects the work and ideas of the Victory Housing Corporation of Canada that developed a series of simplistic housing designs to meet the residential needs of communities associated with World War II. The presence of such architecture is significant to the community as it ties the community to the Canadian war effort.
The property has contextual value because it,		
I. is important in defining, maintaining or supporting the character of an area,	Y	The residence and property are important in defining, maintaining, or supporting the character of the area. The home is one of four identical structures constructed at the same time and is important in defining the style and character of war time housing.
II. is physically, functionally, visually or historically linked to its surroundings, or	Y	Yes, the property is historically linked to its surroundings, as it embodies the communal effort of the County in supporting Allied victory in World War II.
III. is a landmark.	N	The residence does not serve as a local landmark.

7.3.1 Physical or Design Value

8227 Kipling Avenue is a fine example of the simplistic and functional homes constructed concurrent with and following World War II. The home exhibits the characteristic square plan with steeply pitched gable roof typical of Victory Housing architecture. The home is unique in the fact that it displays an original center gable. The presence of gables is unusual in Victory Housing as the installation of dormers requires additional materials and skill on the part of the builder. Its location within a group of identical structures adds to the physical value of the property as it places the Subject Property in context. Victory Housing is ubiquitous in every major center across Canada; the style of construction and inclusion with multiple examples of the style is indicative of housing boom associated with World War II.

7.3.2 Associative or Historic Value

The Subject Property has great historic and associative value to the community as it serves as a touchstone to the turbulent times of the mid-20th century. The distinctive style of Victory Housing is instantly recognizable and ties the property to the larger community associated with the efforts of Allied forces in during WWII. The property reflects the work and ideas of the Victory Housing Corporation of Canada that developed a series of simplistic housing designs to meet the residential needs of communities associated with World War II. These structures were designed to be rapidly constructed and focused on function over form. In many cases Victory Homes were prefabricated and therefore represent one of the earliest examples of mass home production. The presence of such architecture is significant to the community as it ties the community to the Canadian war effort. The Subject Property further contributes to the community as it is linked to the Robertson Cotton Mills Ltd.; a firm that contributed heavily to the community of Woodbridge.

7.3.3 Contextual Value

The residence and property are important in defining, maintaining, and supporting the character of the area. The home is one of four identical structures constructed at the same time and is important in defining the style and character of war time housing. The property is historically linked to its surroundings, as it embodies the communal effort of the County in supporting Allied victory in World War II.

7.4 Statement of Significance

Based on the criteria set forth by Ontario Regulation 9/06 8227 Kipling Avenue meets the criteria for cultural heritage value or interest based on its physical design, historic and associative value and its contextual value (Table 2). These findings concur with the previous findings of the *Woodbridge Heritage Conservation District Study and Plan* (City of Vaughan, 2009) which identified 8227 Kipling Avenue as having cultural heritage value or interest and identifying it as a contributing structure to the overall HCD. The Subject Property is identified in the *Woodbridge Heritage Conservation District Study and Plan* for the following reasons: 1.5 storey massing, Victory Housing architectural style, buff (yellow) brick finish, single central dormer and later garage addition (City of Vaughan, 2009: 51).

This Cultural Heritage Impact Assessment concurs with the previous findings of the *Woodbridge Heritage Conservation District Study and Plan* (City of Vaughan, 2009).

8. Cultural Landscape Evaluation

8.1 Criteria for determining Cultural Landscapes

According to the Ontario Heritage Trust (OHT), which has derived its interpretations from the United Nations Educational, Scientific and Cultural Organization (UNESCO), a cultural heritage landscape is defined as “a property or defined geographical area of cultural heritage significance that has been modified by human activities and is valued by a community”. The OHT and UNESCO prescribe that a cultural heritage landscape can take on one of three major types” (OHT, 2012):

1. *Designed Landscape: One that is clearly defined and created by man;*
2. *Organically Evolved landscape: One that results from social, economic, administrative, and or religious imperative and has developed in its present form in response to its natural environment. These can include:*
 - a. *Relict Landscapes;*
 - b. *Continuing Landscapes; and,*
3. *Associative Cultural Landscape: One that results by virtue of natural elements and may lack physical cultural evidence.*

The Subject Property at 8227 Kipling Avenue was evaluated based on the above criteria (Table 3).

Table 3 Cultural Landscape Evaluation of 1326 Bronte Road

Type	Y/N	Rationale
Designed Landscape	Y	The residence is a fine example war time housing present in nearly every major center across Canada. The composition of the residence and associated property is distinctive to residential development associated with World War II and the post war period.
Organically Evolved Landscape		
a. Relict Landscape	Y	The property embodies the design of the affordable housing associated with the Second World War and the efforts of the Federal Government to meet the needs of a rapidly changing population demographic.
b. Continuing Landscape	Y	The property maintains an active role in defining a subsection of Woodbridge. Reflects the impacts and influences of World War II on the area.
Associative Cultural Landscape	N	The property is not one that resulted by virtue of natural elements. Its very existence is a reflection of embracing planned urban intensification.

8.2 Statement of Cultural Landscape Significance

8227 Kipling Avenue is a contributing factor to maintaining the war time design of the area comprised of 8233, 8227, 8221, and 8215 Kipling Avenue. The cluster of these four homes exemplify the style of construction typical of Victory Housing. The cultural landscape is comprised of both the overall composition of the physical structures and the physical placement of the residences upon their respective lots. The four houses typifying Victory Housing construction are set well back from the street, providing for large front lawns that accommodate landscaping and the retention of mature trees, all of which contribute to the overall streetscape of the area.

The significance of the cultural landscape has been previously addressed in the *Woodbridge Heritage Conservation District Study and Plan* (The City of Vaughan, 2009: 69-73). The report identifies the role that 8227 Kipling Avenue and its contemporaries make to the Kipling Avenue North subsection of the HCD and identifies them as contributing structures (The City of Vaughan, 2009: 52).

8227 Kipling plays an important role in maintaining the character of this enclave of war time houses and as such the front facade and associated front lawn should not be altered in a way that interferes with the initial design of the property. It is acknowledged that the property exhibits a later addition on the north side of the original structure. This addition is currently configured as living space but may have been originally constructed as a garage. This later addition should also be maintained as it is in keeping with and reflects a typical expansion of a war time home to meet the growing needs of the post-war family.

9. Cultural Heritage Impact Assessment

The proposed alterations to 8227 Kipling Avenue, Woodbridge, Ontario will result in modifications to the rear of the structure and the restoration of the north addition from living space to garage space. The proposed alterations will also include the resurfacing of the existing driveway, the installation of an inground pool behind the current structure and the eventual replacement of the current windows and doors. The intent is to replace the current vinyl windows and doors with modern reproductions that will return the front façade to an as-built configuration. The Subject Property is located within the boundaries of the Woodbridge Heritage Conservation District and has been identified as a contributing structure (City of Vaughan 2009). Its placement within the Woodbridge HCD will necessitate that the guidelines set forth by the HCD, to facilitate change while preserving the heritage attributes of the area, be followed.

9.1 Description of Proposed Development

The Subject Property is approximately 0.25 ac. in size and currently contains a single storey-and-a-half residential structure constructed in the architectural style known as Victory Housing. The residence currently displays a later addition on the north side of the structure. The proposed alterations to the extant residence includes an addition to the rear of the current structure and to reconfigure the existing north addition into a garage. The new addition will include a new stairway, family room and kitchen on the first floor, and a master bedroom with ensuite on the second floor. In addition to the alterations to the footprint of the existing structure, the proposed alterations include resurfacing the current driveway, replacement of the existing vinyl windows and steel doors, and installing an inground pool in the backyard. The proposed changes as well as built drawings are provided in Appendix A.

The proposed alterations will not impact the current configuration of the property as viewed from Kipling Avenue.

In keeping with the guidelines of the Woodbridge HCD, designed to facilitate change while maintaining the historic character of the area, the proposed alterations to 8227 Kipling Avenue will:

- ▶ Conserve the existing tree canopy;
- ▶ Maintain the current setback of the residence;
- ▶ Maintain a landscaped front yard fronting Kipling Avenue;
- ▶ Have no impact on the quality of the current pedestrian environment;
- ▶ Maintain the intimate scale of the street as the front façade will not be altered;
- ▶ Have no impact on the view of the valleys to the east or west; and,
- ▶ Will be sympathetic to the design of the current structure and adjacent properties.

The proposed alteration (Appendix A) depict an addition that adheres to both The Standards and Guidelines for the Conservation of Historic Places in Canada (Parks Canada, 2010) and the Woodbridge HCD guidelines (City of Vaughan 2009) by maintaining the current massing of the structure and ensuring the addition is sympathetic to, but distinguishable from, the existing structure.

The MHSTCI *Info Sheet #5 Heritage Impact Assessments and Conservation Plans* was reviewed to further assess seven potential negative impacts on the property's Cultural Heritage Value or Interest (CHVI) arising from the proposed site re-development (MHSTCI 2006b):

Destruction of any, or part of any, significant heritage attributes or features.

- The proposed alterations do not require the destruction of any significant heritage attributes or features.

Alteration that is not sympathetic, or incompatible, with the historic fabric and appearance.

- The proposed alterations are compatible with and distinguishable from the historic fabric of the extant structure.

Shadows created that alter the viability of a heritage attribute or an associated natural feature or plantings, such as a garden.

- No shadow studies were undertaken as a part of this CHIA.

Isolation of a heritage attribute from its surrounding environment, context or a significant relationship.

- Proposed alterations would not isolate heritage attributes from their surrounding environment

Direct or indirect obstruction of significant views or vistas within, from or of built and natural features.

- Proposed redevelopment will not impact the existing views or vistas as seen from 8227 Kipling Avenue nor will they impact views or vistas when viewing the Subject Property from the surrounding landscape.

A change in land use where the change in use may impact the property's cultural heritage value or interest.

- Any alterations that results in subsurface disturbance could result in impacts to yet unidentified subsurface features of cultural heritage value or interest.

Land disturbances such as a change in grade that alters soils and drainage patterns that may adversely affect archaeological or cultural heritage resources.

- Any land disturbances have the potential to adversely affect subsurface resources.

9.2 Proposed Mitigation

As per the City of Vaughan *Guidelines for Cultural Heritage Impact Assessments* there are three mitigation strategies that must be addressed; Avoidance, Salvage and Commemoration (City of Vaughan, 2009:5).

Avoidance is the mitigation method of choice for this project. The proposed alterations to 8227 Kipling Avenue require only the augmentation of the existing structure and as such the work will "retain the cultural heritage resource in situ and intact" (City of Vaughan, 2017:5). Given the cultural value of 8227 Kipling Avenue, preventative measures must be taken to ensure the extant structure does not become structurally unstable or compromised in anyway. As such the proposed

work should be undertaken by a qualified contractor and all work should follow Municipal and Provincial building codes; all alterations should be reviewed by a qualified architect and or engineer.

As the alterations will not impact aspects of the property that have been identified as having cultural heritage value or interest, salvage mitigation is unnecessary, nor is historical commemoration as the extant structure will remain in situ.

10. Recommendations

It is recommended that the avoidance mitigation strategy (Section 9.2) be followed and that all work be conducted in accordance with local building codes. Renovation work has the potential to uncover hidden issues and it is recommended that any such issues be addressed by persons qualified to undertake the necessary work while maintaining the cultural heritage value of the property.

Finally it is recommended that should it become necessary in the future to alter the tree canopy associated with the mature trees located on the front lawn (blue spruce and birch) that an arborist be consulted and the Town be advised prior to undertaking any non-emergency alterations.

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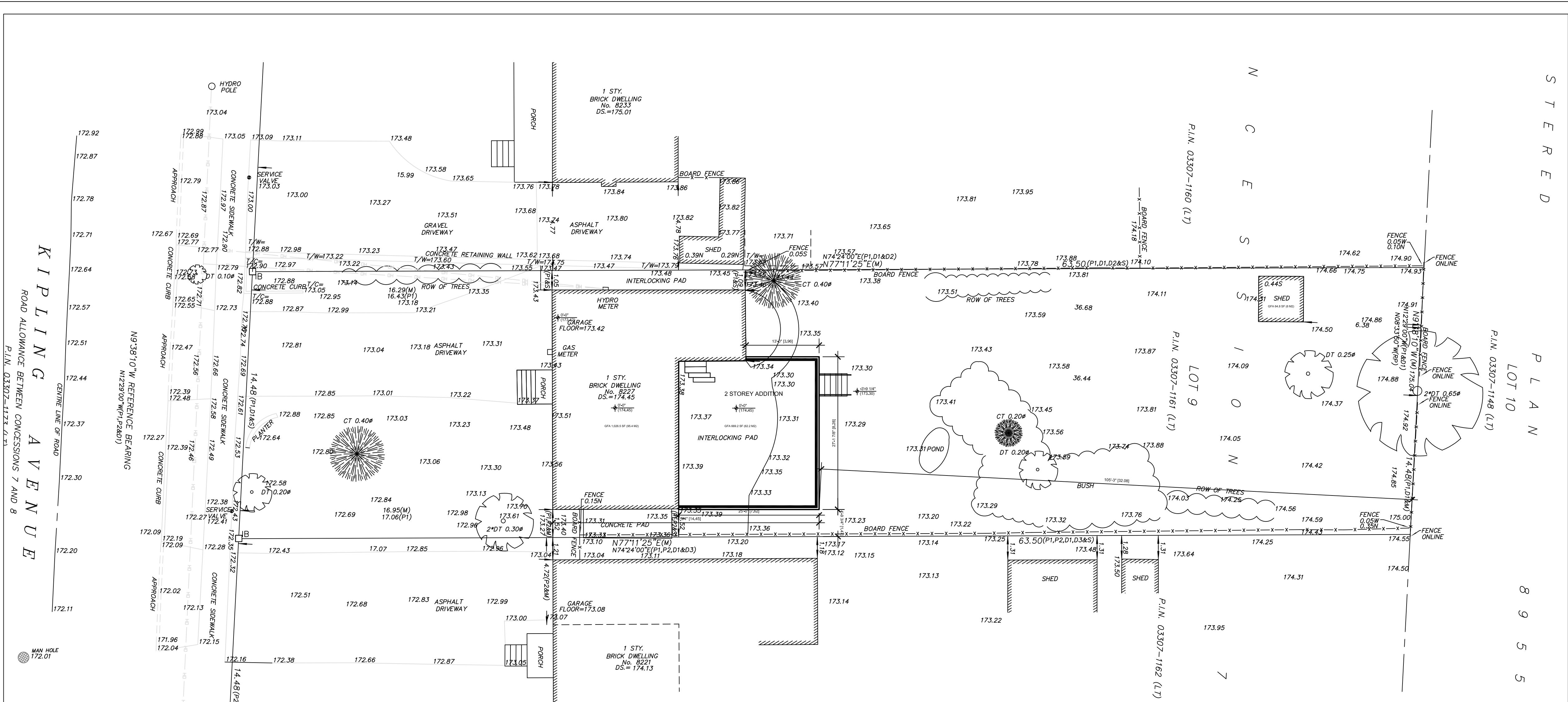
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Appendix A



Development Plan

DATE	REVISION	BY
2020-09-11	ISSUED FOR PRE-CONSULTAION	FP



SITE STATISTICS

ZONING R3	LOT NO: LOT 9		CONCESSION 7	LOT AREA 918.17 m²/ 9,883 SF	LOT FRONTAGE 14.48 M/ 47.5'		LOT DEPTH 63.5 M/ 208.3'		
	EXISTING	ADDITION			TOTAL	ALLOWED		MIN. SETBACKS REQ'D	EXISTING
DESCRIPTION									
BUILT UP AREA IN M2	95.4 + 6 = 101.4	62.2	163.6	367.27	FRONT YARD	4.5 M/ 14.76'	20.87 M/ 68.48'	NO CHANGE	
LOT COVERAGE %	10.4 %	6.8 %	17.2 %	40%	REAR YARD	7.5 M/ 23'	36.68 M/ 120.3'	32 M/ 105.25'	
NO. OF STORIES HEIGHT	2 STOREY	2 STOREY		2 STOREY	INTERIOR SIDE YARD (NORTH)	1.2 M/ 4'	1.05 M/ 3.44'	NO CHANGE	
HEIGHT (TO ROOF MID POINT)	6.15M	7.0M		9.5 M/ 31.2'	INTERIOR SIDE YARD (SOUTH)	1.2 M/ 4'	1.52 M/ 5'	1.47 M/ 4.8'	

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PROJECT NAME:
THE TROIA HOUSE - ADDITION

PROJECT ADDRESS: 8227 KIPLING AVE.,
VAUGHAN, ONTARIO

DRAWING NAME: SITE PLAN

DATE: JULY 25, 2020

PROJECT NO.:20022

SCALE: 3/32" = 1'-0"

DRAWING NO.: A-0

DATE	REVISION	BY
2020-08-27	ISSUED FOR CLIENT APPROVAL	FP
2020-09-03	REVISED PER CLIENT'S REQUEST	FP
2020-09-11	ISSUED FOR PRE-CONSULTAION	FP



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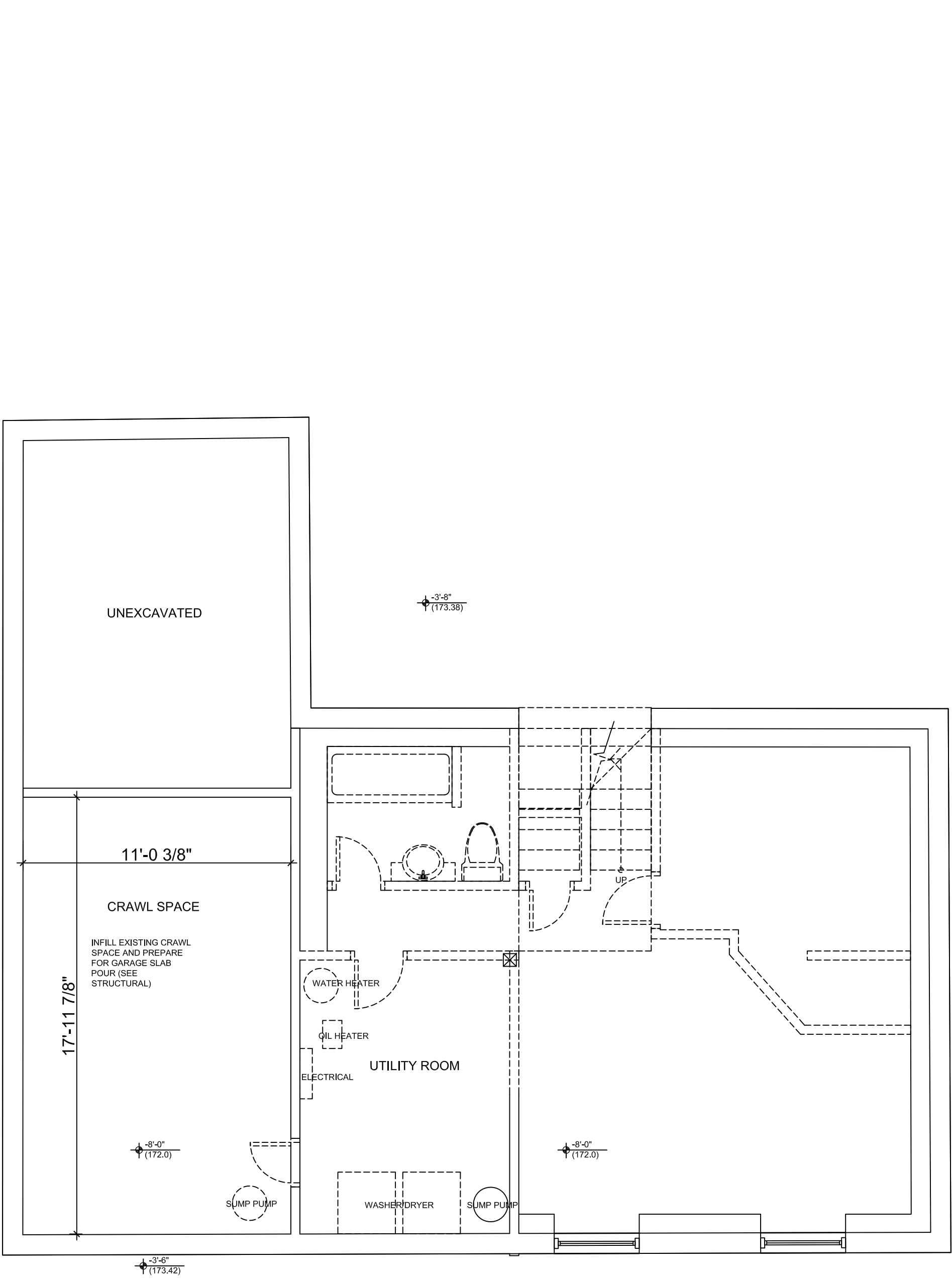
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PROJECT ADDRESS: 8227 KIPLING AVE.,
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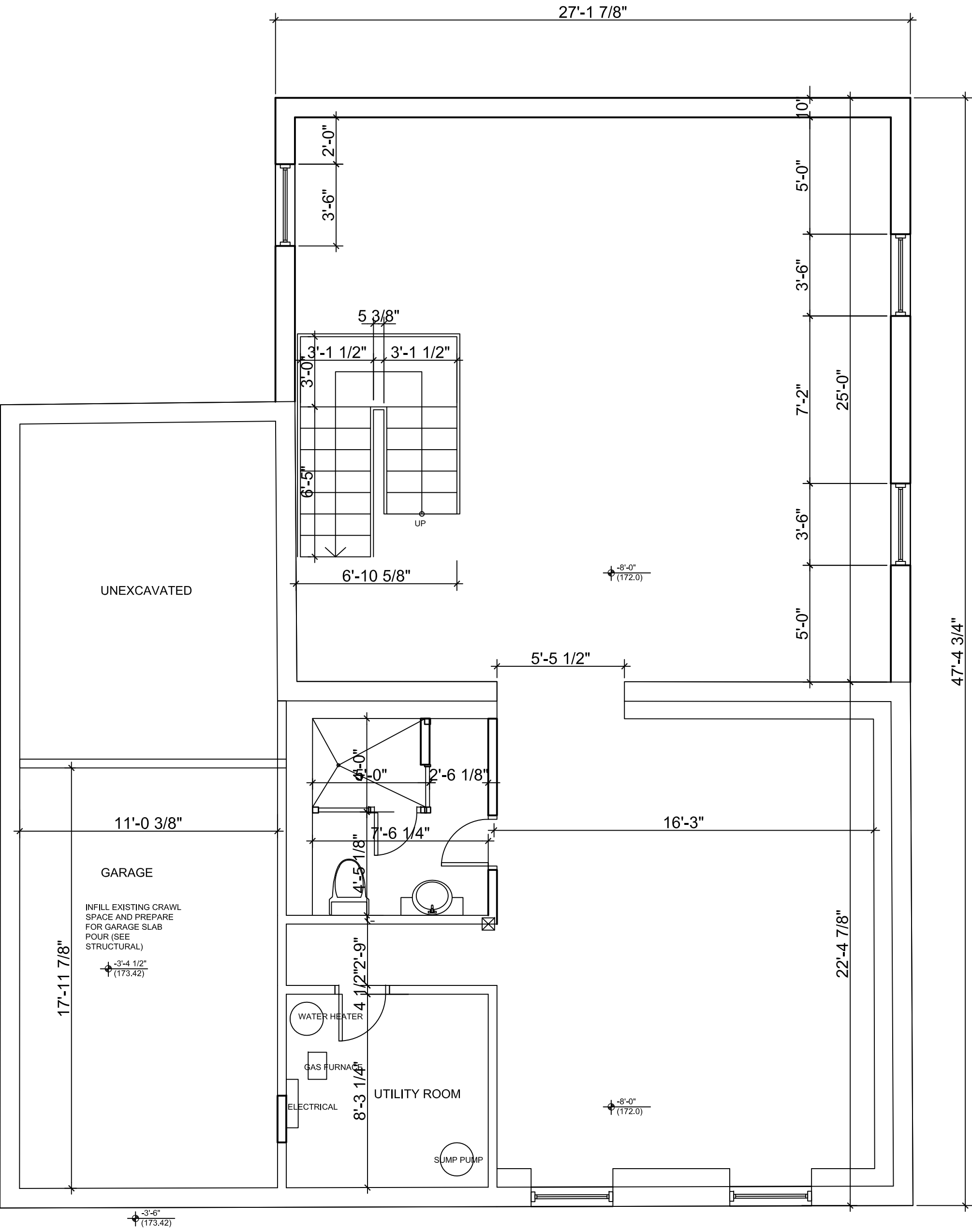
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GFA 600 SF (55.7 M2)

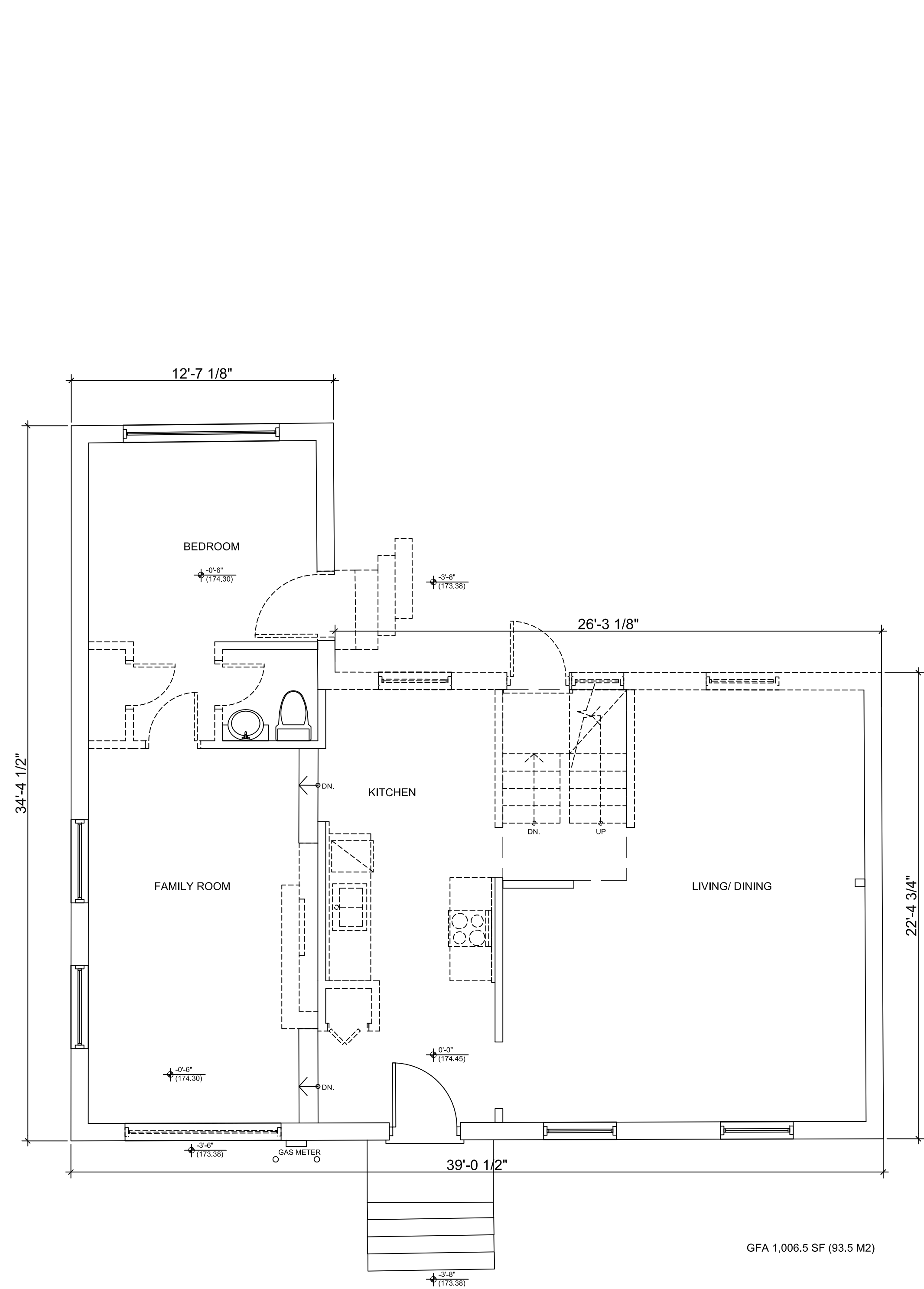
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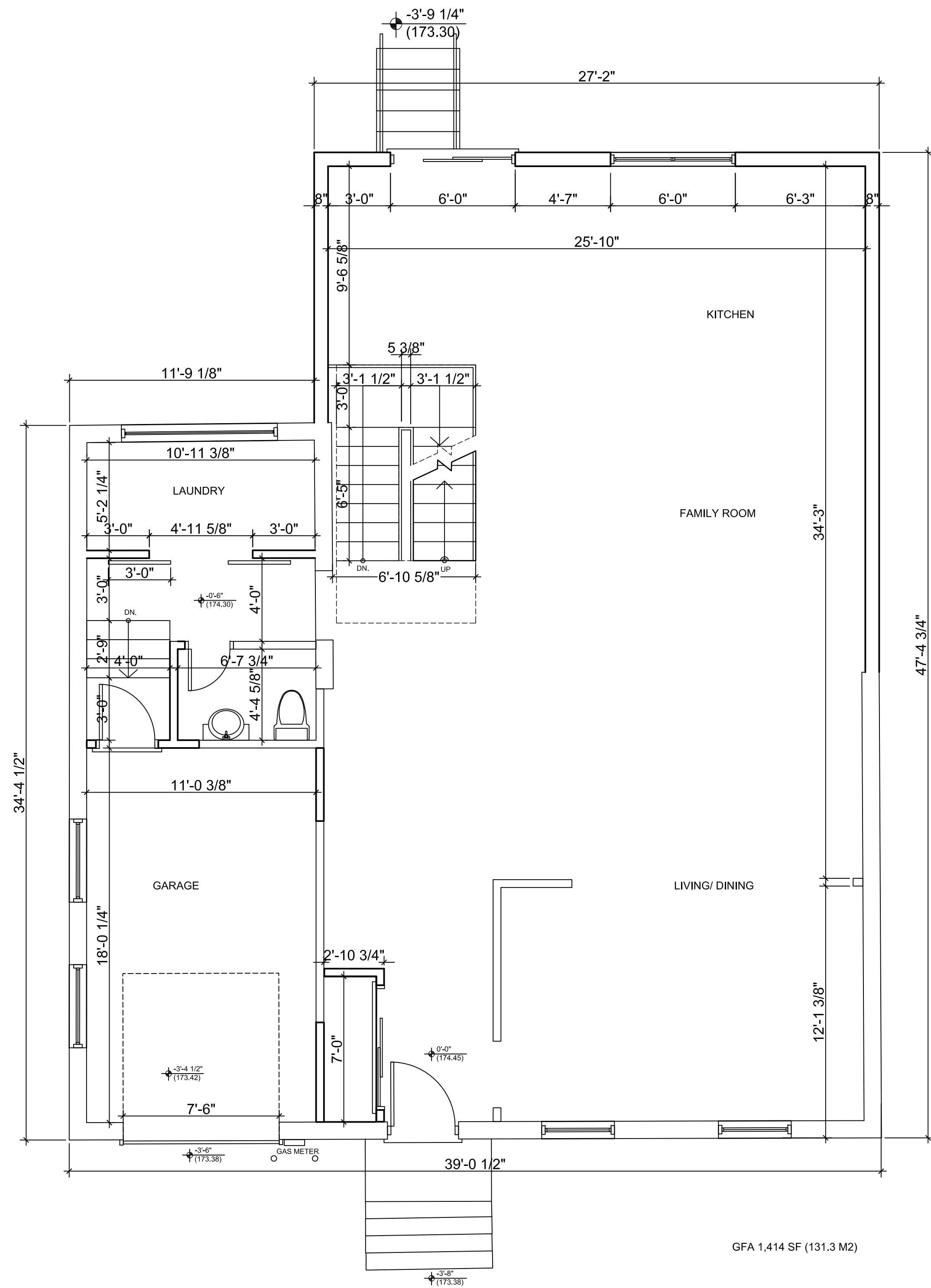
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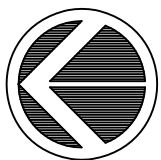
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2020-09-03	REVISED PER CLIENT'S REQUEST	FP
2020-09-11	ISSUED FOR PRE-CONSULTATION	FP



1 GROUND FLOOR EXISTING PLAN
SCALE: 1/4" = 1'-0"



1a GROUND FLOOR PROPOSED PLAN
SCALE: 1/4" = 1'-0"



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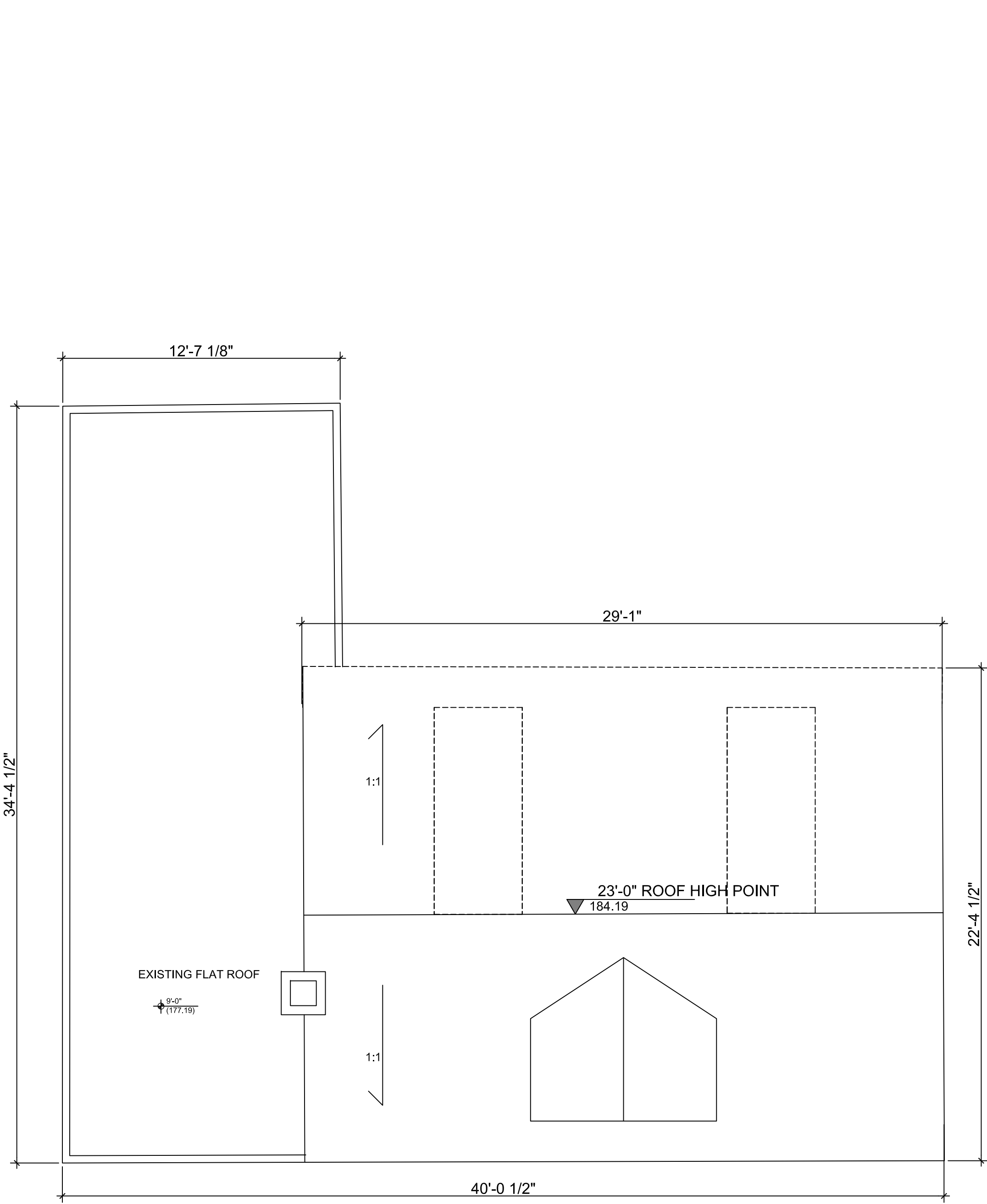
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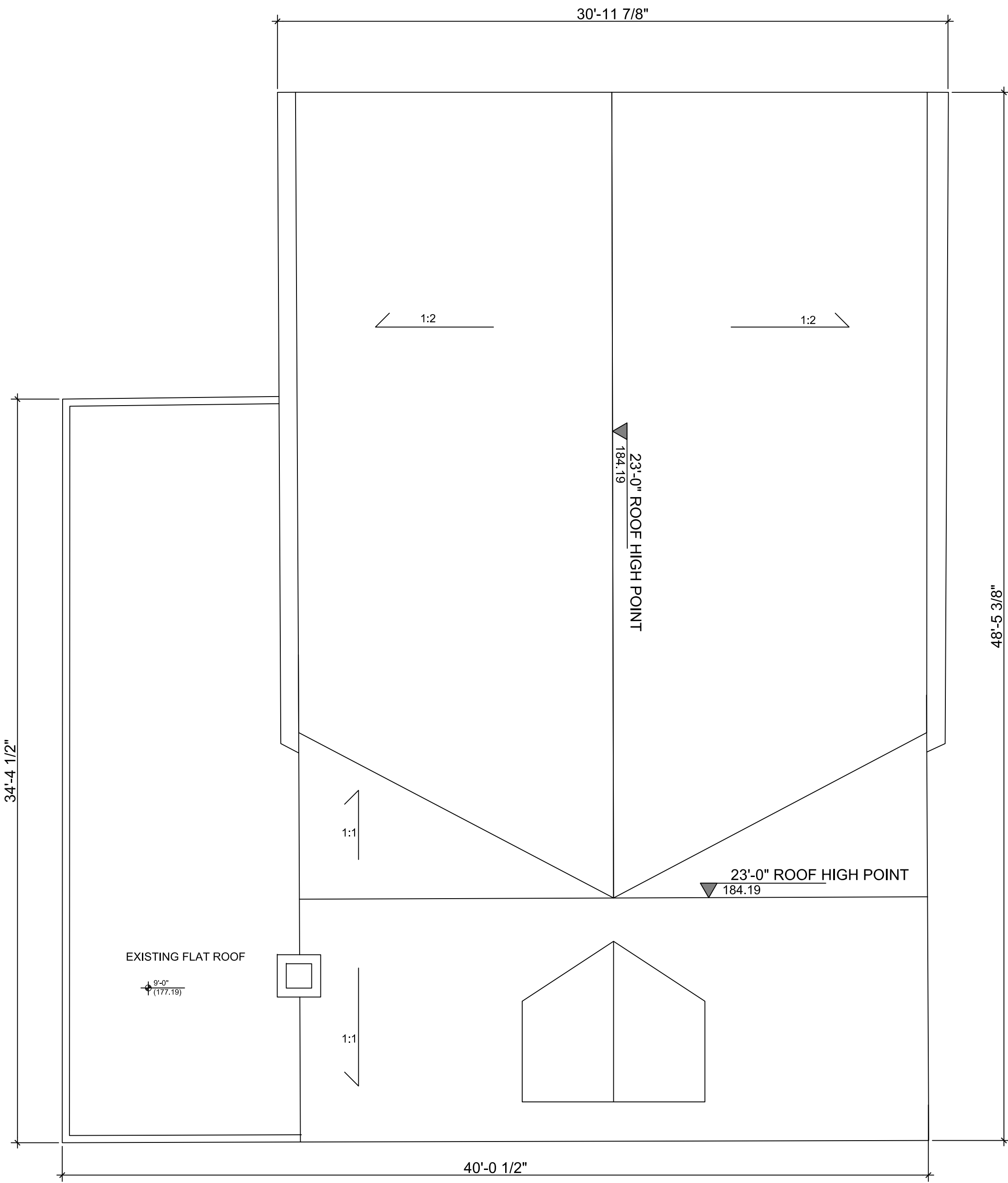
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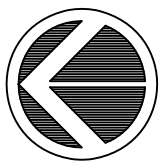
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1 EXISTING ROOF PLAN
SCALE: 1/4" = 1'-0"



1a PROPOSED ROOF PLAN
SCALE: 1/4" = 1'-0"



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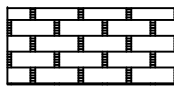
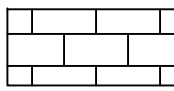

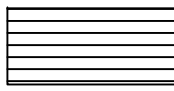
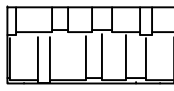
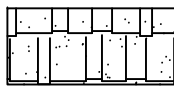
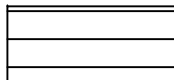
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DATE	REVISION	BY
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2020-09-11	ISSUED FOR PRE-CONSULTATION	FP

EXTERIOR FINISHES LEGEND:

	EXISTING MASONRY WALL - ORANGE/YELLOW COLOR
	EXISTING SPLIT FACE CONCRETE BLOCK WALL - GREY COLOR
	NEW SPLIT FACE CONCRETE BLOCK WALL - GREY COLOR
	EXISTING SIDING CLAPBOARD WALL - GREY WHITE
	EXISTING ROOF ASPHALT SHINGLES - CHARCOAL COLOR
	NEW ROOF ASPHALT SHINGLES TO MATCH EXISTING- CHARCOAL COLOR
	COMPOSITE SIDING CLAPBOARD - CHARCOAL COLOR

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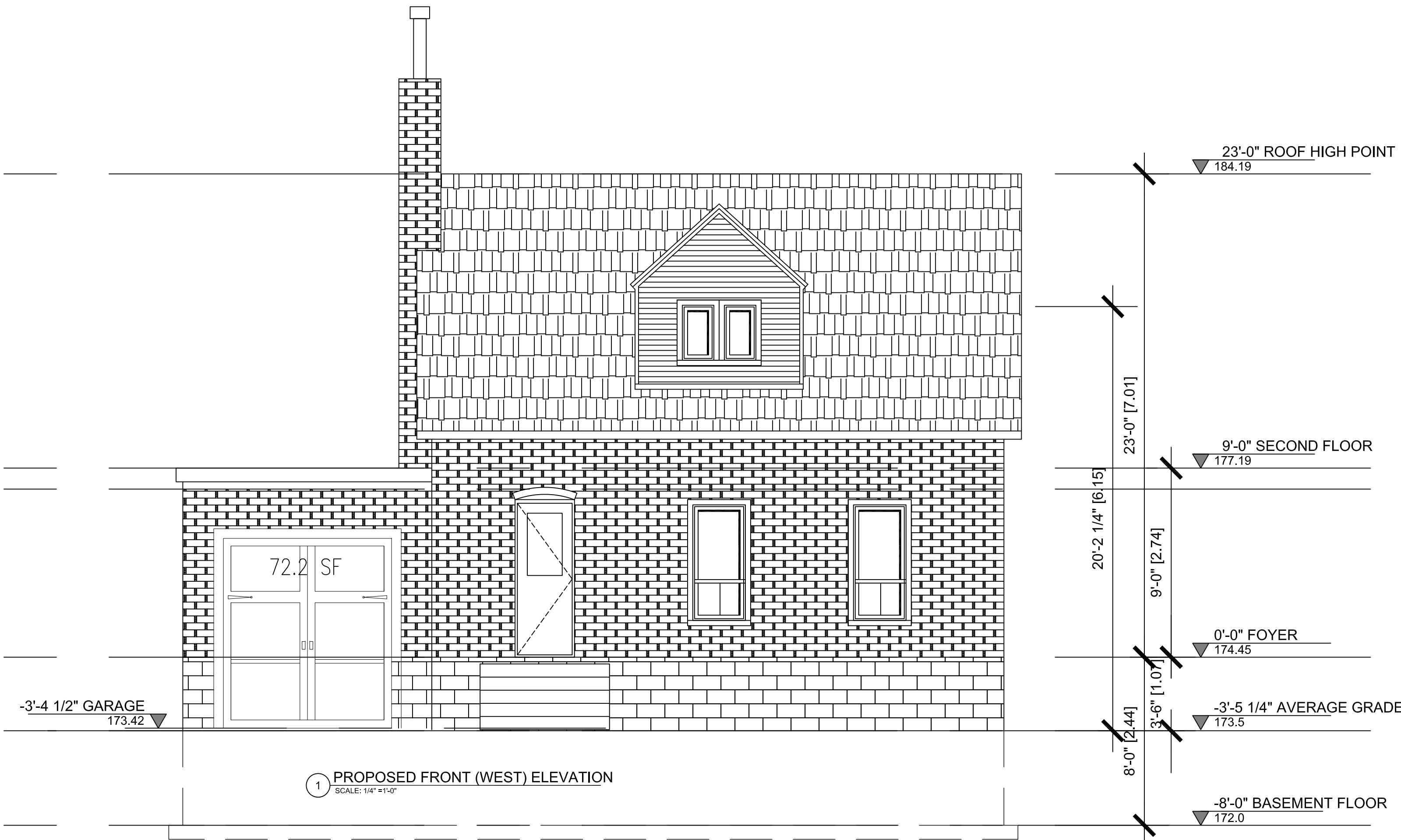
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PROJECT NO.:20022

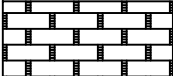
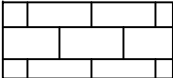

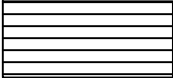
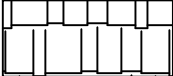
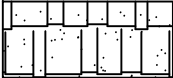
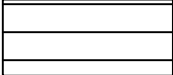
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	NEW SPLIT FACE CONCRETE BLOCK WALL - GREY COLOR
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VAUGHAN, ONTARIO

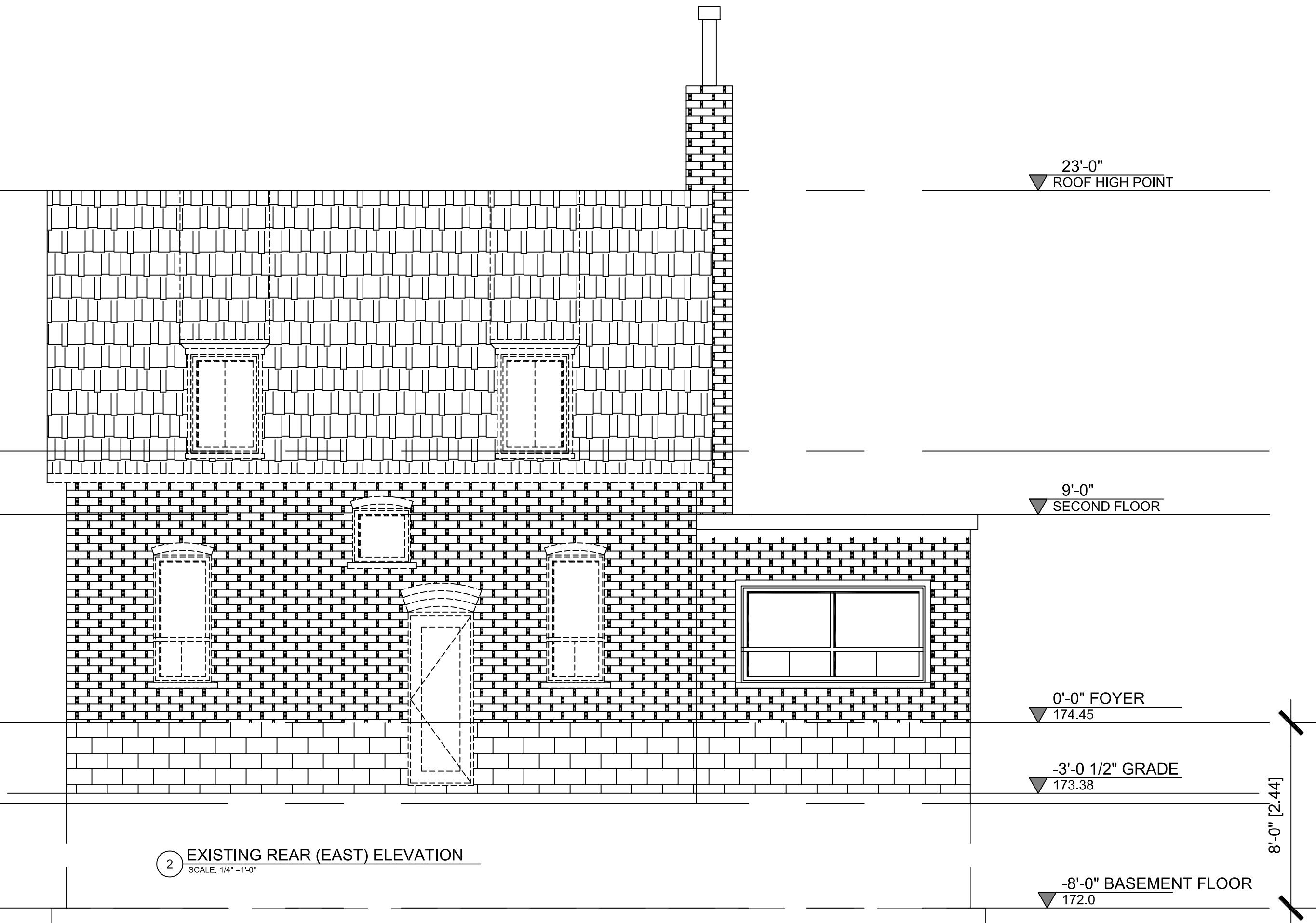
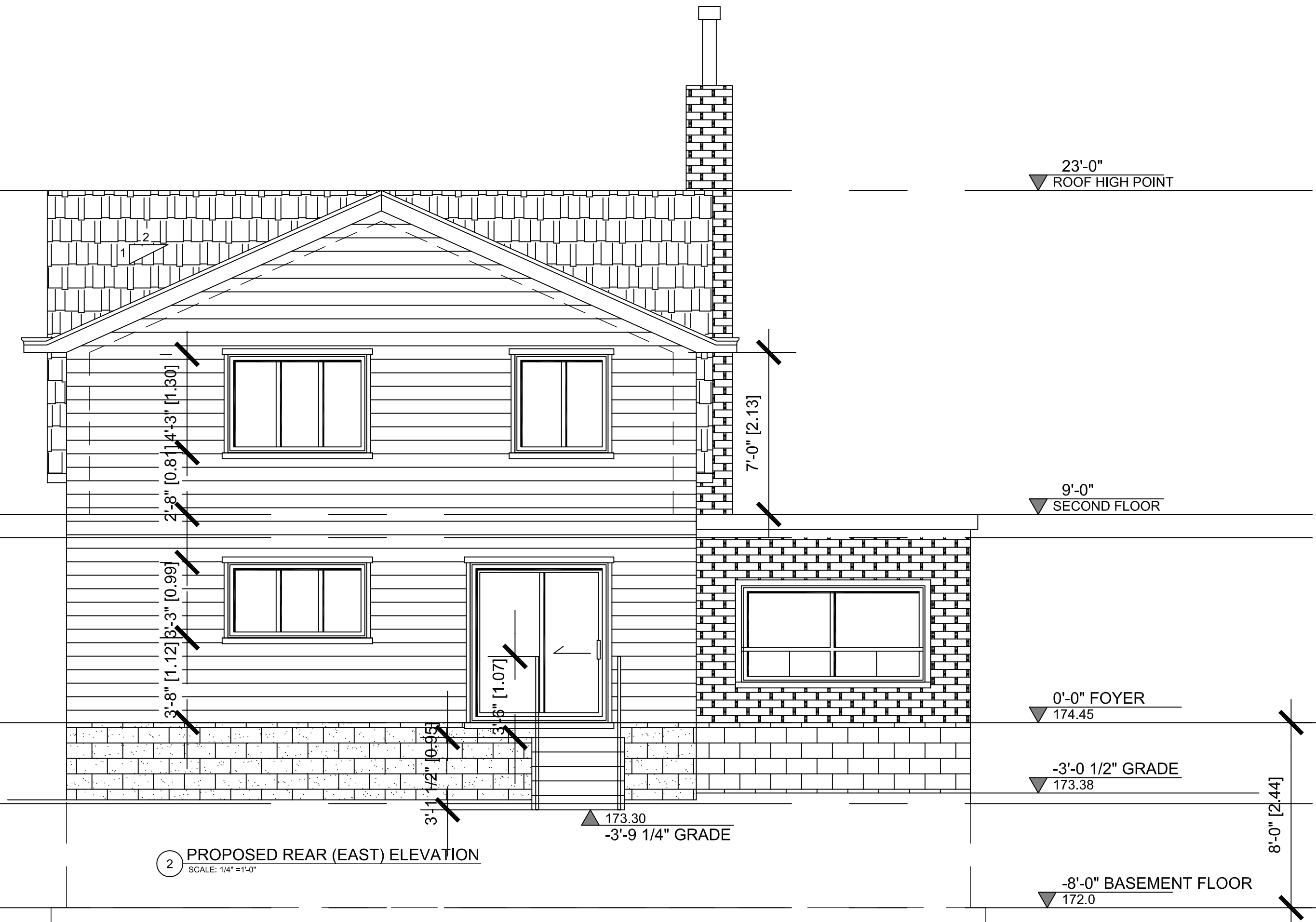
DRAWING NAME: EXISTING & PROPOSED
EAST ELEVATIONS

DATE: JULY 25, 2020

PROJECT NO.:20022

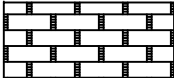
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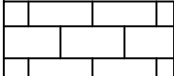
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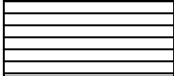
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2020-09-03	ISSUED FOR CLIENT APPROVAL	FP
2020-09-11	ISSUED FOR PRE-CONSULTATION	FP

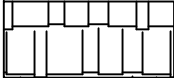
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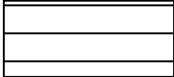
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ORANGE/YELLOW COLOR
- 

EXISTING SPLIT FACE
CONCRETE BLOCK WALL -
GREY COLOR
- 

NEW SPLIT FACE CONCRETE
BLOCK WALL -
GREY COLOR
- 

EXISTING SIDING CLAPBOARD
WALL -
GREY WHITE
- 

EXISTING ROOF ASPHALT
SHINGLES -
CHARCOAL COLOR
- 

NEW ROOF ASPHALT SHINGLES
TO MATCH EXISTING-
CHARCOAL COLOR
- 

COMPOSITE SIDING CLAPBOARD -
CHARCOAL COLOR

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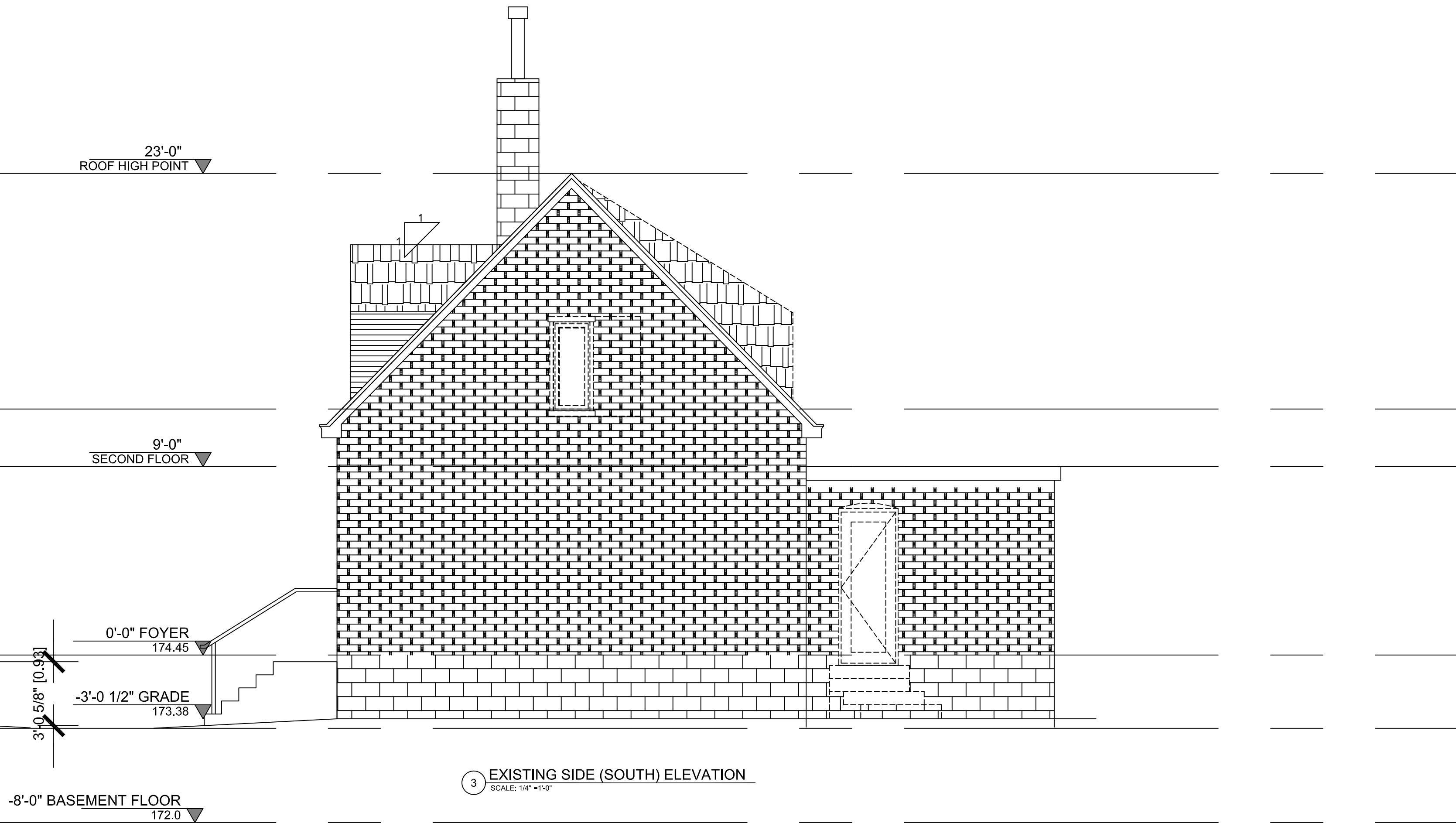
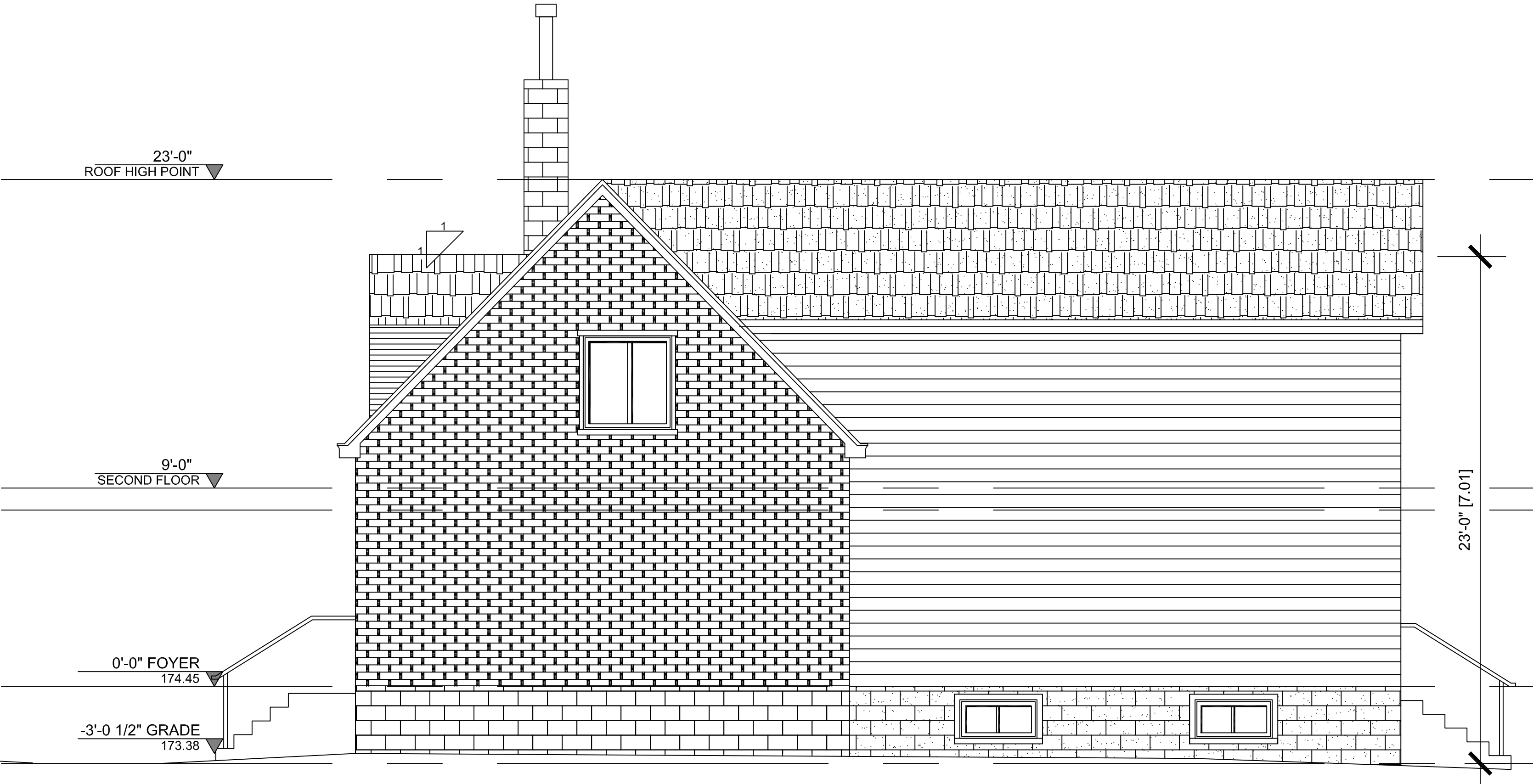
PROJECT NAME:
THE TROIA HOUSE - ADDITION

PROJECT ADDRESS: 8227 KIPLING AVE.,
VAUGHAN, ONTARIO

DRAWING NAME: EXISTING & PROPOSED
SOUTH ELEVATIONS

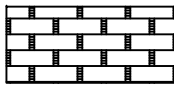
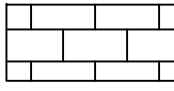

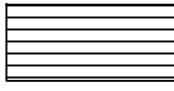
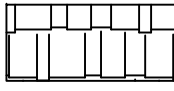
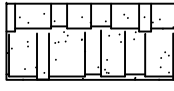
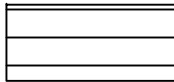
DATE: JULY 25, 2020 PROJECT NO.:20022

SCALE: 1/4" = 1'-0" DRAWING NO.: A-7



DATE	REVISION	BY
2020-09-03	ISSUED FOR CLIENT APPROVAL	FP
2020-09-11	ISSUED FOR PRE-CONSULTATION	FP

EXTERIOR FINISHES LEGEND:

-  EXISTING MASONRY WALL - ORANGE/YELLOW COLOR
-  EXISTING SPLIT FACE CONCRETE BLOCK WALL - GREY COLOR
-  NEW SPLIT FACE CONCRETE BLOCK WALL - GREY COLOR
-  EXISTING SIDING CLAPBOARD WALL - GREY WHITE
-  EXISTING ROOF ASPHALT SHINGLES - CHARCOAL COLOR
-  NEW ROOF ASPHALT SHINGLES TO MATCH EXISTING - CHARCOAL COLOR
-  COMPOSITE SIDING CLAPBOARD - CHARCOAL COLOR

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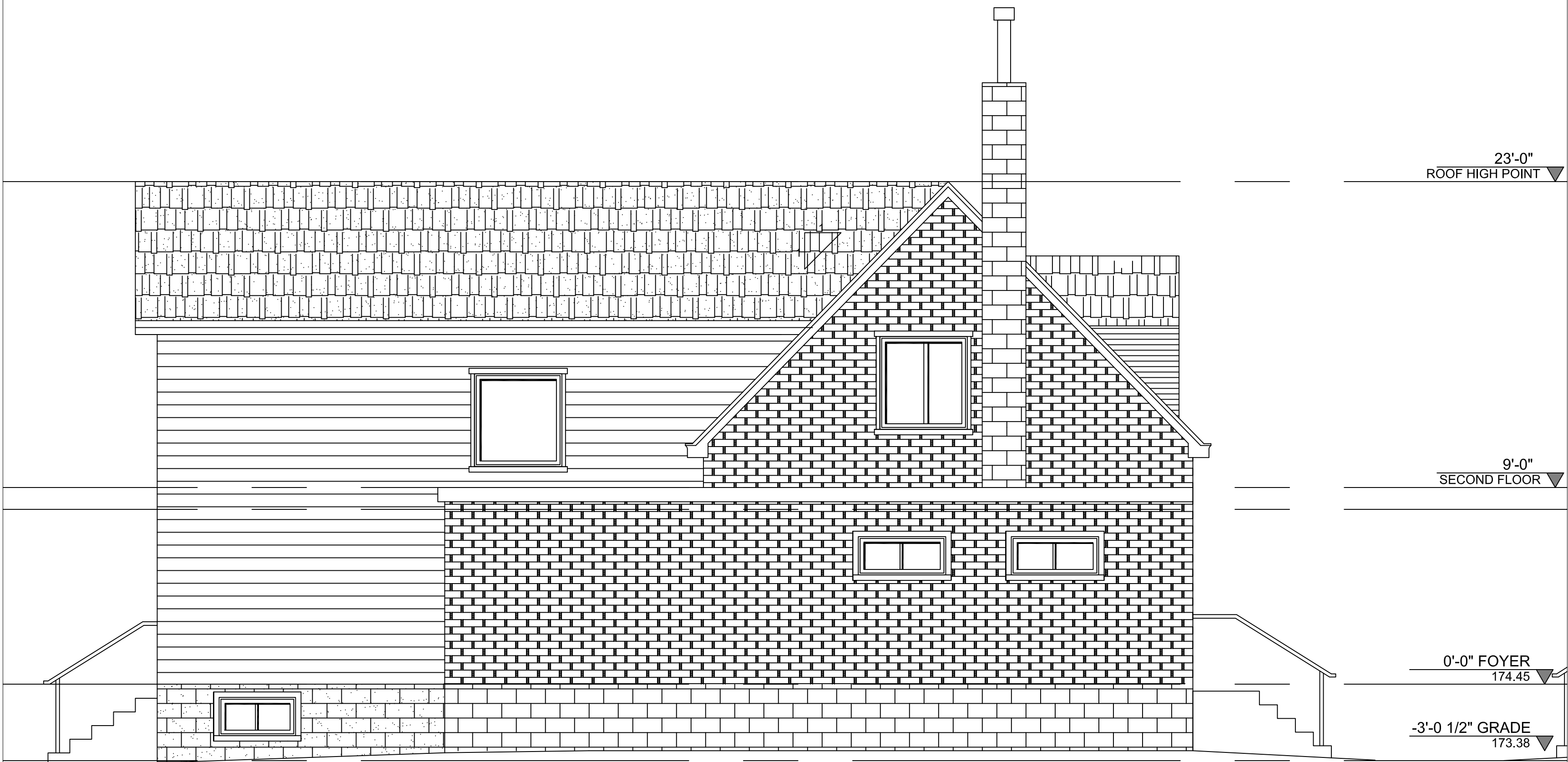
PROJECT NAME:
THE TROIA HOUSE - ADDITION

PROJECT ADDRESS: 8227 KIPLING AVE.,
VAUGHAN, ONTARIO

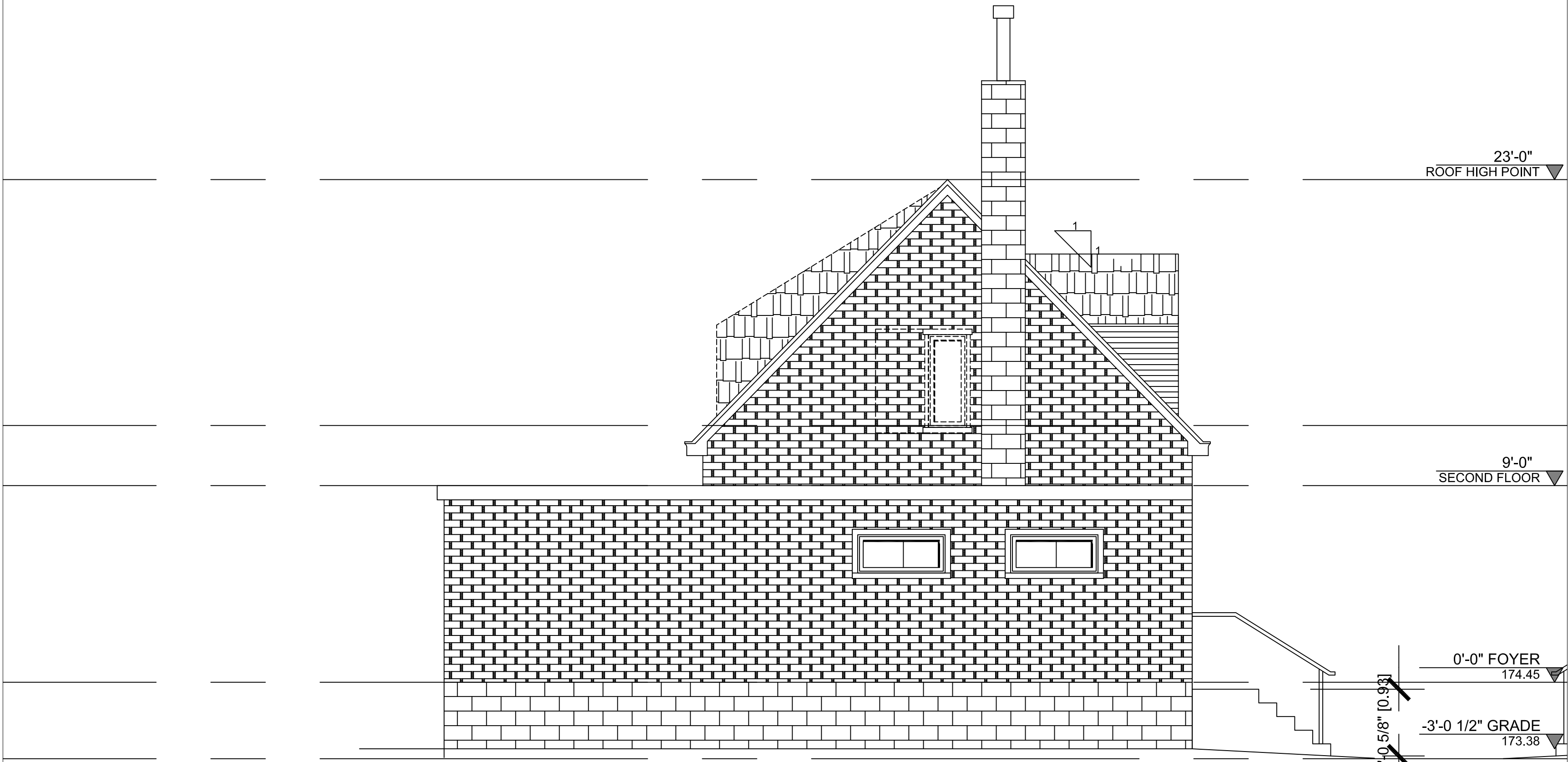
DRAWING NAME: EXISTING & PROPOSED
NORTH ELEVATIONS

DATE: JULY 25, 2020 PROJECT NO.: 20022

SCALE: 1/4" = 1'-0" DRAWING NO.: A-8



4 PROPOSED SIDE (NORTH) ELEVATION
SCALE: 1/4" = 1'-0"



4 EXISTING SIDE (NORTH) ELEVATION
SCALE: 1/4" = 1'-0"

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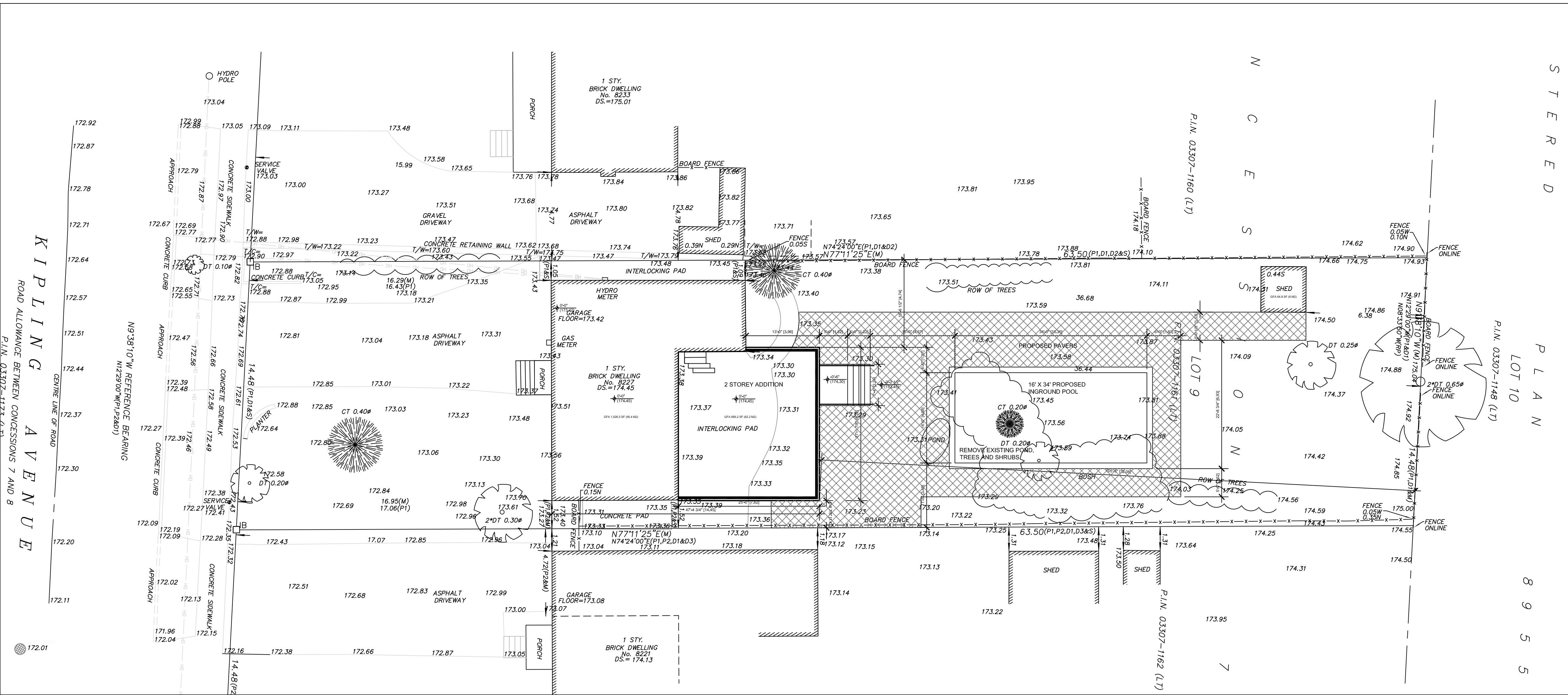
Telephone: 647-348-4887

Email: info@phcgroup.ca

Website: www.phcgroup.ca

DATE	REVISION	BY
2020-09-11	ISSUED FOR PRE-CONSULTAION	FP
2020-11-09	ADDED POOL AND PAVERS	FP

ATTACHMENT 3



SITE STATISTICS

ZONING	R3	LOT NO:		LOT 9	CONCESSION 7	LOT AREA	LOT FRONTAGE 14.48 M/ 47.5'		LOT DEPTH 63.5 M/ 208.3'	
DESCRIPTION	EXISTING		ADDITION	TOTAL	ALLOWED		MIN. SETBACKS REQ'D	EXISTING	PROPOSED	
BUILT UP AREA IN M2	95.4 + 6 = 101.4		62.2	163.6	367.27	FRONT YARD	4.5 M/ 14.76'	20.87 M/ 68.48'	NO CHANGE	
LOT COVERAGE %	10.4 %		6.8 %	17.2 %	40%	REAR YARD	7.5 M/ 23'	36.68 M/ 120.3'	32 M/ 105.25'	
NO. OF STORIES HEIGHT	2 STOREY		2 STOREY		2 STOREY	INTERIOR SIDE YARD (NORTH)	1.2 M/ 4'	1.05 M/ 3.44'	NO CHANGE	
HEIGHT (TO ROOF MID POINT)	6.15M		7.0M		9.5 M/ 31.2'	INTERIOR SIDE YARD (SOUTH)	1.2 M/ 4'	1.52 M/ 5'	1.47 M/ 4.8'	

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PROJECT NAME:
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PROJECT ADDRESS: 8227 KIPLING AVE.,
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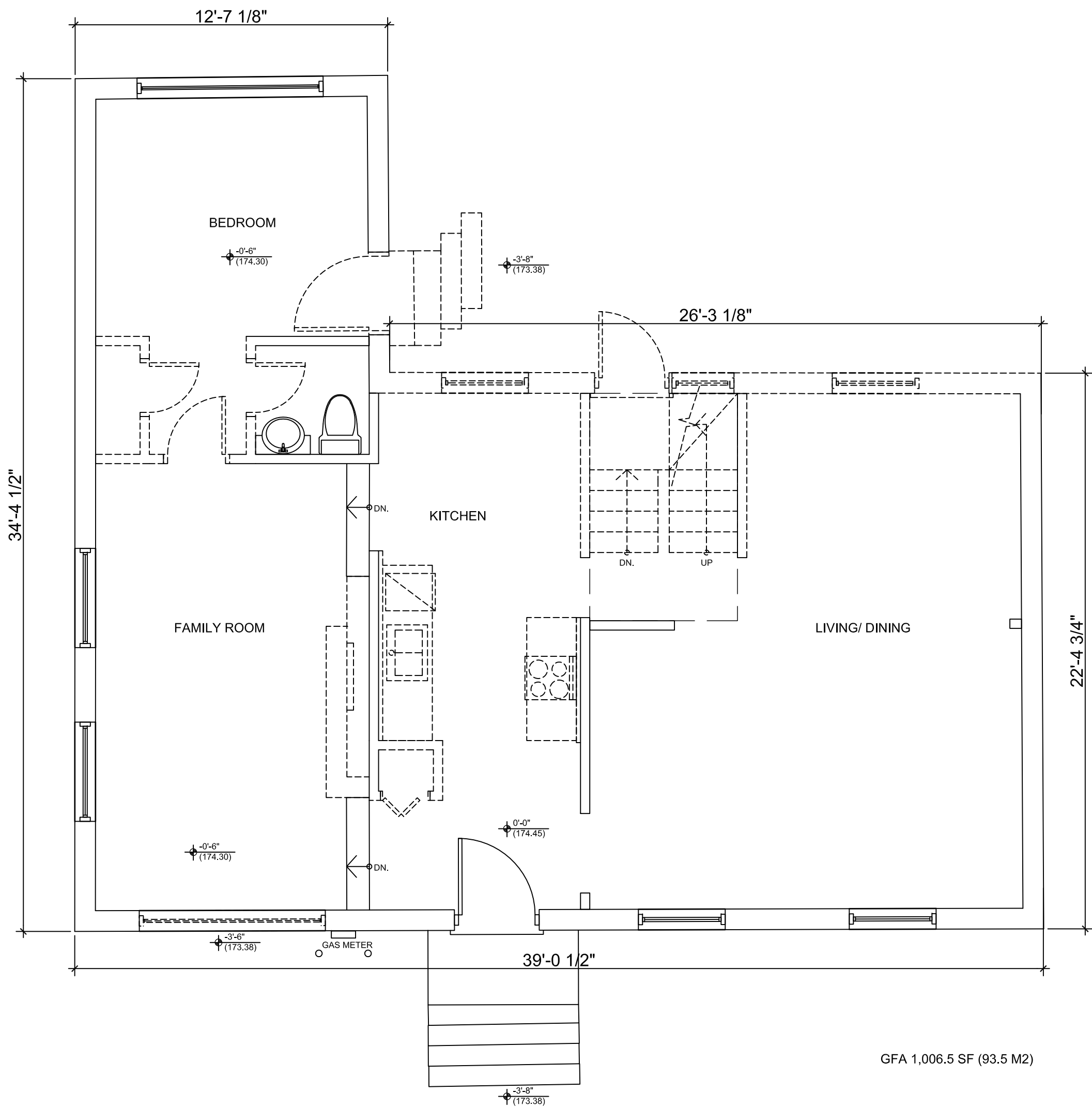
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DATE: JULY 25, 2020 PROJECT NO.:20022

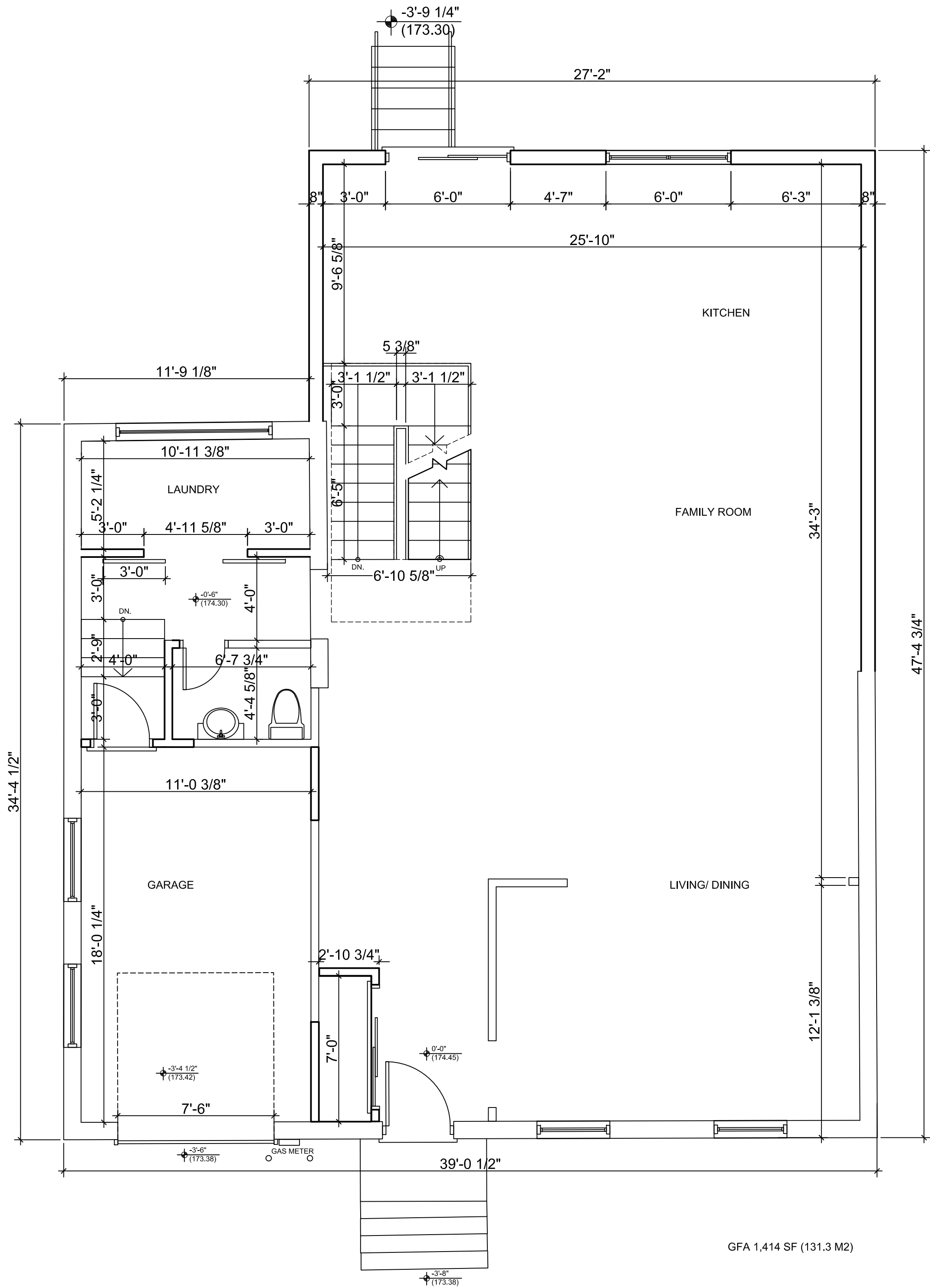
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ATTACHMENT 4

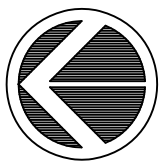
DATE	REVISION	BY
2020-08-27	ISSUED FOR CLIENT APPROVAL	FP
2020-09-03	REVISED PER CLIENT'S REQUEST	FP
2020-09-11	ISSUED FOR PRE-CONSULTATION	FP



1 GROUND FLOOR EXISTING PLAN
SCALE: 1/4" = 1'-0"



1A GROUND FLOOR PROPOSED PLAN
SCALE: 1/4" = 1'-0"



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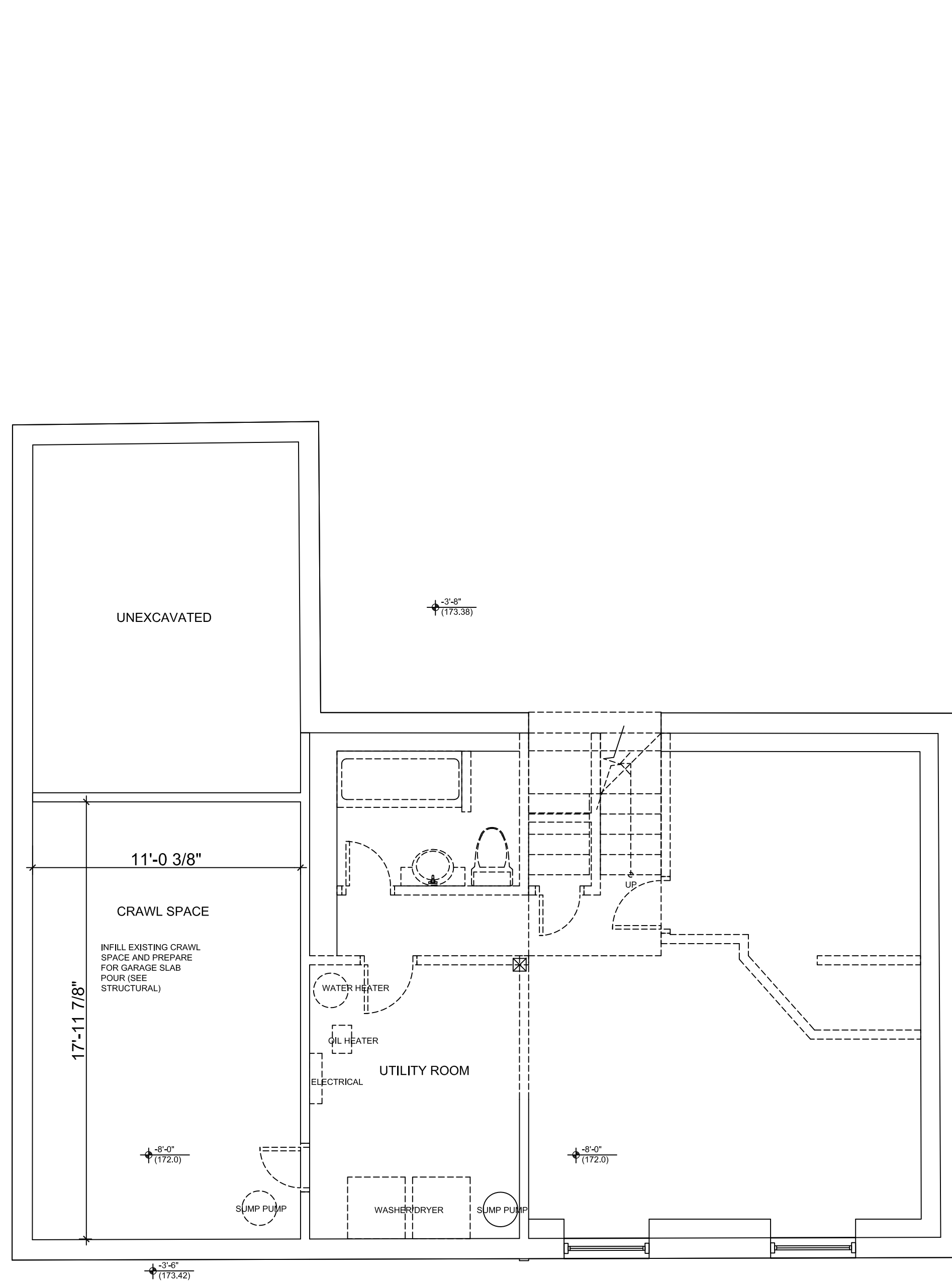
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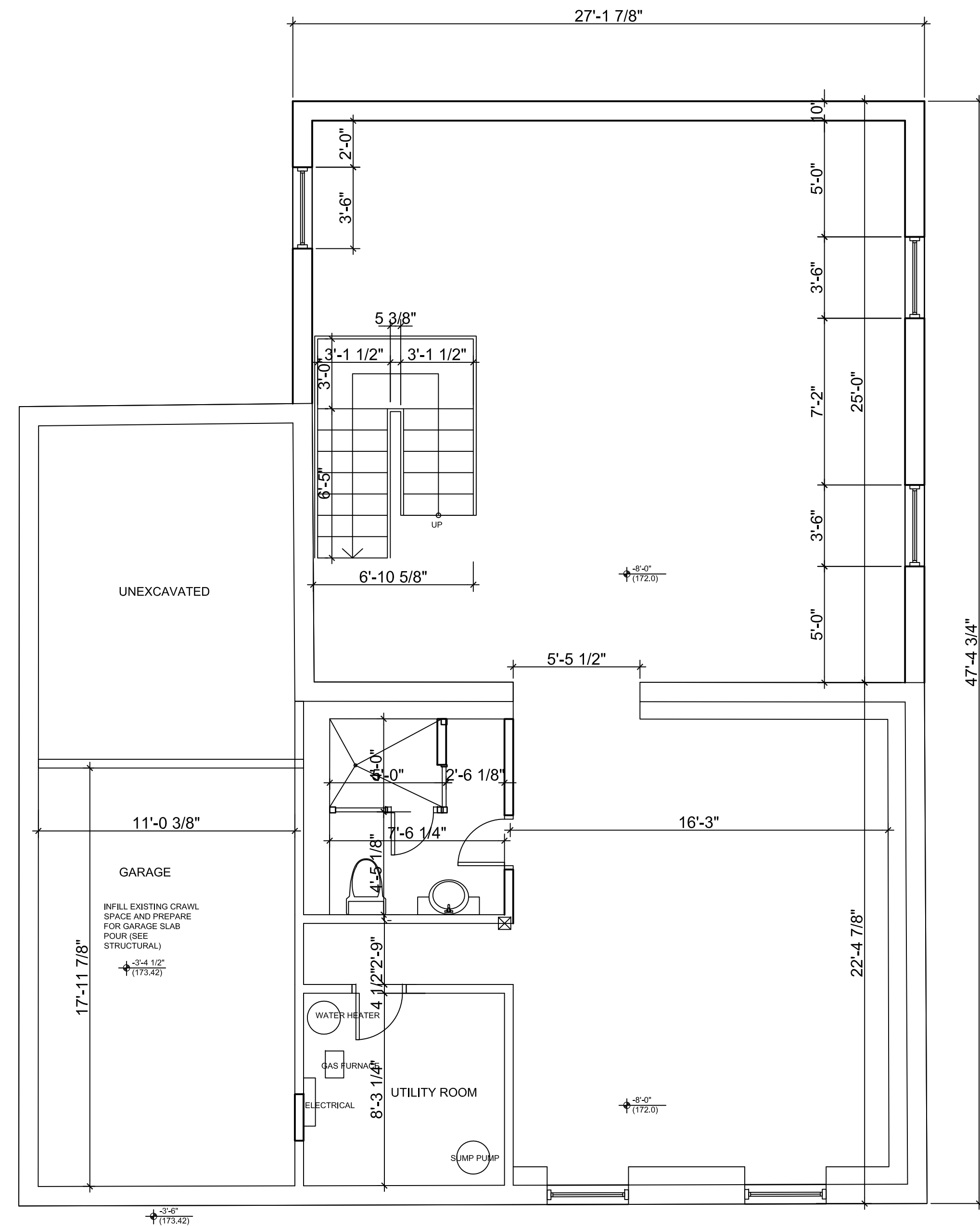
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PROJECT ADDRESS: 8227 KIPLING AVE., VAUGHAN, ONTARIO	
DRAWING NAME: EXISTING & PROPOSED GROUND FLOOR PLANS	
DATE: JULY 25, 2020	PROJECT NO.: 20022
SCALE: 1/4" = 1'-0"	DRAWING NO.: A-1

DATE	REVISION	BY
2020-08-27	ISSUED FOR CLIENT APPROVAL	FP
2020-09-03	REVISED PER CLIENT'S REQUEST	FP
2020-09-11	ISSUED FOR PRE-CONSULTAION	FP



GFA 600 SF (55.7 M2)

1 BASEMENT EXISTING PLAN
SCALE: 1/4" = 1'-0"



GFA 1,293 SF (120.1 M2)

1a BASEMENT PROPOSED PLAN
SCALE: 1/4" = 1'-0"



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PROJECT NAME:
THE TROIA HOUSE - ADDITION

PROJECT ADDRESS: 8227 KIPLING AVE.,
VAUGHAN, ONTARIO

DRAWING NAME: EXISTING & PROPOSED
BASEMENT PLANS

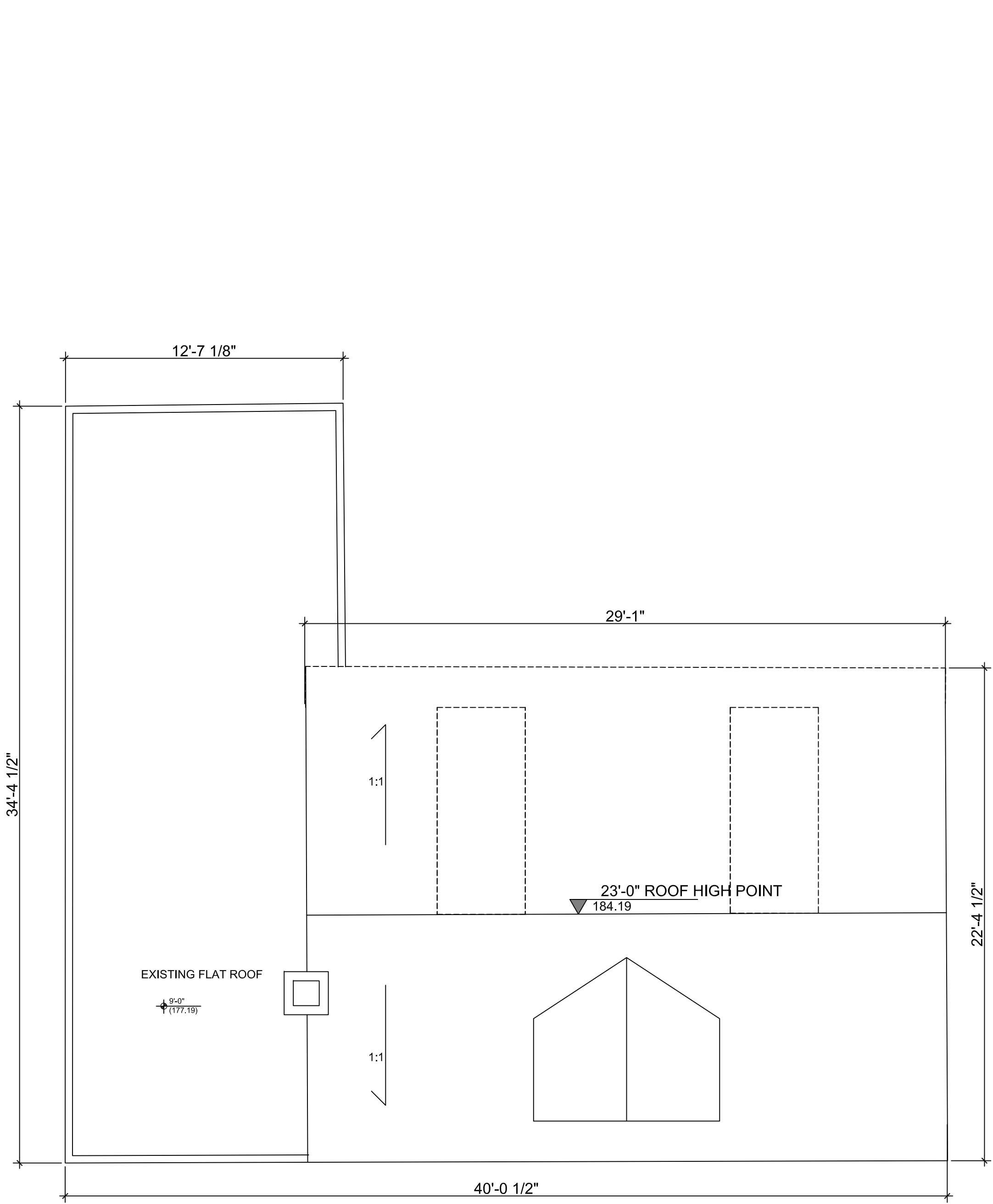
DATE: JULY 25, 2020

PROJECT NO.:20022	
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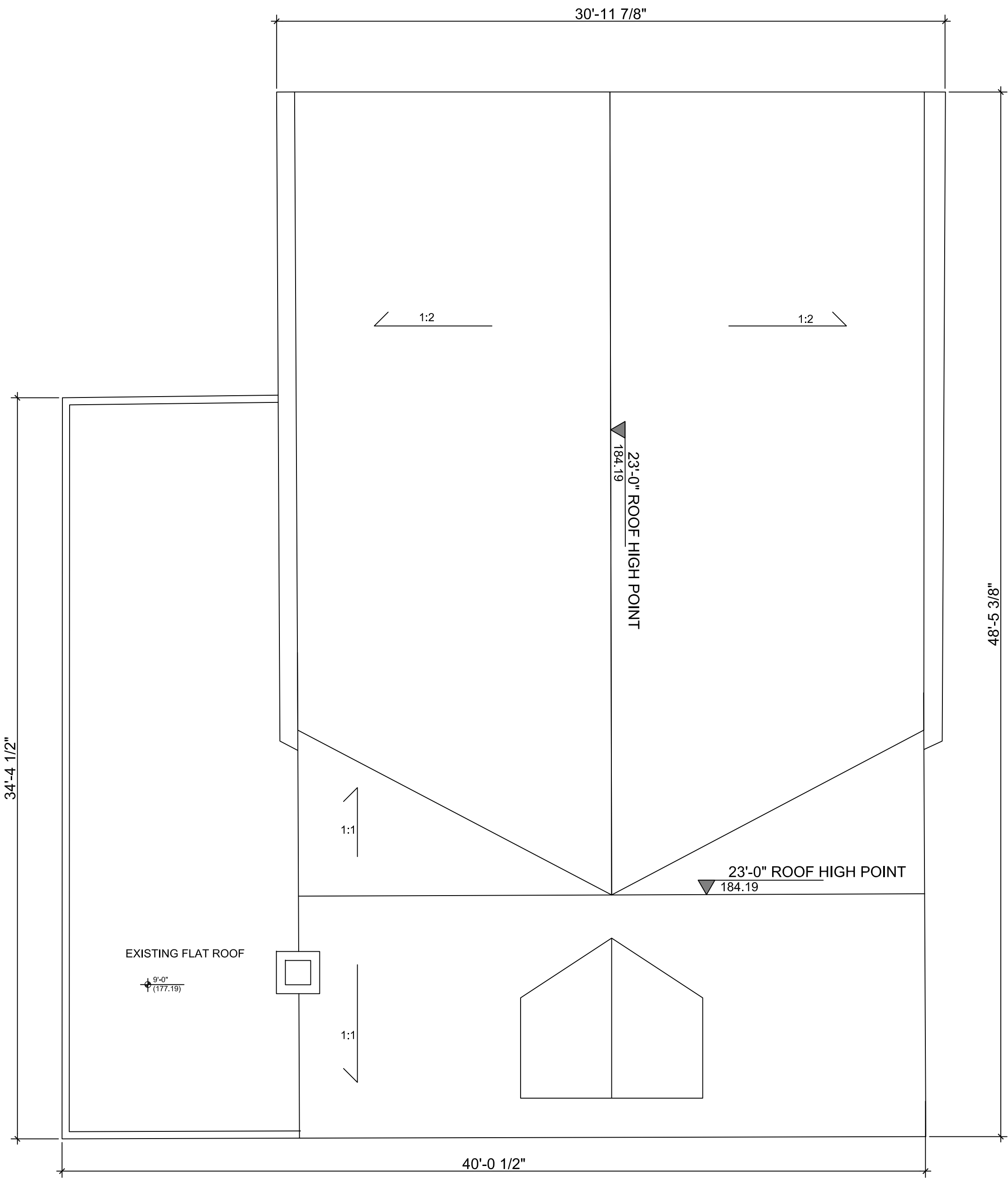
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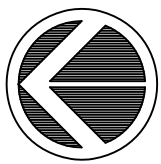
DATE	REVISION	BY
2020-09-03	ISSUED FOR CLIENT APPROVAL	FP
2020-09-11	ISSUED FOR PRE-CONSULTAION	FP



1 EXISTING ROOF PLAN
SCALE: 1/4" = 1'-0"



1a PROPOSED ROOF PLAN
SCALE: 1/4" = 1'-0"



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PROJECT ADDRESS: 8227 KIPLING AVE.,
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DRAWING NAME: EXISTING & PROPOSED
ROOF PLANS


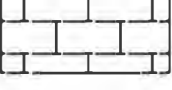

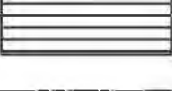



DATE: JULY 25, 2020 PROJECT NO.: 20022

SCALE: 1/4" = 1'-0" DRAWING NO.: A-4

ATTACHMENT 5

DATE	REVISION	BY
2020-09-03	ISSUED FOR CLIENT APPROVAL	FP
2020-09-11	ISSUED FOR PRE-CONSULTATION	FP

EXTERIOR FINISHES LEGEND:

-  EXISTING MASONRY WALL - ORANGE/YELLOW COLOR
-  EXISTING SPLIT FACE CONCRETE BLOCK WALL - GREY COLOR
-  NEW SPLIT FACE CONCRETE BLOCK WALL - GREY COLOR
-  EXISTING SIDING CLAPBOARD WALL - GREY WHITE
-  EXISTING ROOF ASPHALT SHINGLES - CHARCOAL COLOR
-  NEW ROOF ASPHALT SHINGLES TO MATCH EXISTING - CHARCOAL COLOR
-  COMPOSITE SIDING CLAPBOARD - CHARCOAL COLOR

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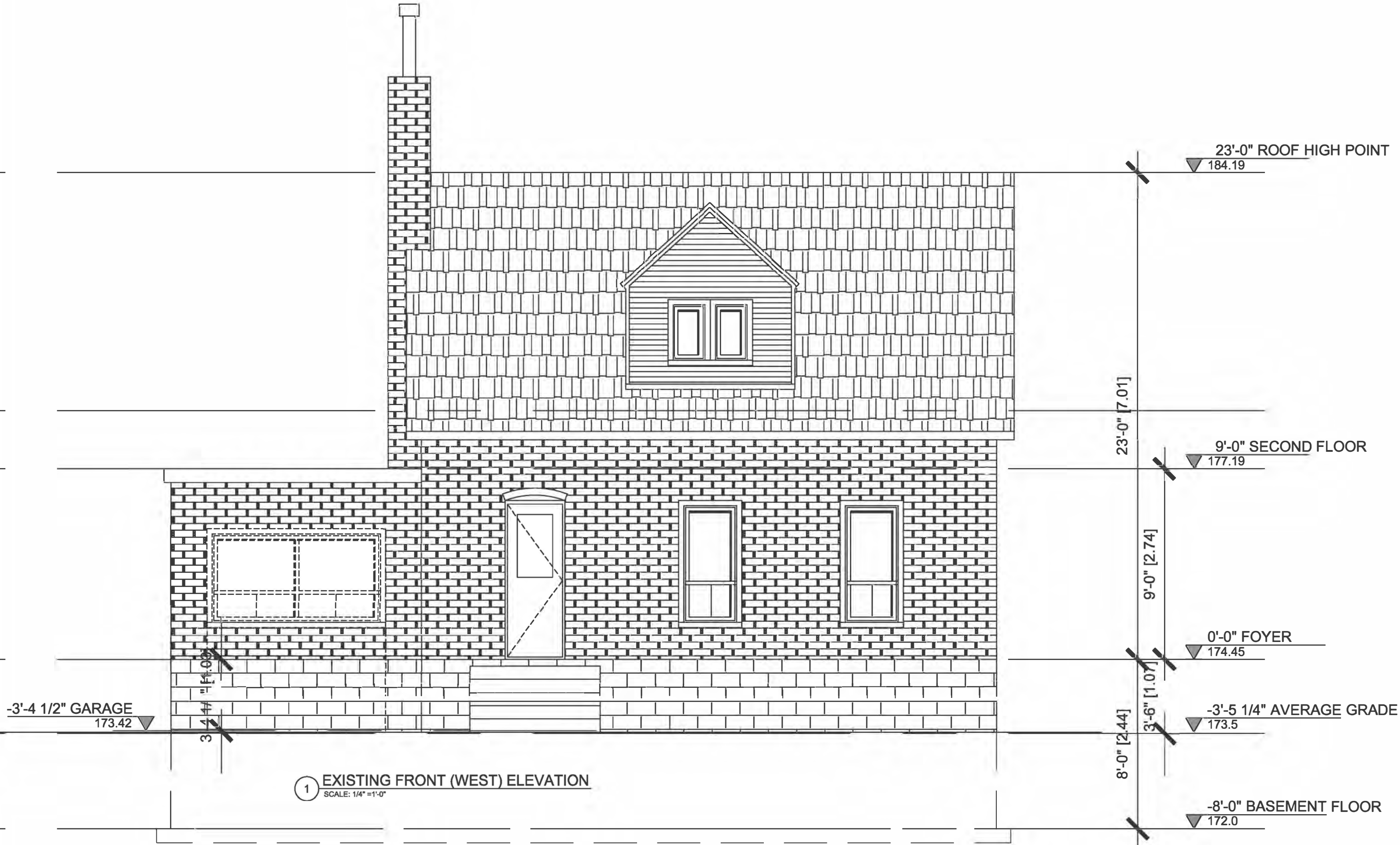
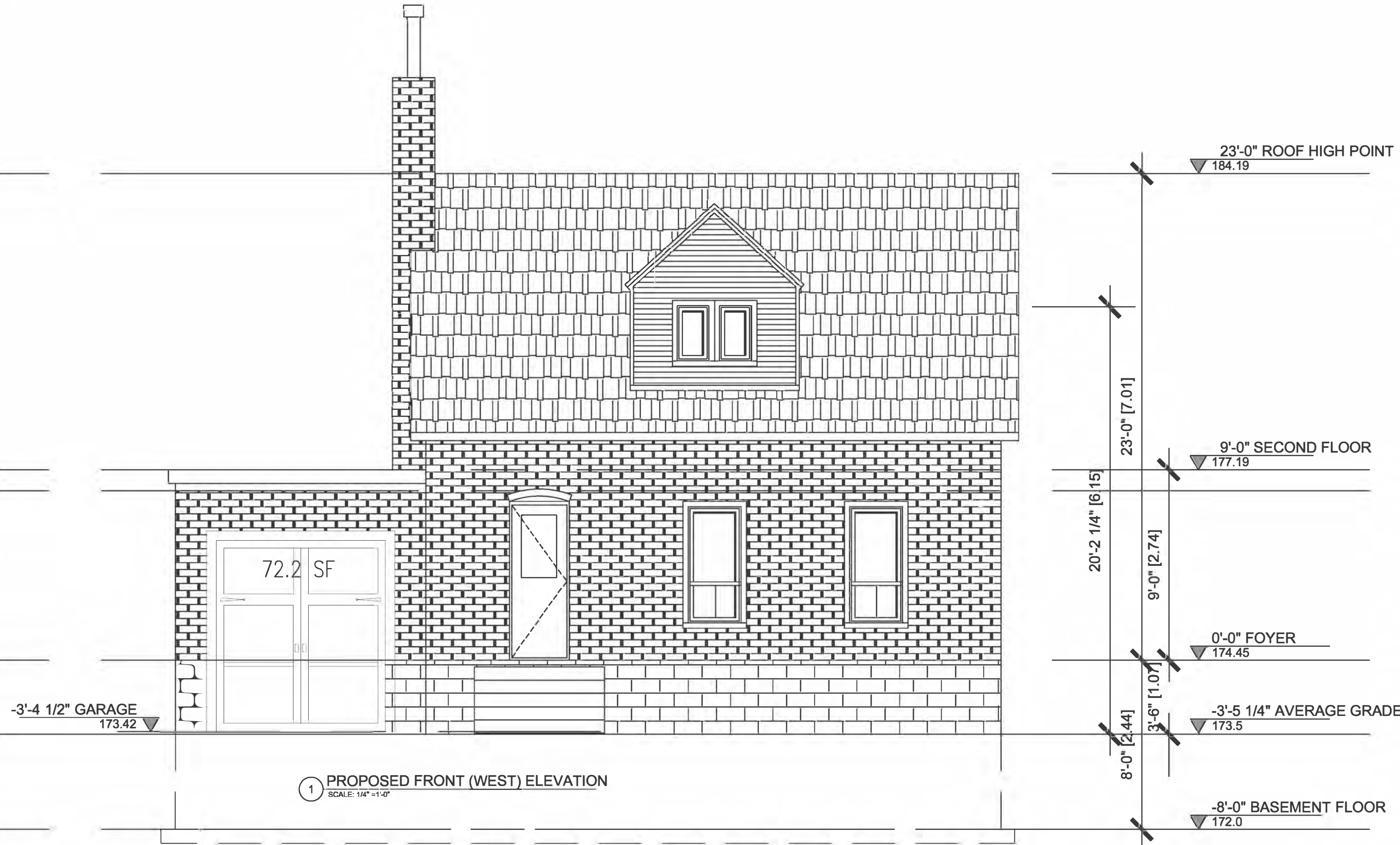
PROJECT NAME:
THE TROIA HOUSE - ADDITION

PROJECT ADDRESS: 8227 KIPLING AVE.,
VAUGHAN, ONTARIO

DRAWING NAME: EXISTING (FRONT)
WEST ELEVATION

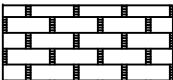
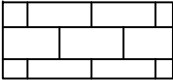

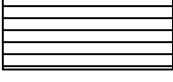


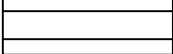
DATE: JULY 25, 2020 PROJECT NO.: 20022

SCALE: 1/4" = 1'-0" DRAWING NO.: A-5



DATE	REVISION	BY
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EXTERIOR FINISHES LEGEND:

	EXISTING MASONRY WALL - ORANGE/YELLOW COLOR
	EXISTING SPLIT FACE CONCRETE BLOCK WALL - GREY COLOR
	NEW SPLIT FACE CONCRETE BLOCK WALL - GREY COLOR
	EXISTING SIDING CLAPBOARD WALL - GREY WHITE
	EXISTING ROOF ASPHALT SHINGLES - CHARCOAL COLOR
	NEW ROOF ASPHALT SHINGLES TO MATCH EXISTING - CHARCOAL COLOR
	COMPOSITE SIDING CLAPBOARD - CHARCOAL COLOR

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PROJECT NAME:
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PROJECT ADDRESS: 8227 KIPLING AVE.,
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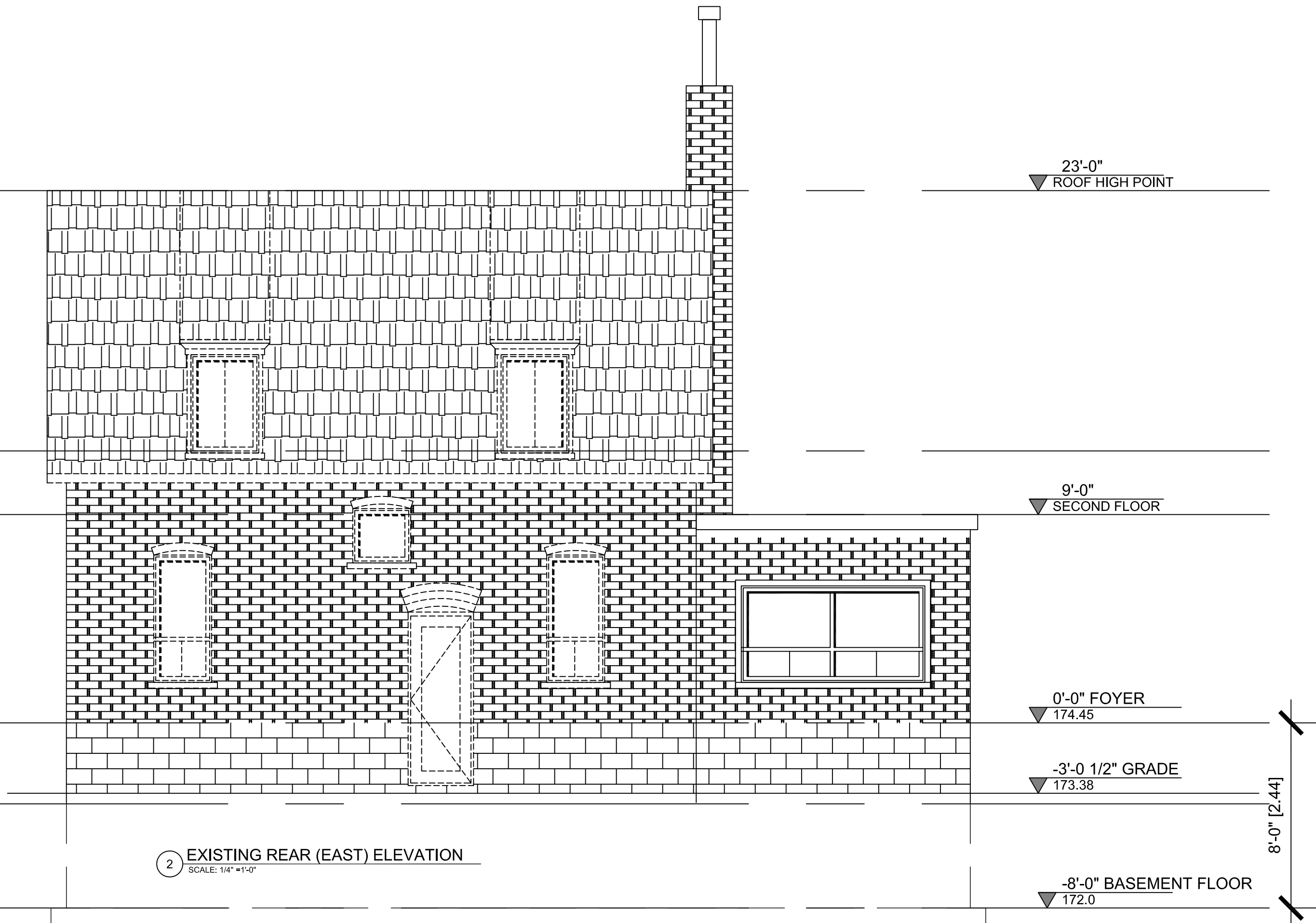
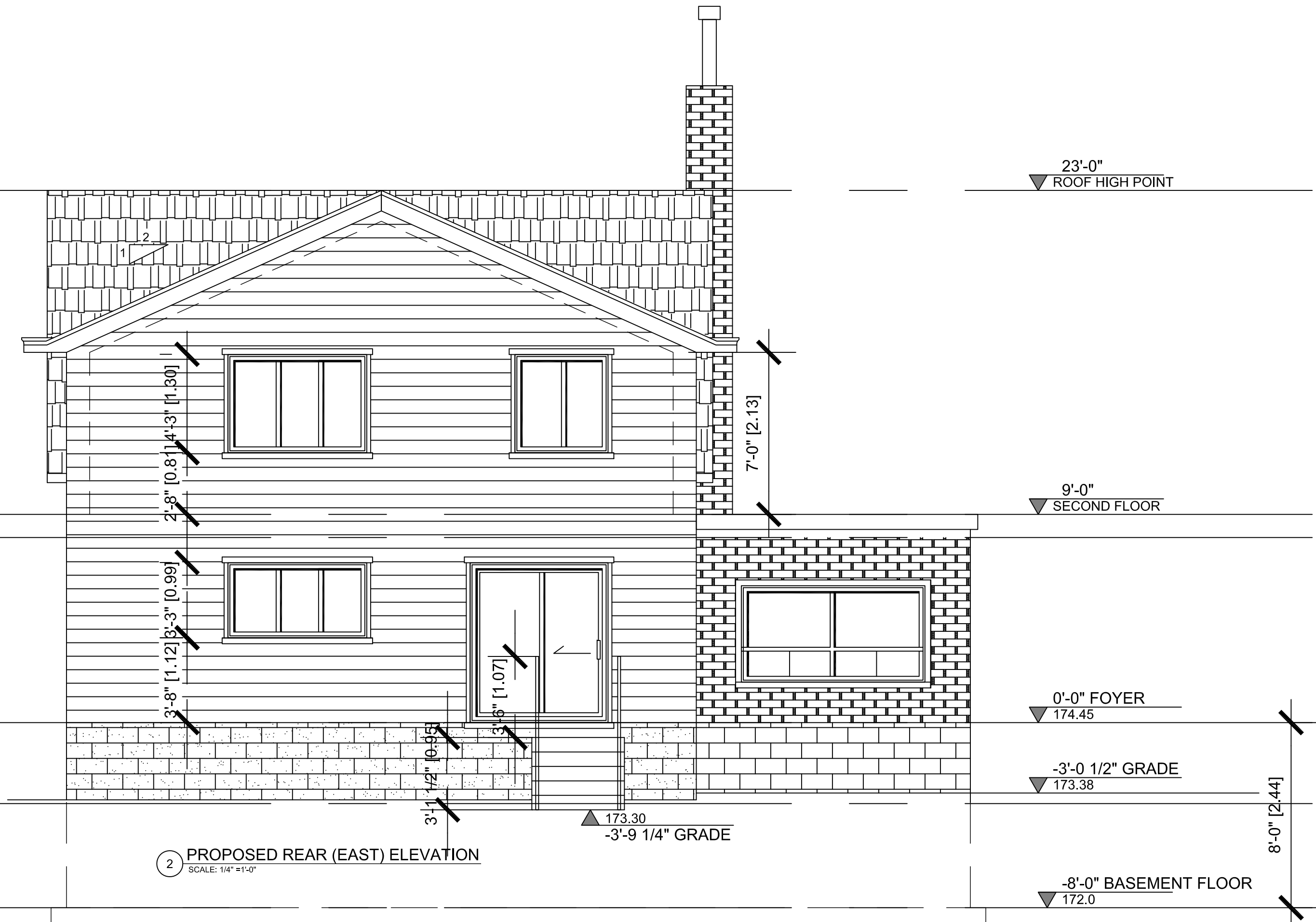
DRAWING NAME: EXISTING & PROPOSED
EAST ELEVATIONS

DATE: JULY 25, 2020

PROJECT NO.:20022

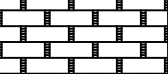
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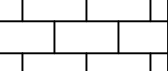


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2020-09-11	ISSUED FOR PRE-CONSULTATION	FP


EXTERIOR FINISHES LEGEND:



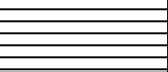
EXISTING MASONRY WALL -
ORANGE/YELLOW COLOR




EXISTING SPLIT FACE
CONCRETE BLOCK WALL -
GREY COLOR




NEW SPLIT FACE CONCRETE
BLOCK WALL -
GREY COLOR



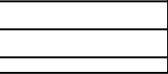
EXISTING SIDING CLAPBOARD
WALL -
GREY WHITE



EXISTING ROOF ASPHALT
SHINGLES -
CHARCOAL COLOR



NEW ROOF ASPHALT SHINGLES
TO MATCH EXISTING-
CHARCOAL COLOR



COMPOSITE SIDING CLAPBOARD -
CHARCOAL COLOR

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PROJECT NAME:
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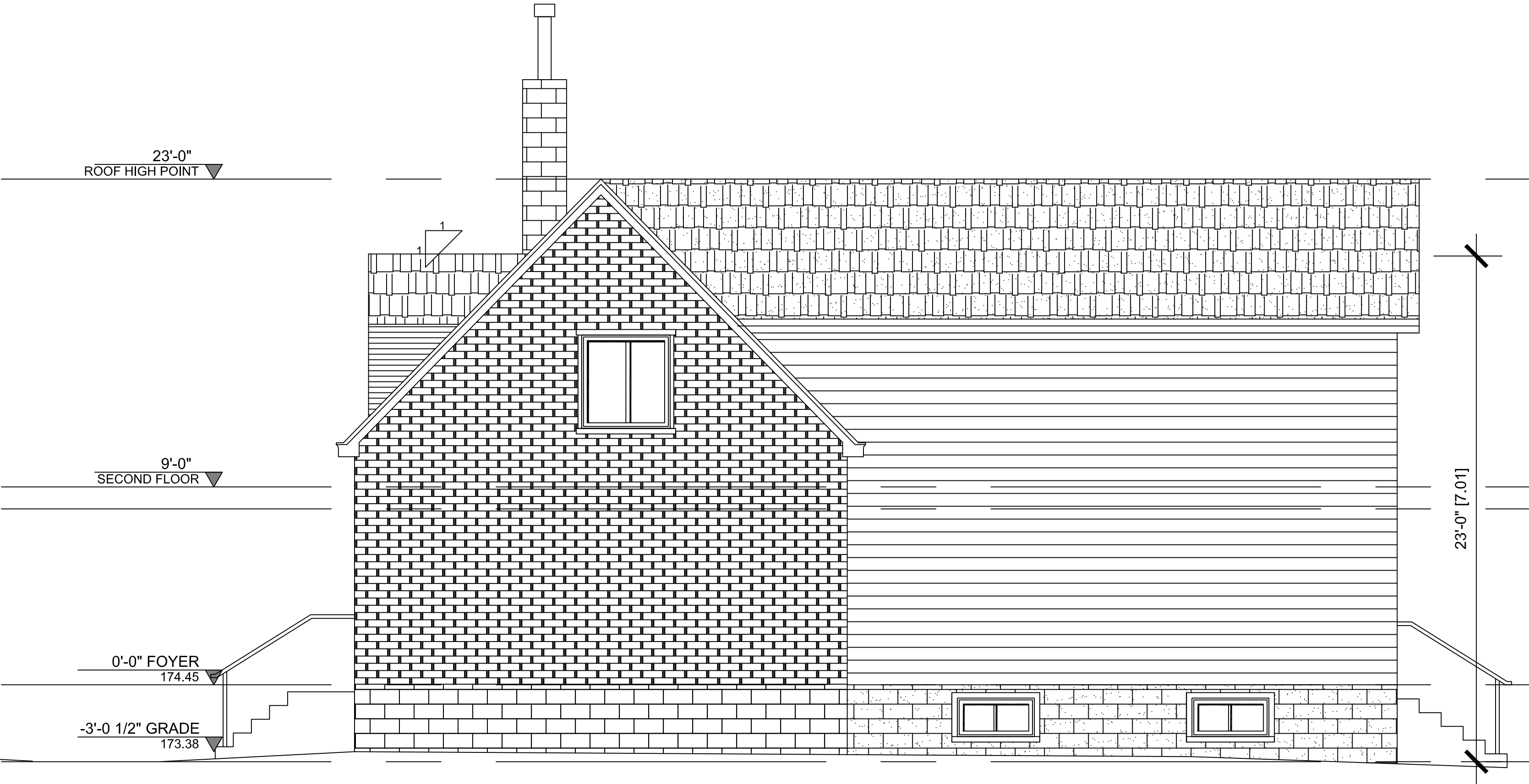
DRAWING NAME: EXISTING & PROPOSED
SOUTH ELEVATIONS

DATE: JULY 25, 2020

PROJECT NO.:20022

SCALE: 1/4" = 1'-0"

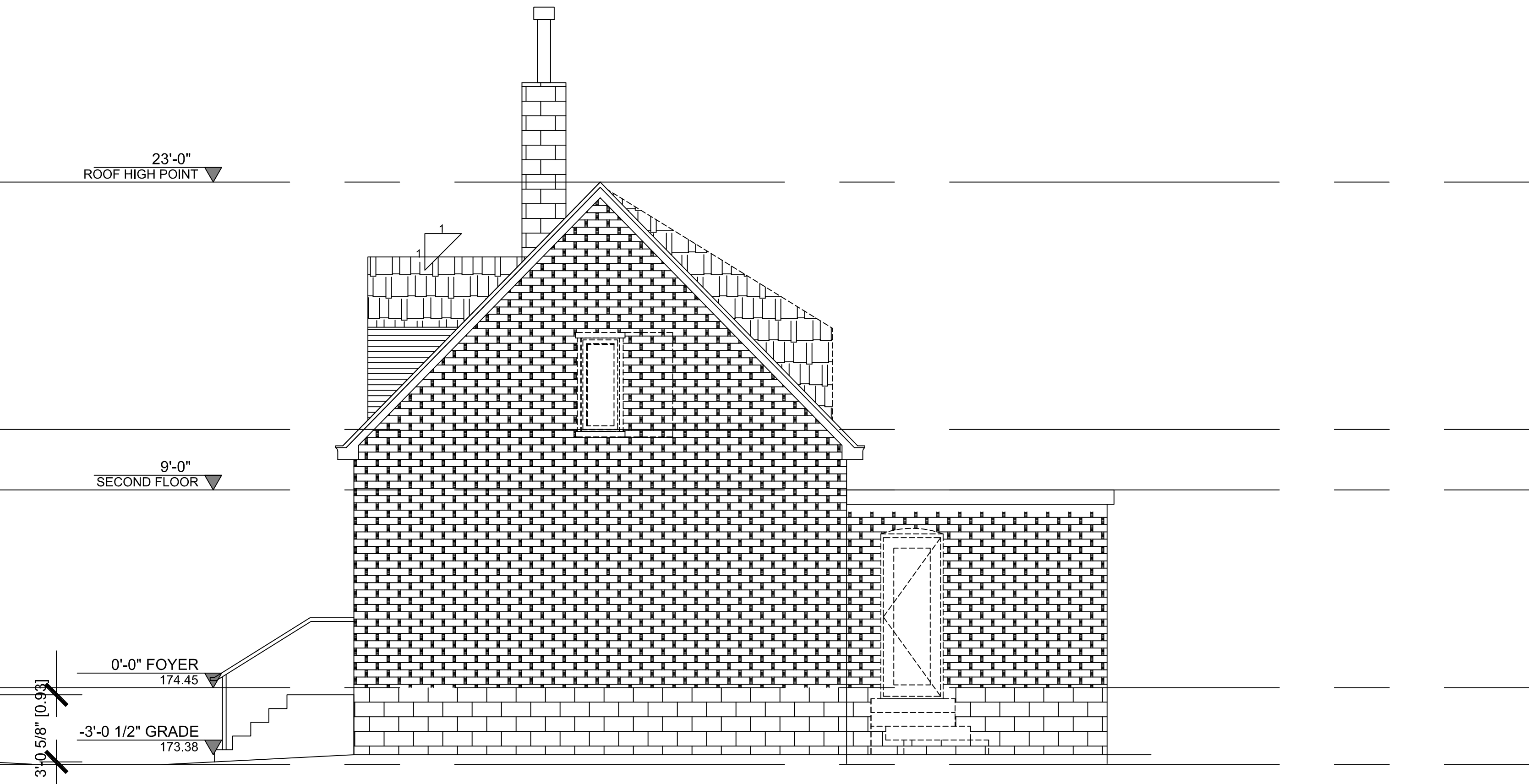
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3

PROPOSED SIDE (SOUTH) ELEVATION

SCALE: 1/4" = 1'-0"



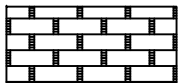
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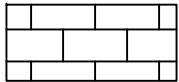
EXISTING SIDE (SOUTH) ELEVATION


SCALE: 1/4" = 1'-0"

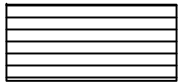
DATE	REVISION	BY
2020-09-03	ISSUED FOR CLIENT APPROVAL	FP
2020-09-11	ISSUED FOR PRE-CONSULTATION	FP

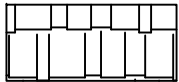
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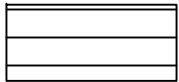
EXISTING MASONRY WALL -
ORANGE/YELLOW COLOR
- 

EXISTING SPLIT FACE
CONCRETE BLOCK WALL -
GREY COLOR
- 

NEW SPLIT FACE CONCRETE
BLOCK WALL -
GREY COLOR
- 

EXISTING SIDING CLAPBOARD
WALL -
GREY WHITE
- 

EXISTING ROOF ASPHALT
SHINGLES -
CHARCOAL COLOR
- 

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TO MATCH EXISTING -
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- 

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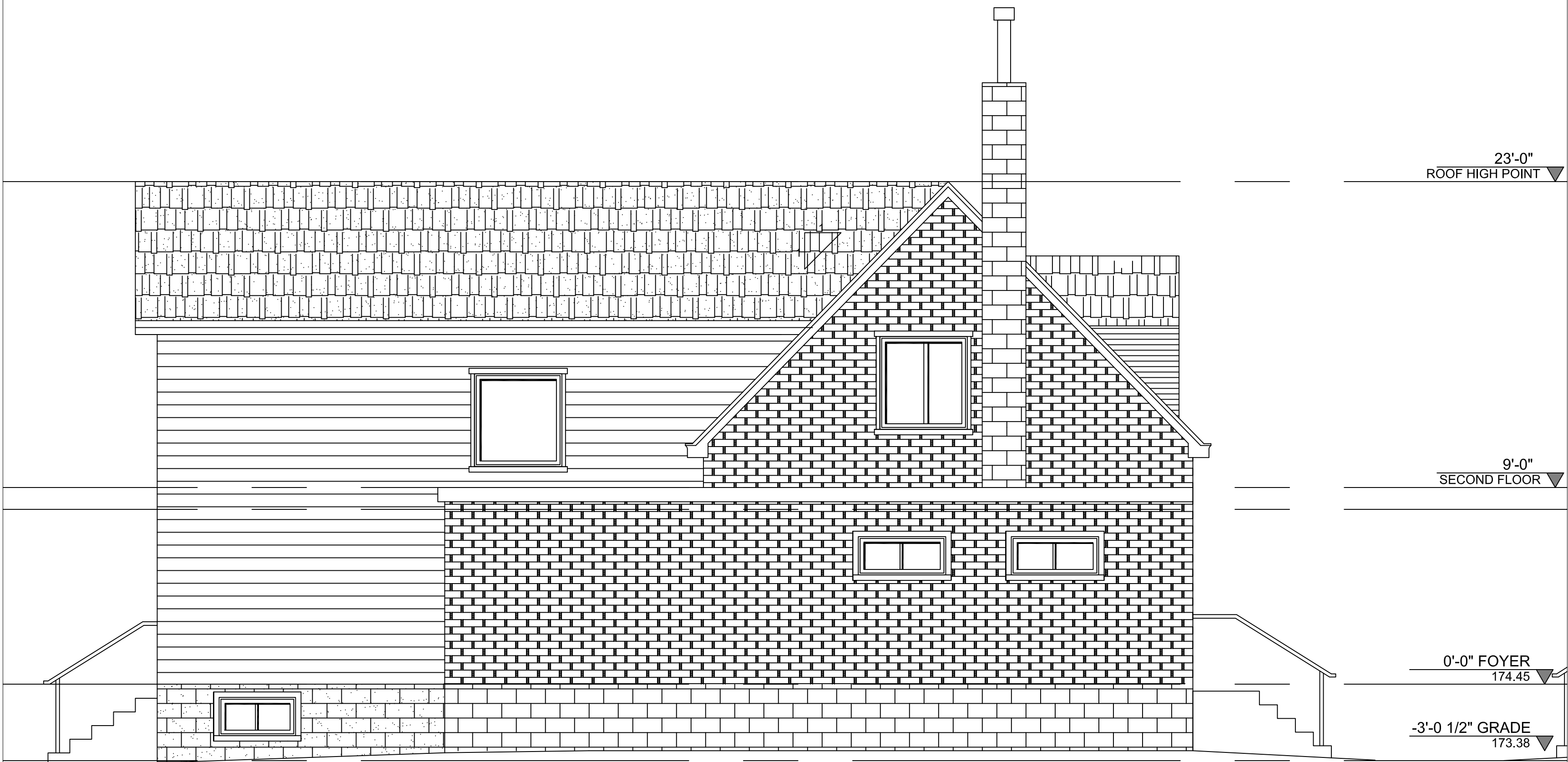
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THE TROIA HOUSE - ADDITION

PROJECT ADDRESS: 8227 KIPLING AVE.,
VAUGHAN, ONTARIO

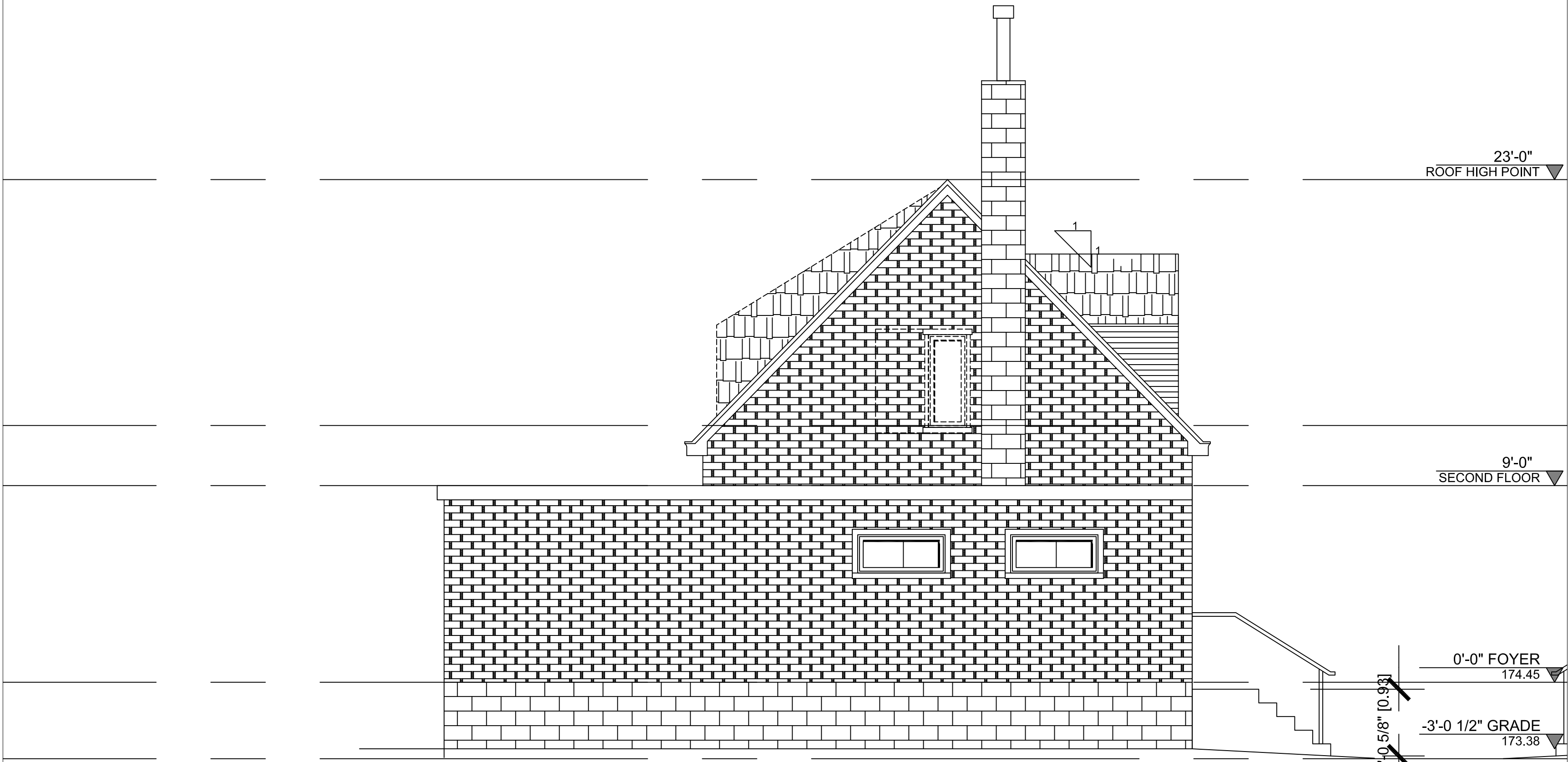
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NORTH ELEVATIONS

DATE: JULY 25, 2020 PROJECT NO.:20022

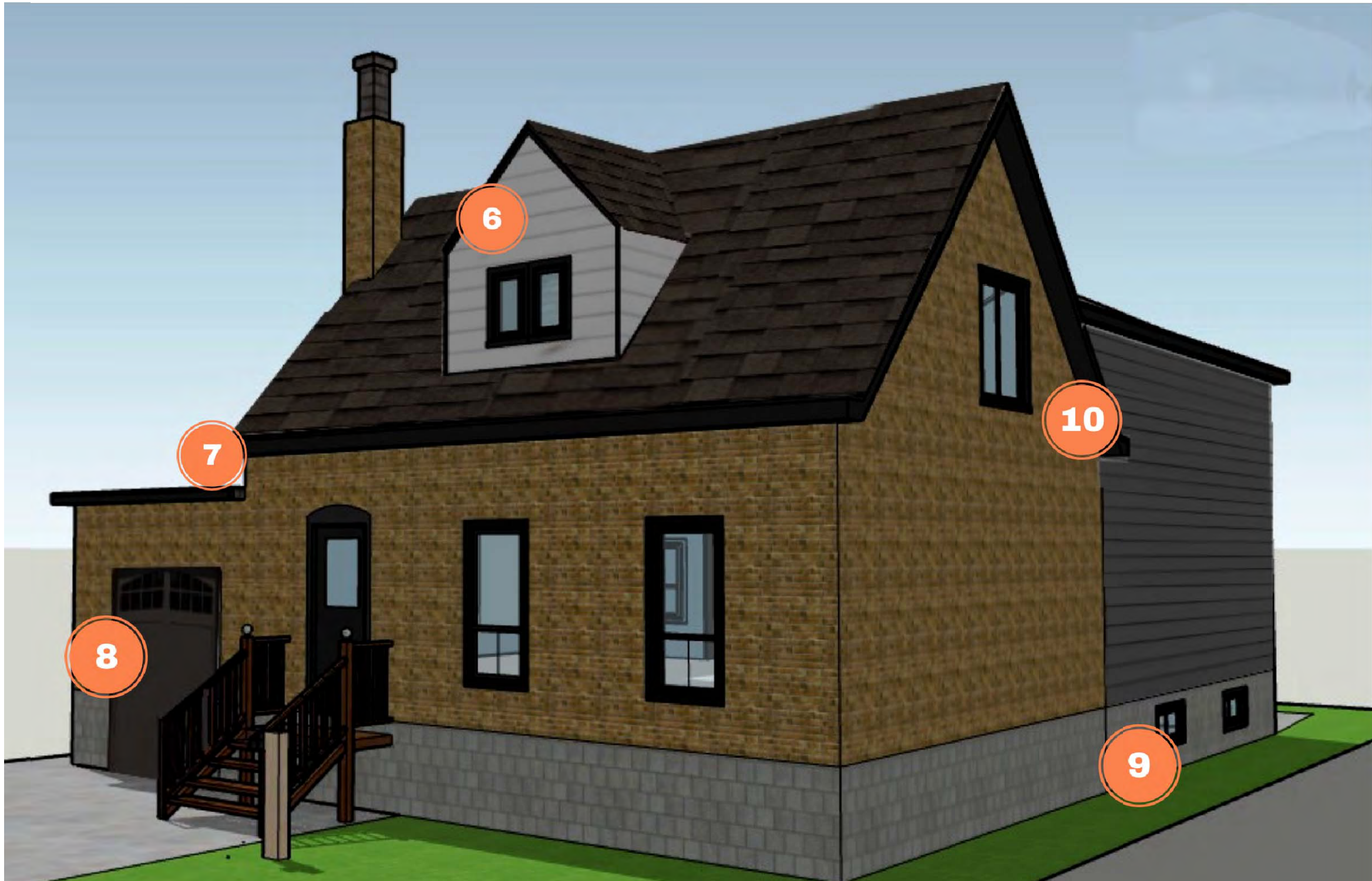
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4 PROPOSED SIDE (NORTH) ELEVATION
SCALE: 1/4" = 1'-0"



4 EXISTING SIDE (NORTH) ELEVATION
SCALE: 1/4" = 1'-0"



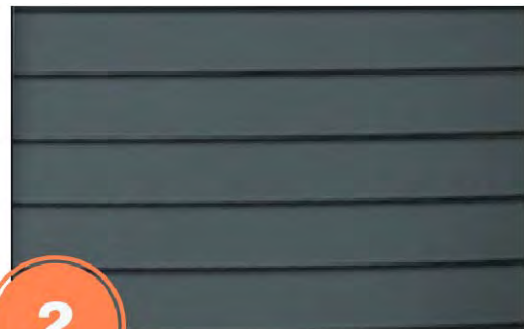
FRONT VIEW



REAR VIEW



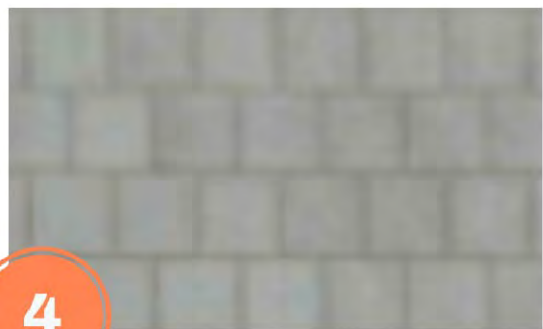
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Cambridge
Colour: Driftwood



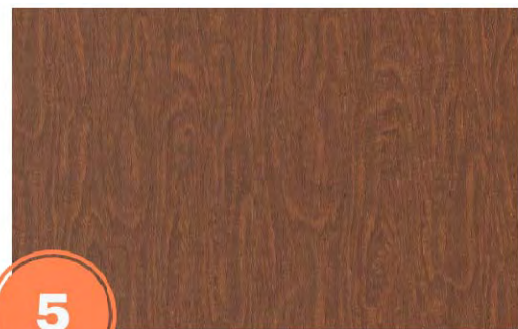
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7 inch clapboard
Company: Royal building Products
Colour: Wrought Iron



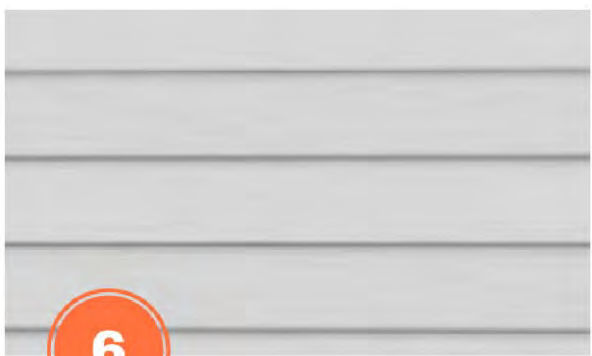
EXISTING BRICK
Colour: Orange Yellow



Concrete Blocks
Colour: Grey



Wood Deck
Colour: Dark Brown



Existing Siding
Colour: White



Roof Gutter
Colour: Black
10ft x 5-inch
Aluminium
Company: Roof Mart



Garage Door
Carriage House Collection -
5500/5800 Series
Model 5831A
Urethane Insulated
Sandstone
Arched Stockton Windows
Colour: Black



Windows
Company: Andersen Windows and
Doors
Bedroom windows -upstairs 100
series - casement window
Sliding door- 100 series
Kitchen window- 100 series-
casement window
basement window- 100 series- gliding
window
stairwell window- 100 series - picture
window
Colour(s): All black



Fascia
Heavy Plain
Colour: Black
6 inch
Item Number: 1370-530

DATE	REVISION	BY
2020-11-15	ISSUED FOR HERITAGE HEARING	FP



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C979

PROJECT NAME:
THE TROIA HOUSE - ADDITION

PROJECT ADDRESS: 8227 KIPLING AVE.,
VAUGHAN, ONTARIO

DRAWING NAME: EXTERIOR FINISHES

DATE: NOV. 9, 2020 PROJECT NO.:20022

SCALE: N.T.S. DRAWING NO.: A-10

ATTACHMENT 6

Committee of the Whole (2) Report

DATE: Tuesday, December 08, 2020

WARD(S): 1

**TITLE: LOT SEVERANCES AT 737 AND 739 NASHVILLE ROAD, AS
PART OF A LARGER ADJACENT DEVELOPMENT IN THE
KLEINBURG-NASHVILLE HERITAGE CONSERVATION
DISTRICT
(TRANSMITTAL REPORT)**

FROM:

Heritage Vaughan Committee

ACTION: DECISION

Purpose

To forward recommendations from the Heritage Vaughan Committee with respect to this matter.

Report Highlights

- This is a transmittal report from the City Clerk on behalf of the Heritage Vaughan Committee to bring forward recommendations to Committee of the Whole for consideration.

Recommendations

The Heritage Vaughan Committee forwards the following recommendation from its meeting of November 30, 2020 (Item 1, Report No. 8), for consideration:

- 1) That the recommendation contained in the report of the Deputy City Manager, Infrastructure Development, dated November 30, 2020, be approved.

Recommendation of the Deputy City Manager, Infrastructure Development, dated November 30, 2020:

THAT Heritage Vaughan Committee recommend Council instruction to Heritage staff for issuance of a Heritage Permit as clearance of Condition #65 of Council approved Draft Plan of Subdivision 19T-17V008 approved by Vaughan Council on June 19, 2018. The Draft Plan of Subdivision would facilitate new construction on Lots 1 to 7 inclusive, as a result of the proposed lot severance of the properties located at 737 and 739 Nashville Road located within the boundary of the Kleinburg-Nashville Heritage Conservation District ('KNHCD'), as part of the larger adjacent Block 61 West Nashville Heights low-rise residential community, under Section 42 of *Ontario Heritage Act*, subject to the following conditions:

1. Any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee to be determined at the discretion of the Acting Deputy City Manager, Planning and Growth Management.
2. That Heritage Vaughan Committee recommendations to Council do not constitute specific support for any development application under the *Planning Act* or permits currently under review or to be submitted in the future by the Owner as it relates to the subject application.

Background

At its meeting of November 30, 2020, the Heritage Vaughan Committee put forward recommendations for this application.

Previous Reports/Authority

N/A

Analysis and Options

Recommendations from the Heritage Committee are being brought forward for consideration.

Financial Impact

N/A

Broader Regional Impacts/Considerations

N/A

Conclusion

This report is submitted on behalf of the Heritage Vaughan Committee and seeks consideration of recommendation put forth.

For more information, please contact: Todd Coles, City Clerk, Extension 8281.

Attachments

1. Heritage Vaughan Committee Report 737 and 739 Nashville Road

Prepared by

Adelina Bellisario,
Council / Committee Administrator



Heritage Vaughan Committee Report

DATE: Monday, November 30, 2020

WARD(S): 1

TITLE: LOT SEVERANCES AT 737 AND 739 NASHVILLE ROAD, AS PART OF A LARGER ADJACENT DEVELOPMENT IN THE KLEINBURG-NASHVILLE HERITAGE CONSERVATION DISTRICT

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek Heritage Vaughan Committee support and recommendation to the Committee of the Whole to instruct Heritage staff to issue a Heritage Permit and provide clearance of Condition #65 of Council approved Draft Plan of Subdivision File 19T-17V008 approved by Vaughan Council on June 19, 2018. The Draft Plan of Subdivision would facilitate new construction on Lots 1 to 7 inclusive, as a result of the proposed lot severance of the properties located at 737 and 739 Nashville Road, located in the Kleinburg-Nashville Heritage Conservation District and designated under Part V of the *Ontario Heritage Act* as shown on Attachments 1 to 3.

Report Highlights

- The Owner is seeking clearance of a Draft Plan of Subdivision Condition and Heritage Permit and for the proposed construction on Lots 1 to 7 created by the severance of the two lots located at 737 and 739 Nashville Road. The existing main dwellings on the two properties will remain unaltered and are identified as non-contributing properties in the Kleinburg-Nashville Heritage Conservation District Plan ('KNHCD Plan')
- The proposal is consistent with the relevant policies of the KNHCD Plan
- Staff recommends approval of the proposal as it conforms with the policies of the KNHCD Plan
- Heritage Vaughan Committee review and Council approval for the proposal is required under the *Ontario Heritage Act*

Recommendations

THAT Heritage Vaughan Committee recommend Council instruction to Heritage staff for issuance of a Heritage Permit as clearance of Condition #65 of Council approved Draft Plan of Subdivision 19T-17V008 approved by Vaughan Council on June 19, 2018. The Draft Plan of Subdivision would facilitate new construction on Lots 1 to 7 inclusive, as a result of the proposed lot severance of the properties located at 737 and 739 Nashville Road located within the boundary of the Kleinburg-Nashville Heritage Conservation District ('KNHCD'), as part of the larger adjacent Block 61 West Nashville Heights low-rise residential community, under Section 42 of *Ontario Heritage Act*, subject to the following conditions:

1. Any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee to be determined at the discretion of the Acting Deputy City Manager, Planning and Growth Management.
2. That Heritage Vaughan Committee recommendations to Council do not constitute specific support for any development application under the *Planning Act* or permits currently under review or to be submitted in the future by the Owner as it relates to the subject application.

Background

The Owner of an approximately 0.66 hectare (1.48 acre) site located on the south side of Nashville Road, west of Highway 27 and east of the village of Nashville, in the City of Vaughan, applied and received Draft Plan of Subdivision approval for lands including two existing properties municipally known as 737 and 739 Nashville Road (the 'Subject Lands'). The Draft Plan of Subdivision approval facilitates the creation of new lots on the Subject Lands as shown on Attachment 3 and including the retention of two existing houses (to remain unaltered) on smaller lots fronting on Nashville Road. The rear portion of the lots would be for new housing fronting on a new road named 'Great Railway Court' as shown on Attachments 2 and 3 and forming part of the Draft plan of Subdivision.

Vaughan Council on June 19, 2018, approved Draft Plan of Subdivision File 19T-17V008, The approval included a condition (Condition #65) requiring Heritage Vaughan Committee approval of a Heritage Permit under the *Ontario Heritage Act* and clearance of the condition for the proposed new construction on Lots 1 to 7 inclusive, which are located within the boundary of the Kleinburg-Nashville Heritage Conservation District ('KNHCD').

Previous Reports/Authority

Committee of the Whole Report, June 5, 2018 regarding Zoning By-law Amendment Z.17.024 for the Draft Plan of Subdivision File 19T-17V009, available at the following link: <https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=4568>

Analysis and Options

All new development must conform to the policies and guidelines within the Kleinburg-Nashville Heritage Conservation District Plan.

The rear portion of the Subject Lands are included in Draft Plan of Subdivision File 19T-17V008 to facilitate the creation of new lots. The Subject Lands are approximately 6,552 square metres (0.66 hectares or 1.48 acres) in size. The following is an analysis of the proposed new construction on Lots 1 to 7 in consideration of the guidelines in the Kleinburg Nashville Heritage Conservation District ('KNHCD') Plan.

5.2.5 FUTURE DEVELOPMENT IN THE DISTRICT

To encourage new development that will enhance the heritage character of the District as infill construction on vacant lands and replacement construction or alterations to non-heritage buildings.

To guide new development so it can provide for contemporary needs, and to ensure its design will be compatible with and complementary to the character of the District and the heritage resources within.

The proposed new construction on the severed components of the lots adhere to and respect the fundamental goal of the Kleinburg Nashville Heritage Conservation District ('KNHCD') by contributing to the architectural and historical qualities of the District while meeting contemporary needs. The proposed houses complement the mix of architectural styles of the District and conform to the Council approved Architectural Design Guidelines for the Block 61 West Nashville Heights Community. The proposed elevations are included on page 30 of the Cultural Heritage Impact Assessment report ('CHIA') as shown on Attachment 4.

Financial Impact

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

Broader Regional Impacts/Considerations

There are no broader Regional impacts or considerations.

Conclusion

The properties located at 737 and 739 Nashville Road are located within the boundary of the Kleinburg-Nashville Heritage Conservation District ('KNHCD') and form part of the larger adjacent Block 61 West Nashville Heights residential community. Development in Block 61 must conform to the policies and guidelines in the KNHCD Plan and the Council approved Architectural Design Guidelines for the Block 61 West Nashville Heights Community. Staff is satisfied the proposed new construction as shown in the CHIA on Lots 1 to 7 inclusive on the lots created through the approval of Draft Plan of Subdivision 19T-17V008 is appropriate. Accordingly, Staff recommend Heritage Vaughan Committee

support the Committee of the Whole instruction to Heritage staff for the issuance of a Heritage Permit under the *Ontario Heritage Act* and the clearance of Condition #65 of Council approved Draft Plan of Subdivision File 19T-17V008.

For more information, please contact: Nick Borcescu, Senior Heritage Planner, ext. 8191.

Attachments

Attachment 1 - 737-739Nashville_Location Plan

Attachment 2 - 737-739Nashville_Partial Survey

Attachment 3 - 737-739Nashville_Proposed Severance

Attachment 4 - 737-739Nashville_CHIA

Prepared by

Nick Borcescu, Senior Heritage Planner, ext. 8191

Rob Bayley, Manager of Urban Design/Cultural Services, ext. 8254

Mauro Peverini, Director of Development Planning, ext. 8407



Location Map

Location:
737 & 739 Nashville Road, Kleinburg
Part of Lot 25, Concession 9



Attachment

Date:
October 29, 2020

1

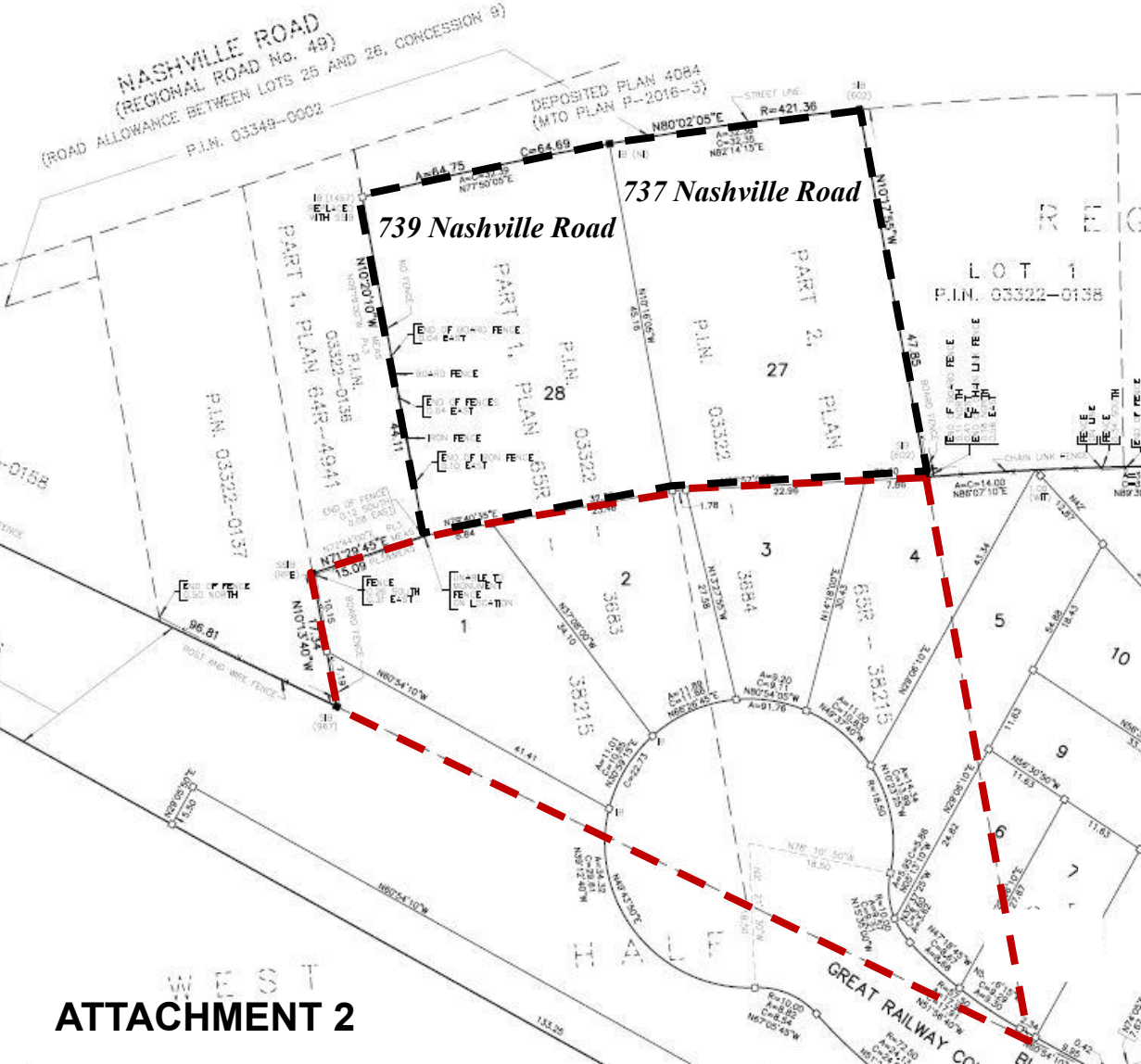
NASHVILLE ROAD
(REGIONAL ROAD No. 49)
(ROAD ALLOWANCE BETWEEN LOTS 25 AND 28, CONCESSION 9)
P.L.N. 03349-0902

DEPOSITED PLAN 4084
(MTO PLAN P-2016-5)

737 Nashville Road

739 Nashville Road

LOT 1
P.L.N. 03322-0138



WEST
ATTACHMENT 2



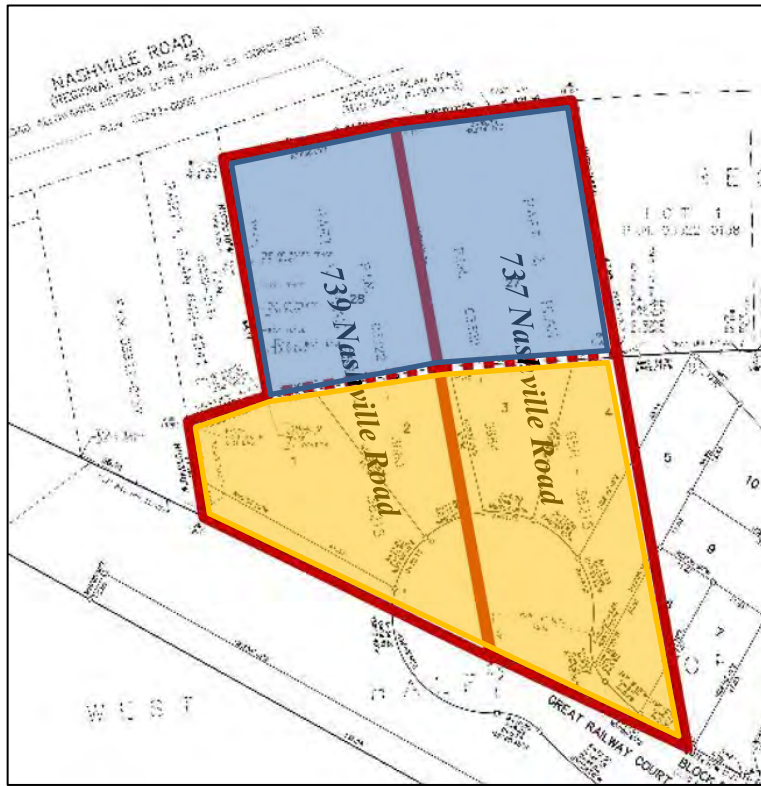
Area of existing
housing



Area of new
housing



Two existing
Properties



CULTURAL HERITAGE IMPACT ASSESSMENT



Subject Site in Context – from the southwest looking northeast

**737 & 739 NASHVILLE ROAD
CITY OF VAUGHAN, ONTARIO**

October 2020

Prepared for:

Nashville Developments Inc.

Prepared by:

**WAYNE MORGAN
HERITAGE PLANNER**

CULTURAL HERITAGE IMPACT ASSESSMENT

**737 & 739 NASHVILLE ROAD
CITY OF VAUGHAN, ONTARIO**

October 2020

Prepared for:

Nashville Developments Inc.

Prepared by:

Wayne Morgan

Heritage Planner

21 Land's End

Sutton West, Ontario, L0E 1R0

Tel: 905-722-5398

e-mail: wayne.morgan@sympatico.ca

EXECUTIVE SUMMARY

The owner of a 0.66 hectare site on the south side of Nashville Road east of the Canadian Pacific rail line is proposing to develop the property by retaining the existing two houses fronting on Nashville Road on two new lots and subdividing the rear portion of the site for new housing. The site encompasses two existing properties addressed at 737 and 739 Nashville Road. The site is designated by the City under Part V of the *Ontario Heritage Act* as part of the Kleinburg-Nashville Heritage Conservation District (HCD) and requires a heritage permit for the proposed development.

Policy 6.2.4 of the Vaughan Official Plan states that a Cultural Heritage Impact Assessment (CHIA) 'may be required for many development activities on or adjacent to heritage resources'. The proposed development is within a designated heritage district. This CHIA identifies, evaluates and assesses the built and landscape resources on and near the site and recommends measures to mitigate any adverse heritage impacts.

The site was originally part of a 100 acre farm established in 1838 by William Tedder. In 1871 part of the farm was sold for a railway right-of-way. A train station for Kleinburg was built adjacent to the subject site. Over the years Tedder and succeeding farm owners, including James Barons, sold building lots from the farm along the Nashville Road frontage. In 1924 Barons sold the subject vacant site to Alexander Houston. The site remained agricultural or vacant land until 1999 when the house at 739 Nashville Road was built. Several years later the house at 737 Nashville Road was built.

In 2003 the City designated the subject site under the Kleinburg-Nashville HCD and approved a plan for the HCD which is currently under review. The HCD plan's objective is to preserve the heritage character of the District. The plan's guidelines for new buildings in the 'village area' of the HCD apply to the subject site which, although designated, does not contain any heritage resources.

The owner has submitted a Plan of Subdivision to create two new lots on the front portion of the site to retain the two existing houses in situ and develop the rear portion for all or part of seven lots for the construction new housing. The seven lots, including the house designs for those lots, were examined in detail.

This CHIA concludes that the proposed development will not adversely impact any heritage resources on or near the subject site and the new development generally complies with applicable heritage policies.

This CHIA recommends that the City of Vaughan:

1. issue a heritage permit for the proposed development at 737 and 739 Nashville Road substantially as shown in **Appendix I** of the CHIA subject to:
 - a. retention of the existing houses at 737 and 739 Nashville Road in situ;
 - b. changing the front yard landscape at 739 Nashville Road to give greater visibility to the existing house from Nashville Road; and
 - c. the owner commemorating the nearby site of the railway station by erecting an interpretive plaque.
2. should consider, in its review of the Kleinburg-Nashville HCD, removing Lots 1 to 7 of the proposed Plan of Subdivision from the area designated by the HCD.

PROJECT PERSONNEL

Wayne Morgan
Heritage Planner

Member, Canadian Association of Heritage Professionals
Member, Canadian Institute of Planners
Member, Ontario Professional Planners Institute
President, Community Heritage Ontario

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1.0 INTRODUCTION

The owner of an approximately 0.66 hectare (1.48 acre) site on the south side of Nashville Road west of Highway 27 and east of the village of Nashville in the City of Vaughan proposes to subdivide the site retaining the two existing houses on two smaller lots fronting on Nashville Road and developing the rear portion of the site for new housing fronting on a new road named 'Great Railway Court'. The site encompasses two existing properties addressed as 737 and 739 Nashville Road.

A Plan of subdivision application has been submitted for the proposed development. The front portion of the site will be retained as two new lots (Lots 27 and 28) fronting on Nashville Road with each lot containing an existing residential unit. The existing residential units will be retained 'as is'.

The two properties that form the subject site are included in the Kleinburg-Nashville Heritage Conservation District which has been designated under Part V of the *Ontario Heritage Act*.

The Vaughan Official Plan, Chapter 6, requires a Cultural Heritage Impact Assessment (CHIA) to be prepared when there is potential for a development proposal to adversely impact identified heritage resources. Wayne Morgan, Heritage Planner, was retained by the property owner to prepare this CHIA in accordance with provincial and municipal heritage policies and to recommend any mitigation measures with respect to the heritage resources and values of the property and adjacent heritage resources. The curriculum vitae for Wayne Morgan is contained in *Appendix K*.

The study area contains lands and buildings in the west half of lot 25 in the ninth concession in the City of Caledon (formerly Township and Town). The study area is located east of the Canadian Pacific rail line between the intersections of Huntington Road and Highway 27.

2.0 DESCRIPTION OF THE PROPERTIES AND THEIR CONTEXT

2.1 Location

The properties are located in the City of Vaughan (formerly Township of Vaughan) in the Regional Municipality (formerly County) of York in Lot 25 in the Ninth Concession on the south side of Nashville Road east of Huntington Road and immediately east of the Canadian Pacific Railway line, west of the village of Kleinberg and east of the hamlet of Nashville. **(Figures 2.1 and 2.2).** The properties are bounded on the north by Nashville Road, on the south by the Canadian Pacific Railway property, on the west by the lot line that divides 739 from 757 and 763 Nashville Road and on the south by the lot line dividing 737 from 727 Nashville Road and the vacant that lies to the rear of the lots of registered plan 4258.

4

**Subject
Properties**

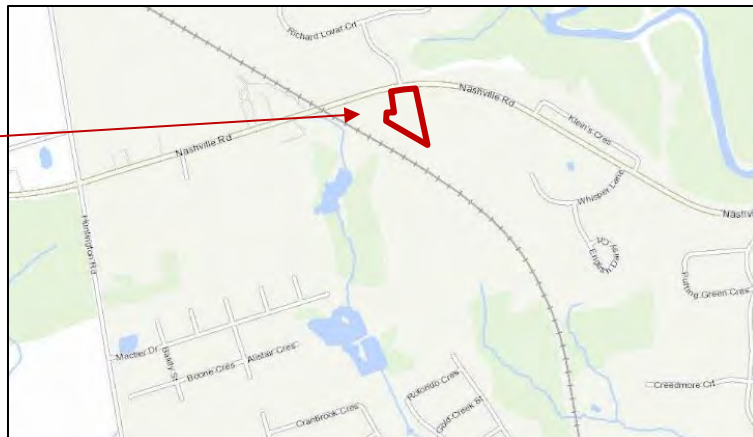


Figure No. 2.1
General Location Map
[Source: York Maps, 2020]

**Subject
Properties**



Figure No. 2.2
Subject Site and its Context
[York Maps Image 2019].

2.2 Ownership and Legal Description

Currently both 737 and 739 Nashville Road are owned by:

Nashville Developments Inc.
c/o TACC Developments
600 Applewood Crescent
Vaughan, Ontario L4K 4B4

The short legal description of the properties, together with the municipal address is:

737 Nashville Road - part west half of Lot 25 in the ninth Concession Vaughan; Part 2 Plan 65R38215, City of Vaughan

739 Nashville Road - part west half of Lot 25 in the ninth Concession Vaughan; Part 1 Plan 65R38215, City of Vaughan

Appendix A contains a survey of the properties. Together, the properties are approximately 6,552 square metres (0.66 hectares or 1.48 acres) in size.

2.3 Area Character and Physiography

As shown on the topographic maps (**Appendix C**), the subject site is fairly flat sloping gently southwest to a creek immediately west of the railway right-of-way. The creek drains south ultimately reaching the Humber River which is in a deeply incised valley north east and east of the property. The maps show no forest cover on the subject property which is shown as largely cleared for cultivation in the 1960 map. The rear of the property is bounded by the Canadian Pacific Railway right-of-way. Originally the site was part of a farm that included lands west of the Railway. The **Appendix C** maps, which extend from 1860 to 1989, all show no buildings on the site.

The lands to the south-west and south, beyond the subject site, are part of a relatively flat to gently rolling landscape where most land had been cleared for cultivation and there are scattered rural residences. Immediately west of the subject site are buildings of the hamlet of Nashville on both sides of Nashville Road. To the east, there are more buildings strung along the south side of Nashville Road. To the north-east is the Humber River Valley. The alignment of Nashville Road deviates around part of the Humber River valley. The nearest large settlement, Kleinburg, is east of the subject property.

Since 1960, there have been changes in area land use as shown in a comparison of Figures 2.2 and 2.3. North and east of the subject site residential subdivisions have been built.

Aerial photographs of the Study Area from 1942 to 2019 are found in **Appendix D**.

The property is located in the Peel Plain physiographic region and described as,

“...a level-to undulating tract of clay soils covering 300 square miles across the central portions of York, Peel and Halton counties...there is a gradual and fairly uniform slope toward Lake Ontario. Across the plain the Credit, Humber, Don and Rouge rivers have cut deep creeks. The underlying geological material of the plain is a till or boulder clay containing large amounts of Palaeozoic shale and limestone.”¹



Figure No. 2.3 *The Area in 1960* [National Airphoto Library, Roll A16997, Photo 007].

¹ L. J. Chapman and D. F. Putnam. *The Physiography of Southern Ontario*. 2nd Ed. (University of Toronto Press: Toronto, 1966) 292 – 296.

2.4 Context - General Character

The subject property is within an area that retains a ‘village’ like character but beyond which is undergoing largely suburban residential development (Figures 2.2 and 2.3).

As shown by the photographs in *Appendix B*, the area immediately to the north, east and west of the subject site is suburban, low density development with extensive plantings of trees and shrubs. To the southeast of the site is a large vacant area that is being prepared for residential development. To the south and southwest is the railway right-of-way and the backyard of 763 Nashville Road.

Nashville Road is a moderately heavily traveled two lane regional arterial road with a suburban character – open drainage ditches, no curbs and a sidewalk on one side. The intersections on Nashville Road at Highway 27 is signalized, while at Huntington Road is not. Immediately north of the subject site, there is a ‘T’ intersection with Charles Cooper Court.

2.5 Context - Adjacent and Nearby Heritage Properties

As shown in *Appendix H*, there are three heritage properties adjacent to the subject site, although they do not contain any heritage resources – 727, 757 and 767 Nashville Road. Each property contains a single detached residential structure.

There are five nearby heritage properties, three of which may contain heritage resources. The two nearby heritage properties without heritage resources, 705 and 727 Nashville Road, each contain a single detached residential structure. The three properties that may have heritage resources are:

- *10 Charles Cooper Court* – north side of Nashville Road – House – c1890 –
The house is approximately 34.6 metres from the north limit of the subject site, on the opposite side of Nashville Road.
- *769 Nashville Road* – south side of Nashville Road – House – c1900
The house is approximately 36.7 metres from the west limit of the subject site.
- *Canadian Pacific Railway right-of-way* – north and south sides of Nashville Road west of the subject site – railway features since 1870.
The portion of the railway right-of-way that is identified as heritage is approximately 25 metres from the west limit of the subject site.

No other potential heritage properties were identified adjacent to or near the subject site using the Caledon Heritage Register and driving the area.

3.0 HERITAGE POLICIES

This chapter identifies federal, provincial, regional and municipal heritage policies relevant to the planning application and the development of the subject property.

3.1 The Planning Act and Provincial Policy Statement (2020)

Section 2 of the *Planning Act* identifies “matters of provincial interest, which includes the conservation of significant features of architectural, cultural, historical, archaeological or scientific interest.”²

Section 3 of the *Planning Act* enables the Province to issue Policy Statements on matters of Provincial Interest. The Provincial Policy Statement (2020) (PPS) issued under the *Act* applies. Section 2.6 of the PPS addresses Cultural Heritage. Policy 2.6.1 states:

Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The PPS provides the following definitions to the italicized terms.

Significant means in regard to cultural heritage and archaeology, “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.”

Built heritage resources “means a building, structure, monument, installations or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including indigenous community. Built heritage resources are located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers.”

Cultural heritage landscape means a defined geographical area that may have been modified by human activities and is identified as having cultural heritage value or interest by a community including an indigenous community. The area may include features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. ...

conserved means “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-

²Ontario Ministry of Culture. Heritage Resources in the Land Use Planning Process, p 1.

maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.”

Policy 2.6.3 of the PPS deals with development adjacent to a protected heritage property,

Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*.

In addition to the above definitions, each of the italicized terms has the following definitions:

Development means “the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the *Planning Act*”;

Site alteration means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site;

Adjacent lands means “for the purposes of policy 2.6.3, those lands contiguous to a *protected heritage property* or as otherwise defined in the municipal official plan”;

Protected heritage property means “property designated under Part IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites”.

Heritage attributes means “the principal features or elements that contribute to a *protected heritage property*’s cultural heritage value or interest, and may include the property’s built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a *protected heritage property*)”.

Other PPS policies that do not deal with cultural heritage may apply to the subject site. In such situations, the PPS states that “when more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together.” This CHIS has not considered other PPS policies in evaluating the proposed development.

3.2 Ontario Heritage Act (OHA)

Designation - Part V of the *Ontario Heritage Act* enables a municipality to designate a group of properties as a Heritage Conservation District (HCD) after consultation with its heritage advisory committee, if one is appointed. Section 39.2 (1) of the *Act* requires the municipal clerk to keep a Register of properties of cultural heritage value or interest designated under Part V. Section 41.1 of the *Act* requires that HCD approved after 2005 require a HCD plan. Section 41.1 (5) specifies the scope of such plans.

Effect of Designation - Once a property is designated as part of a HCD, erections, demolitions or exterior alterations to structures or any part of the property require municipal council approval except as permitted in the HCD plan. An owner may appeal Council's decision on an application to alter or demolish to the Ontario Municipal Board.

3.3 Greenbelt Plan

In 2005, the Province approved the Greenbelt Plan for the Greater Golden Horseshoe and amended it effective July 1, 2017. The Greenbelt Plan "identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring on this landscape".

The Greenbelt Plan designates the property 'Settlement Area Outside the Greenbelt'.

3.4 Places to Grow – Growth Plan for the Greater Golden Horseshoe

In 2006, the Provincial Government approved the Growth Plan for the Greater Golden Horseshoe and subsequently amended it several times, the most recent being in August 2018. The Growth Plan is the Government's framework for development and the management of growth in the area to 2041. On Schedule 2, Places to Grow Concept, the Study Area is shown as 'Built-Up Area - Conceptual'.

The Plan requires the conservation of cultural heritage resources and that municipalities work with stakeholders in developing and implementing official plan policies and other strategies in support of cultural heritage conservation (Section 4.2.7, policies 1 & 2).

3.5 York Region Official Plan

The Official Plan of the Regional Municipality of York (ROP) was adopted by Regional Council on December 16, 2009 and approved by the Minister with modifications in 2010. The ROP has been appealed in part to the Ontario Municipal Board (OMB). Parts of the Plan have been approved by the OMB. The Plan has also been amended in part by Regional Council since 2009. The April 2019 consolidated ROP has been reviewed for this report.

Section 3.4 of the ROP provides the following relevant cultural heritage policies:

3. *To require local municipalities to adopt official plan policies to conserve significant cultural heritage resources.*
11. *To require local municipalities to adopt official plan policies to conserve significant cultural heritage resources and ensure that development and site alteration on adjacent properties will conserve the heritage attributes of that property.*

With respect to policy 3, the Vaughan Official Plan (OP) contains policies for the conservation of significant cultural heritage resource.

With respect to policy 11, the Vaughan OP has policies addressing the conservation of heritage resources which are discussed below.

In the ROP, the subject site is designated ‘Towns and Villages’ on the Regional Structure Map (*Appendix N*). There are no additional policies in this land use designations regarding the conservation of cultural heritage resources.

The ROP is currently under comprehensive review.

3.6 Vaughan Official Plan and Zoning By-law

On September 7, 2010, the City of Vaughan adopted a new Official Plan (OP). It was further modified by City Council on September 27, 2011, March 20, 2012 and April 17, 2012. On June 28, 2012 Regional Council approved the new OP. The June 2019 office consolidation of this OP was reviewed to provide policy context for this cultural heritage assessment. Underlined words are defined in the OP.

Chapter 6 of the OP contains Vaughan’s Cultural Heritage Policies. The following heritage policies are relevant to the Study Area.

It is the policy of Council:

6.1.1.1. To recognize and conserve cultural heritage resources, including heritage buildings and structures, Cultural Heritage Landscapes, and other cultural heritage resources, and to promote the maintenance and development of an appropriate setting within, around and adjacent to all such resources.

6.1.1.2. To support an active and engaged approach to heritage conservation and interpretation that maximizes awareness and education and encourages innovation in the use and conservation of heritage resources

‘Conserve’ is defined in the OP as the identification, protection, use and/or management of cultural heritage and *archaeological resources* in such a way that their heritage values, attributes and integrity are retained.

The Vaughan OP recognizes the need to assess impacts on adjacent heritage resources.

6.2.2.9. That for all development applications, demolition control applications and infrastructure projects adjacent to a designated property and adjacent to a Heritage Conservation District, the proposal is compatible by:

- a. respecting the massing, profile and character of adjacent heritage buildings;*
- b. maintaining a building width along the street frontage that is consistent with the width of adjacent heritage buildings;*

- c. maintaining the established setback pattern on the street;*
- d. being physically oriented to the street in a similar fashion to existing heritage buildings;*
- e. minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;*
- f. having minimal impact on the heritage qualities of the street as a public place;*
- g. minimizing the loss of landscaped open space;*
- h. designing any permitted above-grade parking facilities, so that they are integrated into the development in a manner that is compatible with the heritage surroundings; and,*
- i. requiring local utility companies to place metering equipment, transformer boxes,*
- j. power lines, conduit equipment boxes and other utility equipment and devices in locations that do not detract from the visual character or architectural integrity of the heritage resource.*

Adjacent is defined in the OP as those lands contiguous to a protected heritage property.

The City, in its OP, specifies the scope of Cultural Heritage Impact Assessments as:

A document prepared by a qualified professional with appropriate expertise comprising text and graphic material including plans, drawings and photographs that contains the results of historical research, field work, survey, and analysis, and descriptions of cultural heritage resources together with a description of the process and procedures in deriving potential effects and mitigation measures.

The document shall include:

- a. a description of the cultural heritage values of the property;*
- b. contextual information, including any adjacent heritage properties;*
- c. the current condition and use of all constituent features;*
- d. relevant planning and land use considerations;*
- e. a description of the proposed development and potential impacts, both adverse and beneficial, on the cultural heritage values;*
- f. alternative strategies to mitigate adverse impacts; and,*
- g. recommendations to conserve the cultural heritage values.*

Section 6.2.4 further defines the use and review of Cultural Heritage Impact Assessments.

6.2.4.1. That Cultural Heritage Impact Assessments shall be prepared by a professional with expertise in cultural heritage resources and in accordance with the requirements of this Plan, and that:

- a. the assessment must demonstrate whether the heritage values and of cultural heritage resources, as identified by the City, are being retained, improved, adversely impacted or lost by the proposed development;*
- b. the assessment may not substitute alternate heritage values or character for those that have been approved or endorsed by the City; and,*
- c. where there is no designation by-law, approved heritage character statement or approved conservation plan, the assessment must document, to the City's satisfaction, the cultural heritage values of the property.*

6.2.4.2. *That Cultural Heritage Impact Assessments are subject to City review. In review of Cultural Heritage Impact Assessments, the City:*

- a. will be guided by Good Heritage Conservation Practices and heritage conservation principles as identified in policy 6.2.2.6 of this Plan, by priorities for on-site retention as identified in policy 6.2.2.7 of this Plan, and by any other relevant policies of this Plan; and,*
- b. may impose conditions of approval to secure the long-term conservation of the resource.*

The following OP policy contains criteria for evaluating heritage permits:

6.2.2.6. *That, in reviewing heritage permit applications, the City be guided by the following heritage conservation principles:*

- a. Good heritage conservation practices;*
- b. protecting heritage buildings, Cultural heritage landscapes and archaeological sites including their environs from any adverse impacts of the proposed alterations, additions, works or development;*
- d. new additions and features should generally be no higher than the existing building and wherever possible be placed to the rear of the building or set back substantially from the principal façade so as to make the addition unobtrusive from the pedestrian realm; and*
- e. new development on vacant lots or lots currently occupied by non-heritage structures in Heritage Conservation Districts designated under Part V of the Ontario Heritage Act be designed to fit harmoniously with the immediate physical or broader district context and streetscapes, and be consistent with the existing heritage architectural style through such means as:*
 - i. being similar in height, width, mass, bulk and disposition;*
 - ii. providing similar setbacks;*
 - iii. using like materials and colours; and*
 - iv. using similarly proportioned windows, doors and roof shape.*

Section 6.3 of the OP contains for the following relevant policies for the conservation of Heritage Conservation Districts:

6.3.2.3. *To conserve Heritage Conservation Districts by approving only those alterations, additions, new developments, demolitions, removals and public works in accordance with the respective Heritage Conservation District Plans and the policies of this Plan. When there is a conflict between the policies of the Heritage Conservation District Plan and the policies of this Plan, the Heritage Conservation District Plan shall prevail.*

6.3.2.4. *That any proposed private or public development within or adjacent to a Heritage Conservation District will be designed to respect and complement the identified heritage character of the district as described in the Heritage Conservation District Plan*

In the OP, the subject site is within the urban boundary shown on Schedule 1, Urban Structure (**Appendix O**) and has the following 'stable area' designation - 'Community Areas'.

On OP Schedule 13, Land Use, the subject site is designated ‘Low-Rise Residential’. On OP Schedule 14B, Areas Subject to Area Specific Plans, the subject site is shown as subject to a Heritage Conservation District Plan

In the City’s Zoning By-law, the front of the subject site facing Nashville Road is zoned Residential “RR (H)” and the rear of the site is zoned Residential “RD4 (H)” (*Appendix O*). In both of these zones, single family detached dwellings are permitted. The Zoning By-law does not have any additional requirements for conservation of cultural heritage resources.

3.7 Kleinburg/Nashville Heritage Conservation District Plan (HCD)

In 2003 Vaughan City Council adopted By-law 183-2003 designating Kleinburg-Nashville a HCD (*Appendix O*) and adopting a plan under Part V of the *Ontario Heritage Act*. As shown on the map designating the District, all properties on the south side of Nashville either side of the CP rail line, which abut the subject site, are within the District. Most of the properties contain single detached one or two storey dwelling units

The Kleinburg/Nashville HCD as adopted by Council and approved at the Ontario Municipal Board (OMB) consists of two parts – the Study and the Plan. The Plan contains a set of guidelines, the intent of which is “to preserve the heritage character of the District”. The guidelines apply to heritage and non-heritage buildings, new development, road links and works, village forests and construction materials.

The following new development new development goals from the HCD Plan are applicable to the proposed development:

- 5.2.5 *Future Development in the District: To encourage new development that will enhance the heritage character of the District as infill buildings.*
- To guide new development so it can provide for contemporary needs, and to ensure its design will be compatible with and complementary to the character of the District and the heritage resources within.*

The following policies from the ‘Residential Villages’ section of the Plan are applicable to the proposed development:

- 9.5.3.1 *Site Planning - Site new houses to provide setbacks that contrast with adjacent properties, in order to create the variety characteristic of the village; site new houses to preserve existing mature trees.*
- 9.5.3.2 *Architectural Style – Design houses to reflect one of the local heritage architectural styles*
- 9.5.3.3 *Scale and Massing – New buildings should be designed to preserve the generous side yards typical in the villages*

The Kleinburg-Nashville HCD Plan is currently under review.

3.8 Standards and Guidelines for the Conservation of Historic Places in Canada

In 2005, Parks Canada produced a set of standards and guidelines for the conservation of historic places in Canada. These standards and guidelines identify best practices in the management of heritage resources which include buildings, landscapes and archaeological sites. The approach taken in developing the standards and guidelines was informed by international charters for the conservation of heritage resources developed under the auspices of ICOMOS, the international council on historic sites and monuments, a body of heritage professionals which advises the United Nations Educational and Scientific Committee.

In 2010, Parks Canada updated and expanded the document in a second edition.

The following Standard and Guidelines is applicable to the subject site:

- ensure that additions to a heritage place are distinguishable from the heritage character of the place, yet sympathetic to that character.

The Standards and Guidelines have been implicitly adopted as policy by the City through the good conservation practice clause in policy 6.2.2.6 of the Vaughan OP.

3.9 Municipal Heritage Status of the Subject and Adjacent/Nearby Heritage Sites

The two properties forming the subject site, 737 and 739 Nashville Road, are designated under Part V of the *Ontario Heritage Act* by their inclusion in the Kleinburg- Nashville HCD (*Appendix J*). They are not identified as contributing properties³.

In terms of adjacent and nearby heritage properties, all eight properties along Nashville Road – 705, 717, 727, 757, 763 and 769 ; the Canadian Pacific Railway right-of-way and 10 Charles Cooper (Richard Lovat) Court – are designated under Part V of the *Act* by the HCD.

Five of these have been identified as contributing properties - 10 Charles Cooper Court, and 717, 727 763 and 769 Nashville Road. However, it is unlikely that 763 Nashville Road contains a former one room school house based on the property history and therefore is not contributing. It is my opinion that 705 Nashville Road is a contributing properties because of its architectural style (Victory Housing) and is not demolished as stated in the HCD Update Inventory. It is also my opinion that the portion of Canadian Pacific Railway right-of-way at Nashville Road is also a contributing property. The portion of the right-of-way at Nashville Road is in the HCD (*Appendix J*) although, as a federally regulated property, the legal effect of the designation is questionable. The portion of the right-of-way adjacent to the subject site is not in the HCD.

In my opinion, 757 and 763 are not contributing properties, either for architectural or historical reasons.

³ Dillon et al, Figure 28. This figure incorrectly plots 717 and 727 Nashville Road.

4.0 HISTORICAL SUMMARY

With the gradual retreat of the glaciers from southern Ontario during the last glacial period some 12,000 to 10,000 years ago, the land was occupied by early indigenous (Paleo-Indian) peoples. Initially a nomadic people, later generations engaged in agricultural pursuits, along with hunting and fishing, and established temporary settlements throughout the area. At the time of the arrival of European settlers in the late eighteenth century, the land was occupied by peoples known as the Mississaugas of the Credit.

In 1783, the chiefs of the Mississaugas agreed to sell the British government a tract of land stretching from Cataraqui near Kingston to the Etobicoke Creek along the north shore of Lake Ontario. As this purchase was improperly drawn up, in 1787 the Crown bought from the Mississaugas the Toronto Purchase which was further clarified in a confirmatory treaty in an 1805 meeting with the Mississaugas⁴. Finally ownership was settled in 1923 with the signing of the Williams Treaty. Vaughan Township is part of this acquisition.

Vaughan Township was named “by Lieutenant-Governor John Graves Simcoe in honour of British diplomat Benjamin Vaughan co-negotiator of the Peace of Paris, the treaty that ended the American Revolutionary War (1775-1783)”.⁵

Initially the Township was an administrative unit in the Home District, later becoming a municipality in 1849. In 1851, York County was created from the Home District with Vaughan included in York County.⁶ In 1971 the Regional Municipality of York was created from York County and part of Vaughan Township that includes the subject lands included in the new Town (later City) of Vaughan. Vaughan is bounded on the south by the City of Toronto, the north by the Township of King, the west by the City of Brampton and the Town of Caledon in Peel Region and on the east by the Towns of Richmond Hill and Markham.

Vaughan Township was surveyed by Iredell in 1795 and Stegman in 1798 with Yonge Street as the base line for the concessions numbering west from this base. Excluding lots adjacent to Yonge Street, lots were numbered starting at the south Township limit, now Steeles Avenue. The township was laid out in the ‘Single Front System’:

... two systems emerge as the basic methods of land survey from 1783 to 1829, the Single Front and Double Front systems. In the former system, the township was to be six miles square, seven concession deep and 25 lots wide. The size of the lots varied, with 120 and 200 acres the common sizes. The shape was long and narrow, 19 x 63 chains (approximately) for the small lot, 19 x 105 chains (approximately) for the larger. The system resulted in a settlement pattern consisting of single rows of farmsteads along the concession line road. Intensity of land use decreased to the back of the concession where woodlands persisted.⁷

⁴ Champion, 5.

⁵ City of Vaughan History Briefs, Bulletin 8, The Naming of Vaughan.

⁶ Dean, plate 98.

⁷ Gentilcore, 6 - 8

This survey system imposed a settlement grid pattern on the land that persists to this day.

The resulting 200 acre Township lots were rectangular in shape and were frequently divided in half into 100 acre parcels often referenced as either the west (or front) and east (or rear) half of the lot in a narrow split, or the north and south half in the case of a long split.

The subject lands are identified relative to this grid system as part of the west half of Lot 25 Concession 9.

4.1 Development of the Area

To understand the development of the subject site, it is essential to place it within the larger context of development of the area.

The Larger Geographic Area and Vaughan Township

Chapman and Putnam, in discussing the physiographic regions of southern Ontario, described the historical settlement and land use of the Peel Plain, in which the subject property is located, up to the 1960s:

*Settled during the early part of the nineteenth century, the fertile clay soils were cleared rapidly. Once the pioneer stage was passed the plain became a noted wheat growing area which, besides supplying the growing city of Toronto, produced quantities of grain for export to the United States through various lake ports such as Oakville, Port Credit and Whitby. Later a mixed type of crop and livestock farming developed with its chief market in Toronto...Being within easy trucking distance of Toronto, and having a good mileage of improved highways the Peel plain rapidly became a well-developed portion of the Toronto milk shed.*⁸

Chapman and Putnam closed their discussion of the change of use in the Peel Plain noting that a large portion was falling in the 'urban shadow', being converted to urban use.⁹

European settlement of Vaughan Township was stimulated by laying out the Yonge Street lots in the east part of the Township, the survey of the Township and the making of land available for settlement. Being further from Lake Ontario and the Yonge Street military road, the interior of Vaughan Township was settled later than lands on the east and south limits of the Township.

Smith's *Canadian Gazetteer* describes Vaughan Township in 1846 as:

60,496 acres are taken up, 19766 of which are under cultivation. This is a township of excellent land; it is well settled and contains numerous well cleared and highly cultivated farms. The land is generally rolling, and the timber is a mixutre of hardwood and pine. The township is watered by branches of the River Humber. The Yonge Street

⁸ Chapman and Putnam, 293 – 294.

⁹ Ibid, 296.

*Road separates the township from that of Markham. On the road, partly in Vaughan and partly in Markham, are the settlements of Richmond Hill and Thornhill. There are six grist and twenty-five saw mills in the township. Population in 1842, 4,300.*¹⁰

The township developed from subsistence farming in the early nineteenth century to a wheat growing area in the mid-1800s. Wheat was the principal crop prior to 1870 occupying about one quarter to one third of the land. Fall wheat planting predominated until the 1860s when spring wheat became more important. From the 1850s to the 1890s, there was a consistent increase in the acreage of township land under cultivation. Prosperous farm complexes, mature agricultural fields, local road and developing railway networks and mills, both saw and grist mills on the larger streams and rivers, characterized the landscape of the area in the mid 19th century.

Ontario farmers turned to higher cost cash crops and animal husbandry in the 1870s the latter requiring the construction of barns. The Vaughan Township map in the *Illustrated Historical Atlas* depicts many established farmsteads. By the late nineteenth century agriculture in the township consisted of mixed crop, livestock and dairy farming with limited industrial operations in Woodbridge and Kleinburg. In response to the flooding caused by hurricane Hazel in 1954, substantial tracts of land in the river valleys were acquired by the conservation authority.

Topographical maps and aerial photographs (*Appendicies C & D*) show the agricultural character of the area underwent little change throughout the first two-thirds of the 20th century. Patterns of agricultural fields with some wood lots, forested sections of the Humber River valley and communities established at Kleinburg and Nashville characterized the landscape. Since then, urban development from the growth of Kleinburg and the southern part of the City of Vaughan has progressed to the south of the subject property.

Village of Kleinburg

Kleinburg, located between two branches of the Humber River, just south of the intersection of Islington Avenue and Highway 27, is the closest major settlement to the subject property.

Figure No. 4.1
Kleinburg – Islington Avenue
Looking North 1900
[Source: City of Vaughan]



¹⁰ Smith, 199.

A brochure of the Kleinburg-Nashville area and the Kleinburg-Nashville heritage conservation district study summarize the historical development of the Village:

Kleinburg, in common with many riverside villages, developed around the existence of numerous mills. ...

John N. Klein was an early entrepreneur who built a sawmill and a gristmill (flourmill). ... The Klein mills not only served the local farming community, but became the impetus for a growing commercial centre. The mills built by John N. Klein were the largest between Toronto and Barrie.

The Kleins remained in Kleinburg until 1851. ... Klein sold his property, including his mills, to James Mitchell, who shortly thereafter, in 1852, sold it to the Howland brothers: William Pearce, Fred and Henry. The Howland brothers owned successful mills at Lambton, Waterdown and St. Catharines. ...

The mills owned by the Howland family, however, were not the only mills responsible for the growth of the community. A second sawmill was established on the east side of the Humber River, across from the original Klein mills. By 1850, George Stegman is listed as the proprietor of this second sawmill. ...

By 1860, the community that grew from the establishment of the mills, included a tanner, a tailor, a boot and shoemaker, a carriage maker, a doctor, a saddler and harness maker, an undertaker, two hotels, a church and a school. A decade later, the community's merchant base had expanded substantially, as a chemist (druggist), cabinet maker, insurance agent, butcher, milliner and tinsmith, were added to the directory of local businessmen.¹¹

The Vaughan Road Company was formed in 1850, establishing the roadway known today as Islington Avenue and becoming Highway 27 north of Kleinburg. The success of the Ontario Simcoe and Huron Railway prompted imitation, and in 1868 the Toronto, Grey and Bruce Railway was organized. The line from Toronto, through Woodbridge and Orangeville to Mount Forest was opened in 1871 and is now part of the CP main line to North Bay. ... the politically powerful Howlands arranged for the rail line to swing east so as to be closer to their mill.

New technologies also contributed to the decline. Electrification came sooner to the south of Kleinburg, and the water-powered mills were put at a competitive disadvantage. And the coming of the automobile ... eliminated Kleinburg's role as a stopping place on the way to the city.

By the end of the Second World War, Kleinburg had lost more than 2/3 of its population.. The postwar resettlement of Kleinburg was as significant as the original settlement a century before.¹²

¹¹ City of Vaughan, *Kleinburg-Nashville Heritage Discovery Tour*.

¹² Phillip H Carter et al, pp 10 -13.



Figure Nos. 4.2 and 4.3 *Nashville, 1907 (left) and 2nd Kleinburg Train Station in Nashville, 1967 (right).*
[Source: City of Vaughan Archives]

Hamlet of Nashville

Nashville, named by a resident who came from Nashville, Tennessee, is immediately north of the subject property. The hamlet, a street settlement strung along Nashville Road, owes its existence to the Toronto, Grey and Bruce Railway (later the Canadian Pacific Railway), constructed through the area in 1870. The Kleinburg CP rail station (built 1907) was constructed on part of the subject property. Nashville contained residences, a church, a post office, a hotel, a grain elevator, a blacksmith shop and a general store¹³.

4.2 The Subject Site

Table 4.1 Historical Timelines – 737 and 739 Nashville Road	
Key Date	Historical Event
1795	Township survey; lot created; lot held as Crown Reserve
1838	Sale of land by Crown to Canada Company
1839	Sale of property from Canada Company to William Tedder
1839	William Tedder lived on Lot 25
1871	Toronto, Grey and Bruce Railway right-of-way established.
1882	William Tedder dies; farm remains part of his estate
1898 - 1909	Farm leased to various tenants
1909	Sale of farm from William Tedder estate to James Henry Barons
1924	Barons sells lot including subject site to Alexander Houston; land remains vacant
1944	Houston sells vacant site to the Strains who immediately sell it to Herbert Vosper
1949 - 1994	Vosper sells vacant site to Leverne Moulder who sells to Ron Wilson Construc.
1994	Joseph Demaria buys vacant site
1999 - 2002	Existing houses built on the two properties of this site.

¹³ Reaman, 112 – 113.

During the release of land for settlement in southern Ontario, the Crown retain a portion as a Reserve with revenue from such lands used for public purposes including the religious and educational development. Lot 25 was such a Crown Reserve. Although Reaman does not list anyone leasing Lot 25 from the Crown, Walton's Directory lists Joseph Ward occupying Lot 25 in 1837. No other information could be found about Joseph Ward.

In 1838, the Crown conveyed all 200 acres of Lot 25 to the Canada Company¹⁴.

*The London (England)-based Canada Company established in 1825, was granted large tracts of land (approximately 2.5 million acres) [primarily] in southwestern Ontario (much of which comprised the Huron Tract) during the 1800s which it then leased or sold for settlement. The principle aim of this company was to obtain land in Canada and to promote its sale to prospective settlers.*¹⁵

In 1839, the Company sold the west half of Lot 25 to William Tedder (aka. Teaddie)¹⁶. Walton's 1846 – 47 Directory shows Tedder living on the subject property. Only a brief biography of William Tedder (c1815 – 1882) could be found:

*William Tedder, who emigrated from the County of Norfolk, England, and settled near Woodbridge. .. Mr. Tedder moved on to the farm .. and remained there until his death in 1882, at the age of sixty-seven years. He was an active worker in the cause of the Gospel ..., and was a class leader in the Methodist Church*¹⁷

In 1851, William Tedder, a farmer, lived on the subject property in a log house¹⁸ near Huntington Road and farmed the 100 acres of the west half of Lot 25.

Tremaine's 1860 York County map (**Appendix C** and Figure 4.4) shows Tedder residing on the property with a house located close to Huntington Road.

As of 1861 William Tedder (aged 46) was still residing on Lot 25 in a 1 storey log house¹⁹ and farming the 100 acres of the west half of Lot 25²⁰.

In 1870, William Tedder sold two building lots from his farm to his sons William Junior ($\frac{1}{4}$ acre) and Thomas ($\frac{1}{2}$ acre)²¹. The lots fronted on Nashville Road in the village of Nashville. In March 1871, Tedder sold land from the rear of his farm to the Toronto, Grey and Bruce Railway for the construction of the railway, including a train station.²²

¹⁴ Land Records, York Region, Lot 25, Concession 9 Vaughan Township, Patent.

¹⁵ Ontario Archives website

¹⁶ Land Records, York Region, Lot 25, Concession 9 Vaughan Township, Instrument No. 15860.

¹⁷ Robinson, 368.

¹⁸ 1851 Census of Canada (nominal), Vaughan Township, Schedule A, EA No.5, p. 309-10, line 33.

¹⁹ 1861 Census of Canada (nominal), Vaughan Township, Schedule A, EA No.5, p. 154, line 40.

²⁰ 1861 Census of Canada (agriculture), Vaughan Township, Schedule B, EA No.5, p. 14, line 48.

²¹ Land Records, York Region, Lot 25, Concession 9 Vaughan Township, Instrument Nos. 1169 & 1181.

²² Ibid, Instrument No. 828.

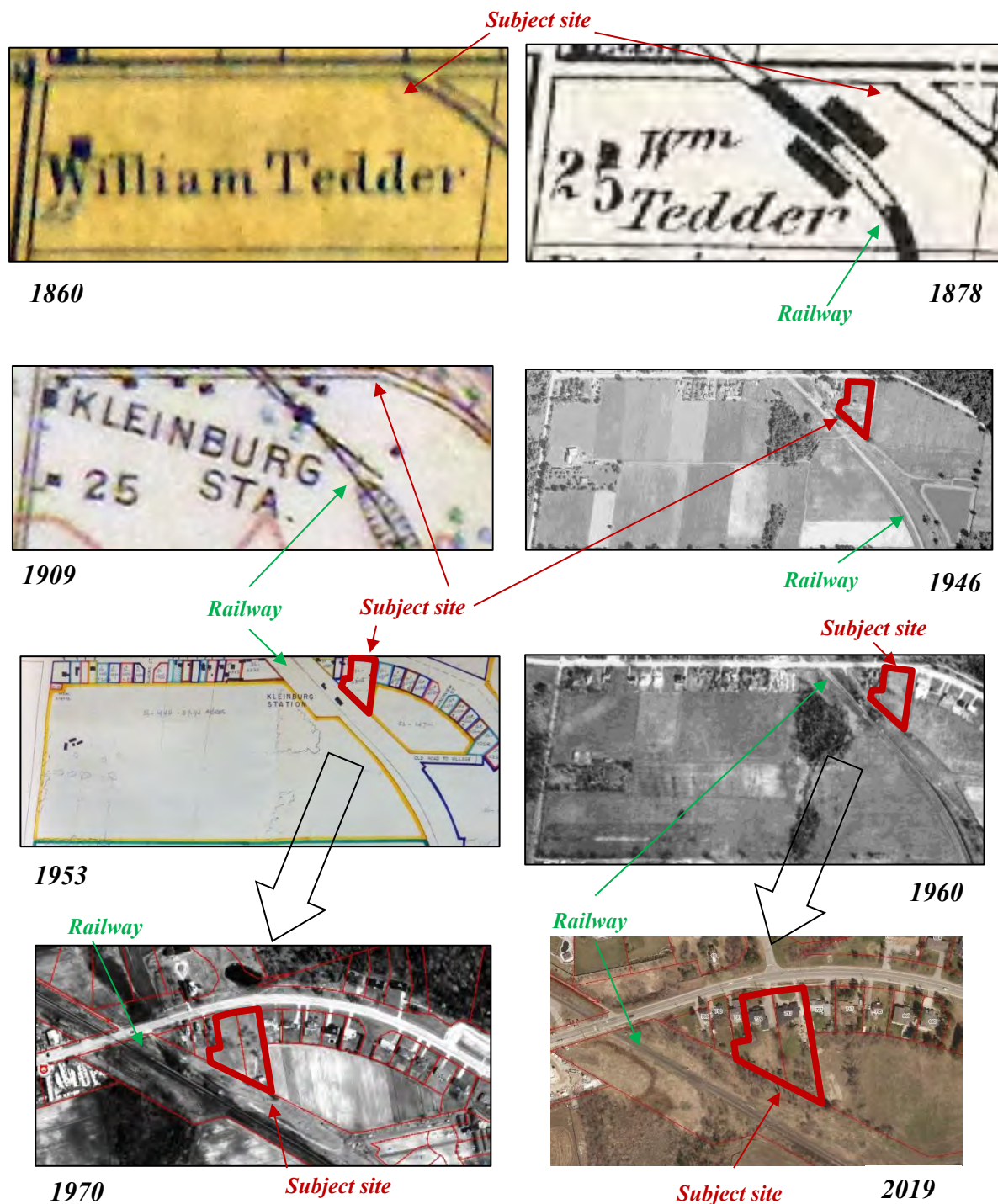


Figure 4.4 Lot 25 West Half, Concession 9 in Maps and Aerial Photos 1860 - 2019

As of 1871 Tedder (aged 55), was living on the subject property and farming 94 acres²³.

In 1875, Tedder sold another building lot on Nashville Road from his farm to his son John²⁴.

The 1878 County Atlas (*Appendix C* and Figure 4.4) shows Tedder owning the west half of Lot 25, a farm house towards Huntington Road, the railway and associated buildings towards the rear of the property, but no development on the subject site (737 & 739 Nashville Road).

In 1881, both William, aged 65, and Thomas, aged 38, Tedder are listed living in separate households in Vaughan. Their precise location is not known although it is assumed that the William was living in the farm house close to Huntington Road and Thomas was living in a house on Nashville Road in the village of Nashville.²⁵

In 1882 William Tedder died and the farm was placed in his estate, with his wife, Elizabeth, appearing to be the principal resident of the farm following his death.

In 1891, William Tedder's widow, Elizabeth, aged 40, lived in a 2 storey wood, 8 room house with her son, James, farmer, probably the house close to Huntington Road. William (Junior) and Thomas Tedder lived in wood houses in separate, but adjacent lots²⁶ in the village of Nashville.

In 1892, William Tedder's estate sold a small plot of land from the farm to the Toronto, Grey and Bruce railway²⁷.

The 1897 Assessment Roll continues to show Elizabeth Tedder living on the property with her son James. However, but 1898, they had rented the farm to William Long. The following year, William Long died but his widow, Marion, continued to live on and farm the property.

A 1909 map of the area (*Appendix C* and Figure 4.4) shows two buildings adjacent to the east side of the railway line at Nashville Road, but no houses on the subject property. It also shows the railway and the Kleinburg train station to the rear or west of the subject site.

In late 1909, the Tedder estate sold the farm (87 acres) to James Henry Barons (1863 – 195?). A 1917 map (*Appendix C*) shows James Barons owning the farm, including lands to the east of the railway.

In 1924 Barons sold a parcel of land containing the subject site to Alexander Houston.²⁸

²³ 1871 Census of Canada (nominal), Vaughan, Schedules 1 & 3, Division 6, pp 28 & 6.

²⁴ Land Records, York Region, Lot 25, Concession 9 Vaughan Township, Instrument No. 2754.

²⁵ 1881 Census of Canada (Nominal), Vaughan, Schedule 1, Division 5, page 40.

²⁶ 1891 Census of Canada (Nominal), Vaughan, Schedule 1, Division 9, page 16.

²⁷ Land Records, York Region, Lot 25, Concession 9, Vaughan Township, Instrument No 5573.

²⁸ Ibid, Instrument No. 13790.

An aerial photograph of the area taken in 1942 (*Appendix D*), shows the subject site with no houses, but several small structures – probably sheds.

In 1944 Houston sold the subject site to Hazel and William Strain²⁹, who quickly sold it to Herbert Vosper³⁰. A 1946 aerial photograph (*Appendix D* & Figure 4.4) continues to show the property in a similar condition as in 1942 – no houses, but some small structures. The network of paths on the property in the aerial photograph suggest that it was being used by the residents of 757 Nashville Road.

In 1949, Herbert Vosper sold the largely vacant property to Leverne Moulder (aka. Dickson).³¹ Although the subject site appears as one lot on a 1953 map (*Appendix C* and Figure 4.4), it was one vacant parcel of land. A 1960 aerial photograph shows it in the same state as 1946 – vacant with several small sheds.

Between 1970 and 1978 all railway structures, including the Kleinburg station, to the rear of the subject site were removed from railway property.

In 1987, the estate of Leverne Moulder sold the subject site to Ron Wilson Construction Limited, who in turn sold it to Joseph Demaria in 1994. A 1988 aerial photograph shows the subject site as vacant with one small shed in the southeast corner. At some time late in the 20th century, the subject site was divided into two properties – 737 and 739 Nashville Road. A 1999 aerial photograph shows a house being constructed on the property at 739 Nashville Road, although 737 was still vacant. A 2002 aerial photograph shows that construction was being completed on a house on 737 Nashville Road.

As of 2019, there was a single detached dwelling on each of the two properties of the subject site and a number of small shed towards the rear property boundaries. The front yard of 737 contained a ‘U’ shaped driveway with a large grassed area and trees and shrubs along the east limit. The front yard of 739 contained a driveway on the east side and a heavily landscape area with trees and shrubs on the west two thirds. The rear yards of both properties were largely grassed areas with some trees, shrubs and sheds towards the rear property boundary.

As of 2020, both houses were vacant.

²⁹ Ibid, Instrument No. 20252.

³⁰ Ibid, Instrument No. 20321.

³¹ Ibid, Instrument No. 24374..

5.0 BUILT AND LANDSCAPE RESOURCE DESCRIPTIONS

On October 3, 2020, an on-site survey of all built and landscape resources was conducted.

The following components of the property are documented in photographs in:

- **Appendix E** – 737 & 739 Nashville Road, Exterior Buildings; and
- **Appendix F** – 737 & 739 Nashville Road, Landscapes.

5.1. Buildings

As discussed in Chapter 4, the House at 739 Nashville Road was built in 1999 and the House at 737 was built in 2001 – 2002 (Figure 5.1 and **Appendix E**).



Figure 5.1

Houses at 737 (left) and 739 (right) Nashville Road,, East Elevations, 2020

737 Nashville Road - This House is setback 15.2 metres from the Nashville Road right-of-way. This single detached, one storey, frame structure is clad in a veneer of manufactured, grey cut stone with a rock-faced finish on all elevations. Manufactured white stone detailing is found on all circular headed window openings and at the top of other openings on the principal facade. Similar manufactured stone forms the sills of all window openings. The concrete foundation is either block or poured.

This House is rectangular in plan measuring 23 by 14.1 metres³² with projections on both the east and west sides. The east elevation projection incorporates an integral garage that opens to the east.

The House is capped by a medium pitched, asphalt clad, hip roof with projecting eaves. There are also gable roofs over the front entrance porch and the centre projection on the rear or south elevation; and a flat roof on the southeast corner. The eaves project beyond the walls of the House; are unadorned; and have soffits clad in modern synthetic materials. No chimney was visible on the structure.

³² All measurements are from 2019 aerial photographs – York Maps.

Generally, there are two types of window openings - rectangular and ones with semi-circular heads. All openings contain modern sash with simulated muntin bars. The openings with semi-circular heads have fanlight transoms. The large openings on the rear or south elevation contain French doors.

On the centre section of principal or front elevation, there are three bays – a centre door flanked by pairs of semi-circular headed windows. To the west of the centre section, there is a single bay, while to the east there is a double bay for the garage. The centre door is a modern interpretation of a tradition design – a solid, paneled single leaf door flanked by side lights and surmounted by a flat transom.

739 Nashville Road - This House is setback 13.8 metres from the Nashville Road right-of-way. It is a single detached, two storey, frame structure clad in a veneer of red brick on all elevations. All openings have red brick voussoirs with white manufactured keystones. The sills of all window openings are manufactured rock-faced grey stones while the front entrance threshold is a smooth concrete block. The foundation of the House is poured concrete.

Excluding the rear integral garage and the one storey west side section, the rectangular plan of this House measures approximately 15.5 by 11 metres. The garage measures 11.7 by 7.5 metres while the one storey west side section has a depth of 2.3 metres.



Figure 5.2
739 Nashville Road,
East Elevation, 2009
[Source: Google Street View]

The House is capped by a medium pitched, complex hip roof with gable roofs over the flanking bays on the principal elevation, smaller gable roofs on the east side (2) and the west side (1). The front veranda has a gable and shed roof while the one storey west side section has a hip and gable roof. All roofs are clad in black asphalt shingles. The eaves - project slightly beyond the walls; are unadorned; and have soffits clad in modern synthetic materials. No chimney was visible on the structure.

Generally, there are two types of window openings - rectangular and ones with segmental heads; the latter are found only on the upper floor of the principal elevation. All openings contain modern sash with a single light and no muntin bars. The segmental openings have plain transoms. The large ground floor openings on the rear contain sliding glass doors.

The principal or front elevation has three bays – a centre door flanked by single rectangular window openings. The upper floor is a symmetrical three bay façade with openings lining up with those on the ground floor. These openings are two with segmental heads flanking a smaller, almost square window opening. In the roof, there is a gable roofed dormer window centred above the front entrance. There is a one storey veranda across this façade. The centre entrance was originally a modern interpretation of a tradition design – a segmental opening with a single leaf door flanked by side lights and a plain transom above (Figure 5.2). Alterations to this entrance include the shape of the opening, the door and the veranda gable roof (Figures 5.1 and 5.2). Now the opening has a flat head and solid, paneled door, while the barrel-shaped veranda roof has been replaced with a flat roof and fake roof beams.

The exterior architectural styles of these two houses take their design cues from other houses in the Kleinburg-Nashville HCD. Since heritage conservation districts may not deal with building interiors, the interiors of these two houses were not examined

The house at 739 follows traditional 19th century features on the front elevation including the veranda, roof gables, symmetrical bays with a centre door, front entrance design, brick cladding and voussoirs over all openings. However, the public would be unlikely to interpret this as a heritage house.

The house at 737 is based on the ‘ranch-style’ bungalow of the mid to latter part of the 20th century, although it does incorporate some earlier design features such as the window muntin bars, surrounds and headers; the fan light transoms and the design of the front entrance.

5.2 Subject Site Landscape

The existing front yard landscapes of the two properties are a contrast in styles.

737 Nashville Road - The front yard has not changed significant since 2009. It consists of large grassed area, a ‘U’ shaped driveway that also provides access to the garage, and a few foundation shrubs and trees along the east and west boundaries (Figure 5.3 & *Appendix F*).



Figure 5.3

737 Nashville Road, Front yard viewed from Nashville Road, 2020.



Figure 5.4

739 Nashville Road, Front yard viewed from Nashville Road, 2020 (top), 2009 (bottom – Google Street View).

The rear yard of 737 Nashville Road in 2020 consists of a small grassed area close to the House, a few shrubs, a gazebo and an excavated area adjacent to the basement sliding glass doors. To the south, away from the House and in the area to be severed, fill has been added and graded. There are no vegetative features remaining in this area. Further, the shed identified in the Inventory of the HCD Update Inventory has been removed.

739 Nashville Road - This front yard has changed significantly since 2009 when it consisted of a circular driveway; and plantings of low shrubs within the circle created by the driveway, along the north boundary and closer to the street. There was also a grassed area between the sidewalk and the driveway. The House was visible from the Nashville Road. By 2020, this landscape had been replaced by a tight mix of coniferous trees and large shrubs bordered by limestone blocks with a small grassed area near the street (Figure 5.4 & **Appendix F**). The House was no longer visible from much of the adjacent street and sidewalk.

The rear yard in 2020 consists of a small grassed area close to the House, a few shrubs and a hot tub on the north side. To the south, away from the House and in the area to be severed, fill has been added and graded. There are no vegetative features remaining in this area.

5.3 Adjacent/Nearby Heritage Properties

As shown in *Appendix H*, there are three adjacent heritage properties that are designated by the Kleinburg-Nashville HCD. There are:

727 Nashville Road

To the east of the subject site is a single detached, one storey 'ranch-style' bungalow, built circa 1958. An extra storey and rear addition was recently added to the garage. It has been identified as contributing for its building.

757 Nashville Road

To the west is a single detached, one and one-half to one storey house, built circa 1930 with subsequent alterations. It has been identified as a non-contributing property.

763 Nashville Road

Also to the west is a single detached, one storey house, built circa 1930, with later alterations and a rear addition. Only the rear yard is adjacent to the subject site. It is identified as a contributing property for its building which is rumored to be a former school house. In my opinion it is non-contributing as it was not a former school.

In terms of nearby properties:

- Further to the west at 769 Nashville Road is a one and one half storey house with a gable roof and a one storey front veranda. This house dates from around 1910 and is identified as a contributing heritage property.
- To the east at 717 and 705 Nashville Road are two single detached houses. 705 was built circa 1950 and may have heritage value as an example of Victory or war time housing. 717 was built circa 1958 is a one storey variation on the ranch style bungalow. It has been identified as contributing for its building.
- To the north, across the street, 10 Charles Cooper Court (aka 750 Nashville Road and 10 Richard Lovat Court) is a two to two and one half storey brick house built circa 1880. It is identified as a contributing heritage property.

6.0 DEVELOPMENT PROPOSAL

6.1 Description of the Development Proposal

The owner is proposing to subdivide the subject site, 737 and 739 Nashville Road, retaining the existing housing units on two new lots fronting on Nashville Road and developing the rear portion of the site for all or part of seven lots for new housing. These seven lots will front on a new road named 'Great Railway Court'. This is shown in Figure 6.1 and *Appendix I*.



Figure 6.1
*The Areas of New and Existing
Housing in the Plan of Subdivision at
737 & 739 Nashville Road.*

Lots for Existing Houses: The new lots for the existing housing will have the same depth as the lots immediately to the east and west. On these two lots fronting on Nashville Road, the side yard and front yard setbacks to the existing houses will not change. The rear yards will be reduced in depth. The lots for the existing houses will be substantially as shown in the aerial photograph in Figure 6.2.

Lots for New Houses: A large portion of the existing rear yards at 737 and 739 Nashville Road will be subdivided into all or part of seven lots shown in Figures 6.1 and 6.3. Vehicle access to these seven lots will be from 'Great Railway Court' while additional pedestrian access will be from a walkway to Nashville Road shown in Figure 6.4. An acoustic fence will be built along the south side of the new Lot 1 (Figure 6.4). Each of the seven lots will have a single detached residential unit as shown in Figure 6.3. The design of each house will

Proposed Lots to Retain the Existing Housing at 737 & 739 Nashville Road [York Maps, 2019 image].

[illegible]

Part of the west end of the Plan of Subdivision showing pedestrian access to Nashville Road.



7.0 DEVELOPMENT PROPOSAL IMPACT AND COMPLIANCE

7.1 Impact of the Proposed Development on Heritage Resources

As discussed in Chapter 6, there are no heritage resources on the subject site. Therefore there will be no adverse impacts from the proposed development on any heritage resources on the subject site. In fact, the proposal will retain the existing buildings on their existing locations. The immediate streetscape along Nashville Road at 737 and 739 will remain unchanged.

7.2 Impact of the Proposed Development on Adjacent/Nearby Heritage Resources

Adjacent Properties – The proposed development will not adversely impact on the house on the one contributing property – 727 Nashville Road since the house at 737 Nashville Road is being retain unaltered. The other two adjacent properties are non-contributing; the proposed development will have an adverse impact as they have no heritage resources.

Nearby Properties – Five nearby properties were identified as contributing – 10 Charles Cooper Court and 705, 717 and 769 Nashville Road and the CPR right-of-way. The house at 10 Charles Cooper Court will not be adversely affected by the proposed development as it is buffered by both the intervening street and the retention of the existing houses at 737 and 739 Nashville Road. Similarly there will be no adverse physical, shadow or visual impact on the houses at 705, 717 and 769 Nashville Road and the CPR right-of-way because of the distance from the proposed development.

7.3 Kleinburg-Nashville Heritage Conservation District (HCD)

On the lots retaining the existing housing on the subject site:

The proposed development complies with the HCD Plan by retaining the existing buildings in situ with no additions or alterations.

On the lots for new housing on the subject site:

Policy 9.5.3.1, which addresses site planning, recommends contrasting setbacks with adjacent properties and preservation of existing mature trees. The front and side yard setbacks for the new houses on Great Railway Court will contrast with setbacks for existing nearby housing in the HCD as, generally, they will be less. Further, as there are no mature trees on the lots to be severed, this part of the policy does not apply.

Policy 9.5.3.2 recommends reflecting the local architectural styles in new housing. The designs of the seven houses (Figure 6.3) incorporate heritage materials and architectural features such as roof shapes, porches, dormers, and gables found within the HCD. Although the seven new houses are to have integral garages, which is not characteristic of heritage buildings in the HCD, such a feature commonly found in existing non-heritage buildings in the HCD.

Policy 9.5.3.3 speaks to generous side yards, a policy will conflicts with policy 9.5.3.1 which speaks to variety in setbacks which planners use to refer to front, side and rear yards. The proposed seven new lots will have narrower side yard than typical of the HCD, although examples of such narrow side yards can be found in the HCD.

The portion of the subject site proposed for new housing is unusual in the HCD in that it is at the edge of the HCD boundary, it is partly adjacent to designated properties through rear yard connections yet it abuts a large undesignated area. It is not ‘infill’ housing as contemplated by the policies in the HCD Plan. However, approval of the proposed development will not compromise the integrity of the HCD, particularly when viewed from Nashville Road.

7.4 Overall Heritage Policy Compliance

Table 7.1 summarizes the compliance of the proposed development with the policy described in Chapter 3 of this report.

Table 7.1 Heritage Policy Compliance - 737 & 739 Nashville Road			
Policy Area	Number	Policy Summary	Compliance
Provincial Policy Statement	2.6.1	Conserve resources	Yes – proposal conserves heritage resources
	2.6.3	Adjacent development	Yes – adjacent heritage attributes will be conserved
Vaughan Official Plan	6.1.1.1	Conserve resources	Yes – proposal conserves heritage resources
	6.1.1.2	Heritage interpretation	Yes – Proposal has interpretive plaque for railway
	6.2.2.9	Adjacent heritage	Yes – proposal does not adversely affect adjacent
	6.2.4.1	CHIA	Yes – this CHIA fulfills this requirement
	6.2.2.6 e	Design of new development in HCD	Generally yes – slightly higher – 3 versus 2 storeys but setback from Nashville Road minimizes visual impact
	6.3.2.3	Conform to HCD plan	Generally yes – see discussion in section 7.3 above
	6.3.2.4	Conform to HCD plan	Generally yes – see discussion in section 7.3 above
Kleinburg-Nashville HCD Plan	5.2.5	Compatible future development	Yes – retention of existing houses on Nashville Road; new housing in rear compliments district
	9.5.3.1	Site Planning	Yes – see discussion in section 7.3 above
	9.5.3.2	Architectural style	Yes – see discussion in section 7.3 above
	9.5.3.3	Preserve side yards	Generally no but see discussion in section 7.3 above.

In summary, the proposed development complies with applicable heritage policies with the exception of the side yards on the portion of the subject site to be severed, although it is noted that there are numerous examples of narrow side yards with the HCD.

8.0 OPTIONS, CONSERVATION AND MITIGATION

8.1 Options for Managing the Heritage Resource

Since the existing houses at 737 and 739 Nashville Road will be retained in situ in the proposed development, no options for their retention were considered.

For the area of new housing in the rear of the site, two options were considered – no development and larger lot development.

No Development – This options involves not developing the rear of the site but leaving the area as rear yards to the existing housing.

This option was rejected as the proposed plan of subdivision creates two lots fronting on Nashville Road with depths identical to adjacent lots – 727 and 757 Nashville Road. Further, the proposed plan of subdivision amalgamates the rear yards of the subject site with a large vacant development area to the east resulting in compatible development visually separate from the Nashville Road streetscape in the Heritage District.

Larger New House Lot Development - This option increases the lot frontage to permit construction of separate garages and reduce the maximum height to two storeys. This option would result in the same area being occupied by four to five lots instead of seven.

This option was rejected because it would result in housing designs atypical of the rest of the subdivision. The maximum height of the proposed housing units (Figure 6.3) should not be a concern to someone standing on the sidewalk at Nashville Road in the Heritage District since sight-lines from Nashville Road mean that the three storey height of the houses does not overwhelm or dominate buildings or views in the District. There are numerous examples of existing integral garages in the District. Finally the proposed development on Great Railway Court is on the boundary of the District and visually not part of the District.

8.2 Mitigation / Conservation Measures

To mitigate any possible adverse heritage impacts and to commemorate the heritage values of the area, the following measures are recommended.

8.2.1 Ensure Retention of the Existing House in situ

Heritage permit approval should be conditional on retention of the existing houses in situ.

Heritage permit approval for the proposed development should be conditional on retaining the existing houses at 737 and 739 Nashville Road in situ. This will maintain the existing District streetscape.

8.2.2 Change the front yard landscaping of 739 Nashville Road

Heritage permit approval should be conditional on changing the front yard landscape at 739 Nashville Road to give greater visibility to the House.

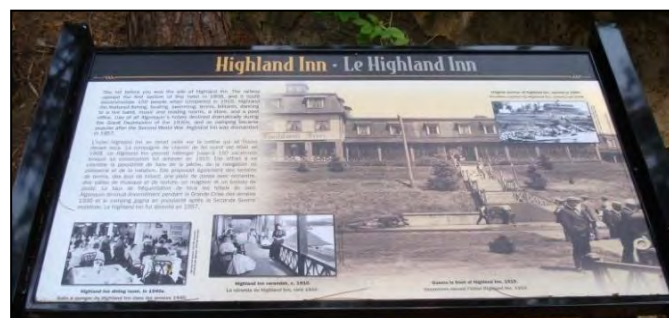
As shown in Figure 5.4 of this CHIA, the front yard landscaping has been changed radically from 2009 to 2020 such that the house is barely visible from the street. This is not typical of the District. Approval of the heritage permit for the proposed development should be conditional upon changing the frontage yard landscaping so that the house is visible from the street. This could involve reinstating the front yard landscape as is appeared in 2009.

8.2.3 Commemorate the Site's Heritage

Heritage permit approval should be conditional on commemorating the train station.

The subject site is adjacent to location of the Kleinburg train station. As a condition of heritage permit approval, the owner should be required to provide commemoration of the site through plaquing in a form and in location acceptable to the City which would provide information about the railway and station and their importance to the community. Figure 8.1 shows examples of plaquing used to inform the public of historic facilities in Algonquin Park and Kingston.

Figure 8.1
Algonquin Provincial Park, Highland Inn Plaque (Bottom), and 'The Warden's Garden', Women's Prison, Kingston, Ontario (right).



8.2.4 Review inclusion of Lots 1 to 7 in the Kleinburg-Nashville HCD

Vaughan should review the inclusion of Lot 1 to 7 of the Plan of Subdivision in the HCD.

The City of Vaughan is currently review the Kleinburg-Nashville HCD, including the HCD plan. As part of the review, this CHIA recommends that the City consider removing Lots 1 to 7 in the Plan of Subdivision from the HCD. The lands to the east of these Lots is not within the HCD. Visually and physically, the Lots are separate from the main area of the HCD. It seems unreasonable to require that development on Lots 1 to 7 be subject to the requirements of the HCD plan yet the rest of the Lots in the subdivision, excepting Lots 27 and 28 (the two existing houses fronting on Nashville Road), are not subject to the requirements of the HCD plan.

10.0 CONCLUSIONS AND RECOMMENDATIONS

The owner of an approximately 0.66 hectare site on the south side of Nashville Road east of the Canadian Pacific rail line in the City of Vaughan is proposing to retain the existing two houses in situ on two new lots fronting on Nashville Road and to subdivide the rear portion for new housing. The subject site is addressed at 737 and 739 Nashville Road. A Plan of Subdivision application, which includes the subject site, has been submitted for the proposed development. The subject site is designated under part V of the Ontario Heritage Act as part of the Kleinburg-Nashville Heritage Conservation District (HCD).

10.1 Conclusions

This Cultural Heritage Impact Assessment (CHIA) found that, although the subject site had been severed from the Tedder / Barons farm in 1924, it remained vacant until 1999 when the House at 739 was built. Several years later, the house at 737 was built.

In 2003, the City designated the HCD. All of the subject site is within the HCD.

This CHIA found that:

- no heritage resources will be altered or adversely impacted, either on site or on adjacent or nearby properties by the proposed development;
- the existing streetscape along Nashville Road will be maintained by the proposed development; and
- the design of the new housing proposed for the seven lots that are wholly or partially within the HCD generally conforms to applicable heritage policies.

10.2 Recommendations

The following recommendations have been discussed in Chapter 8 of this CHIA.

Recommendations – The City of Vaughan:

1. issue a heritage permit for the proposed development at 737 and 739 Nashville Road substantially as shown in **Appendix I** of this CHIA subject to:
 - a. retention of the existing houses at 737 and 739 Nashville Road in situ;
 - b. changing the front yard landscape at 739 Nashville Road to give greater visibility to the existing house from Nashville Road; and
 - c. the owner commemorating the nearby site of the railway station by erecting an interpretive plaque.
2. should consider, in its review of the Kleinburg-Nashville HCD, removing Lots 1 to 7 of the proposed Plan of Subdivision from the area designated by the HCD.

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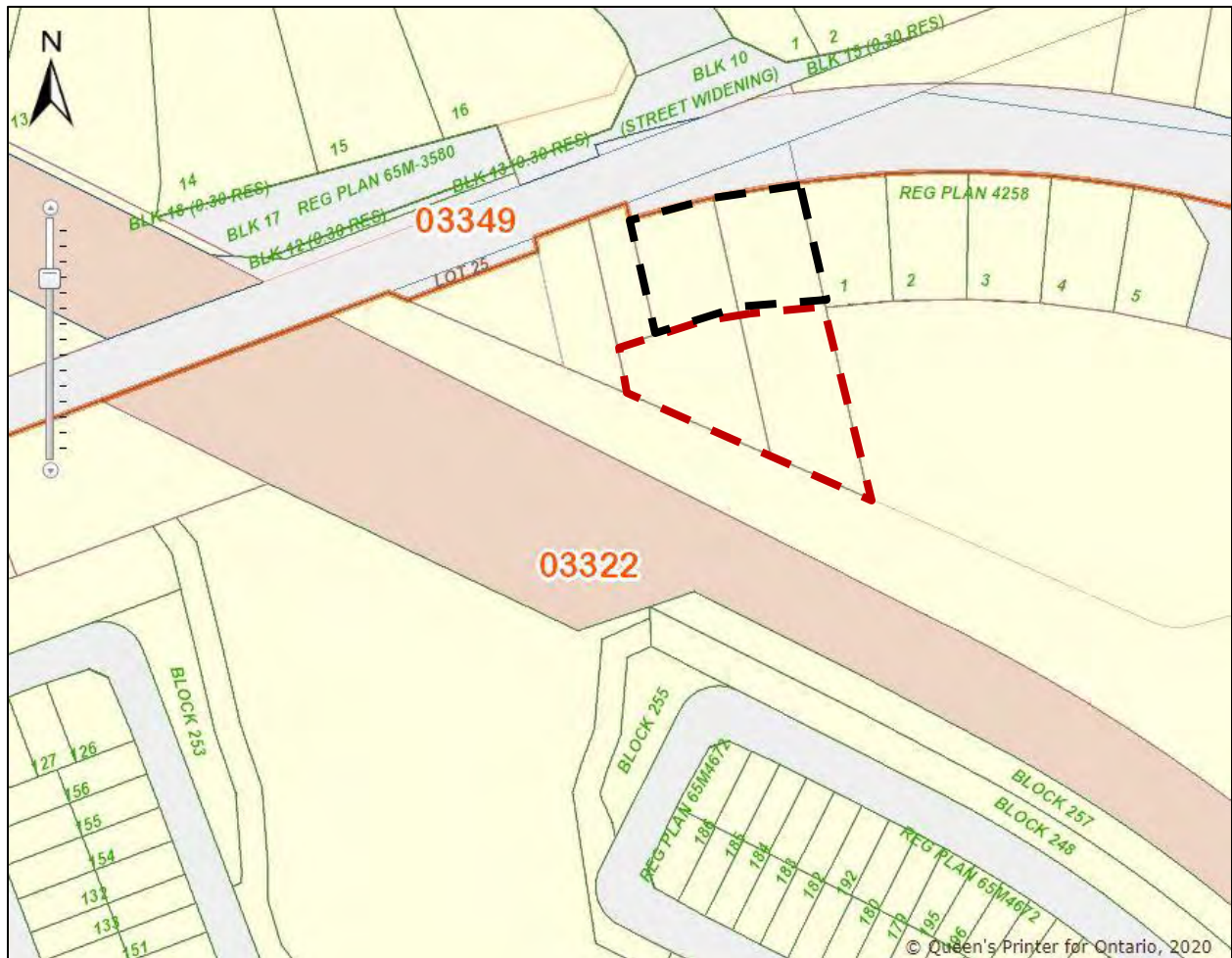
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Appendix A: Property Survey

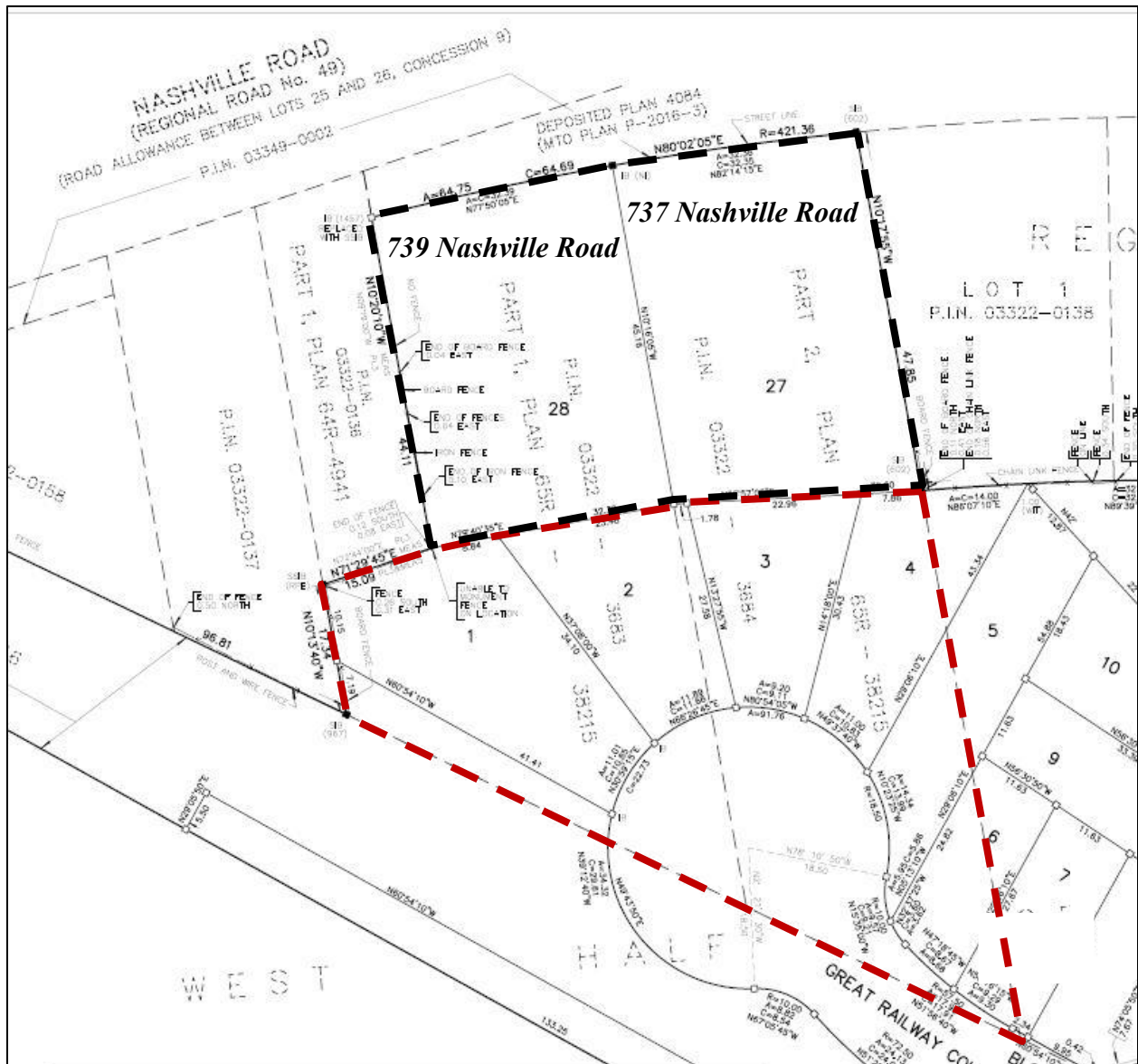
Subject Site - Property Fabric

- - - - - *Lands for New Houses*
- - - - - *Lands for Existing Houses*



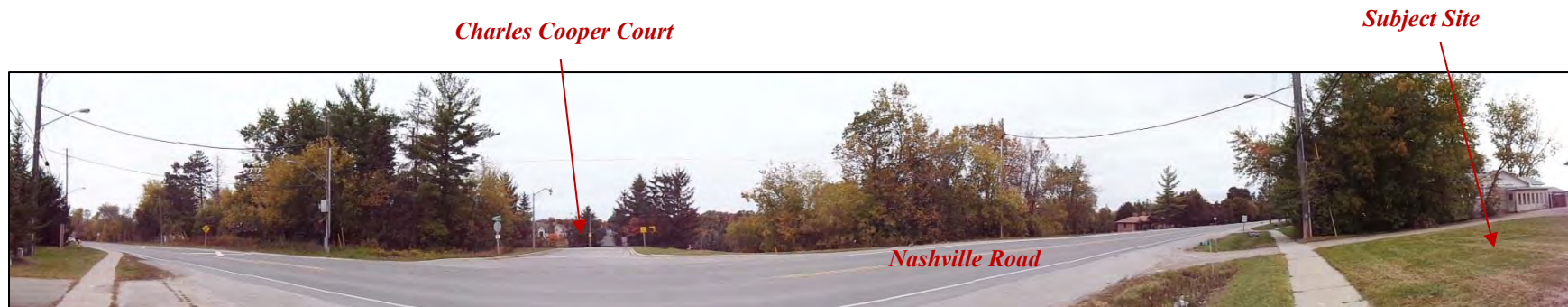
Source: York Region Registry Office [onland.ca]

Subject Site - Property Survey



Source: Dolliver Surveying Inc., April 21, 2017.

Appendix B: Photographs - Context



Panorama view north, east and south opposite subject site looking towards Charles Cooper Court.



Nashville Road from 757
Nashville Road looking east
towards the subject site.



Nashville Road from 705
Nashville Road looking
northwest towards the subject
site.

View southeast from the rear yards of the subject site to the
area of grading on the lands to be subdivided





Canadian Pacific Railway right-of-way to the rear of the subject site; view looking southeast from near Nashville Road.

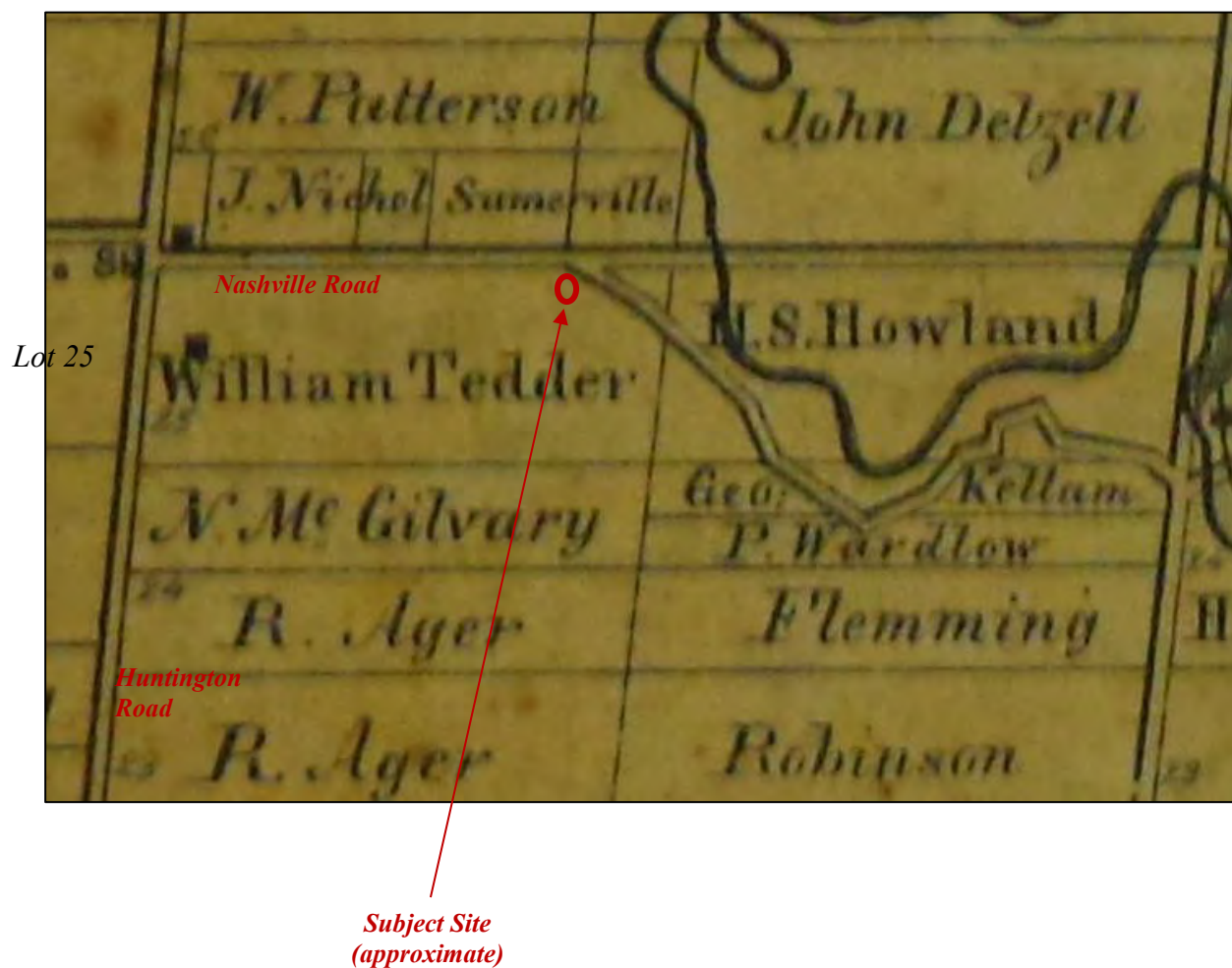
View northwest from the rear of the subject site to the CPR right-of-way and the rear yards of adjacent Nashville Road properties.



Appendix C: Maps

**1860 – Tremaine
Context**

Concession 9



1878 – York County Illustrated Historical Atlas Context



1909 - National Topographic Survey

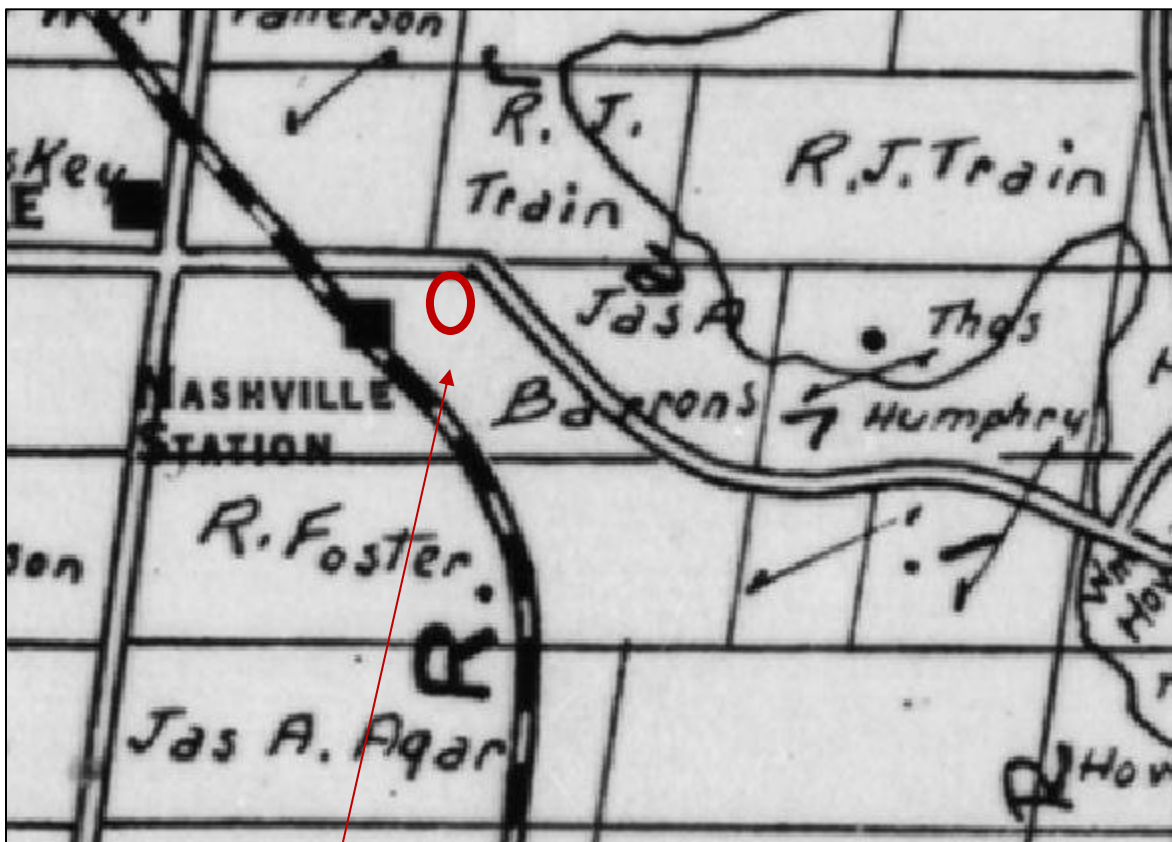
Scale 1:63,360

Contour Interval – 25 feet



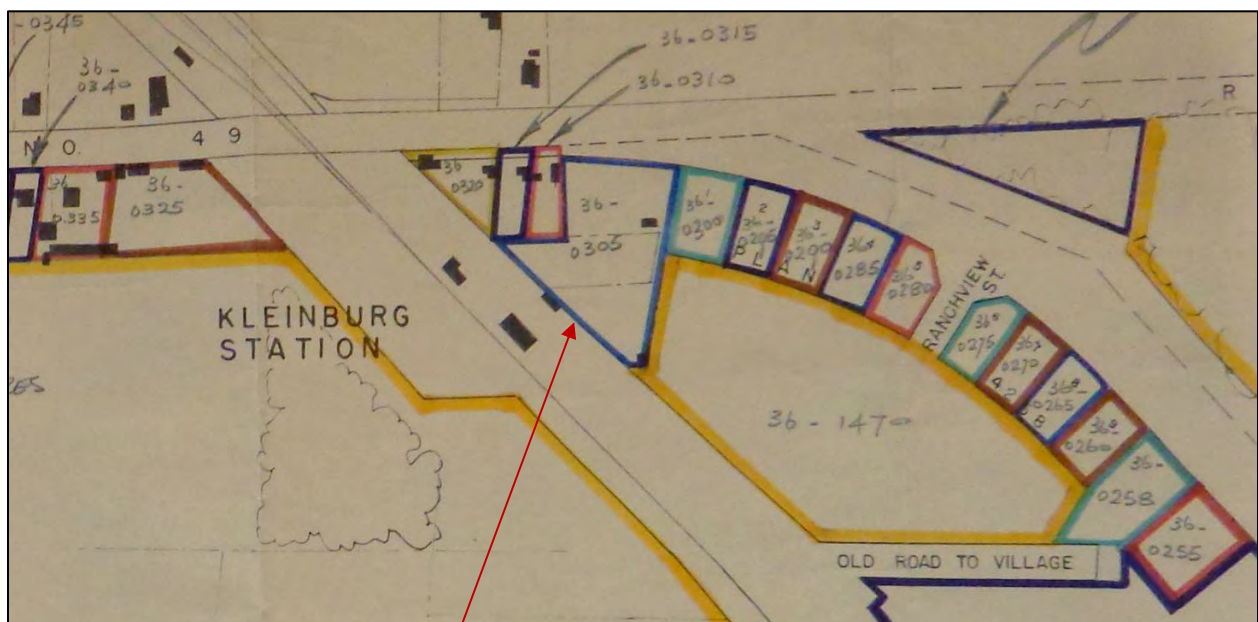
*Subject Site
(approximate)*

1917 – Guidal Landowners Pam



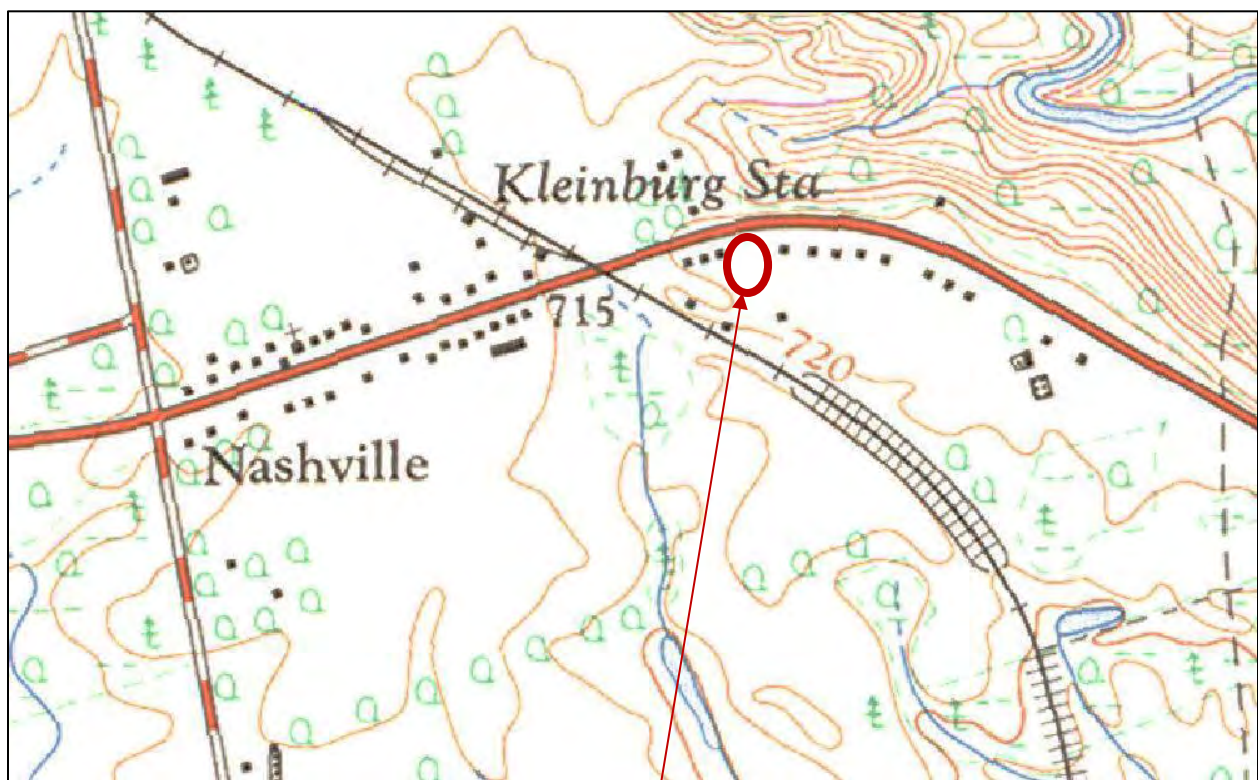
*Subject Site
(approximate)*

**1953 – Township of Vaughan,
Planning Department map**



Subject Site

1960 - National Topographic Survey
Scale 1:25,000



*Subject Site
(approximate)*

1989 - National Topographic Survey
Scale 1:50,000



*Subject Site
(approximate)*

Appendix D: Aerial Photographs

1942
Context



Source – City of Vaughan Archives

1946
Context and Site Details



Source – National
Airphoto Library
Roll No. A23664,
Photo 0175

1960
Contest and Site Details



Source – National
Airphoto Library
Roll No. A23664,
Photo 0175

1970
Context and Site Details



Source – York Maps

1999
Context and Site Details



2019
Context and Site Details



Source – York Maps

**Appendix E: 737 & 739
Nashville Road
Exterior Building Photographs**

737 Nashville Road



East Elevation



East and North Elevations

North Elevation



737 Nashville Road



North and
West
Elevations



West
Elevation

West and South Elevations



737 Nashville Road



South Elevation

South and East Elevations



739 Nashville Road



East Elevation

South and East Elevations



739 Nashville Road



South Elevation

West and South Elevations



739 Nashville Road



West Elevation



Part of the North and West Elevations

North
Elevation



Appendix F: 737 & 739 Nashville Road Landscape Photographs

737 Nashville Road



1. Front yard viewed from Nashville Road looking west.

2. Rear yard of lands to be retained.



737 Nashville Road



4. Lands to be severed
viewed from the centre
looking east.

3. Lands to be severed
viewed from the centre
looking west.



739 Nashville Road



6. Rear yard of lands to be retained.

5. Front yard of lands to be retained.



739 Nashville Road

7. Lands to be severed viewed from the centre looking east



8. Lands to be severed views from the centre looking west to the CPR right-of-way



Appendix G: Property Ownership History

Page 1 Municipality Vaughan Lot Pt W 1/2 25 Concession 9

737 & 739 Nashville Road

No. of Instrument	Instrument	Date of Instrument	Date of Registration	Grantor	Grantee	Consideration	Remarks
	Patent	08/03/1832		Crown	Canada Company		100 ac
15860	Deed	21/01/1839	21/02/1839	Hon. Wm. Allan et at	William Tedder		100 ac
8966	Grant	06/10/1909	12/03/1910	Thomas Tedder exor of Wm. Tedder	James H. Barons	\$4600	Part IN al 87 acres
13790	Grant	01/08/1924	16/08/1924	James & Mary Barons	Alexander Houston	\$400	Pt com at NE angle of Price's Lot etc
20252	Grant	15/07/1944	03/11/1944	Admrix Alexander Houston et al	Hazel & William Strain	\$1250	Pt com at NE angle of Price's Lot etc
20321	Grant	01/11/1944	15/06/1945	Hazel & William Strain	Herbert Vosper	\$1 & exch	Same as 20252
24374	Grant	09/03/1949	31/05/1949	Herbert & Lucy Vosper	Leverne D & Mary Moulder	\$1 & mtgs etc	Same as in 20252
428743	Grant		03/04/1987	Estate of Leverne Duffrin Dickson (Moulder)	Ron Wilson Construction Ltd		Pt 1 on 65R-10232
645925	Transfer		26/08/1994	Ron Wilson Construction Ltd	Joseph Demaria	\$185,000	Pt 1 on 65R-10232

Appendix H: Adjacent/Nearby Heritage Properties

763 Nashville Road



10 Charles Cooper Court



757 Nashville Road



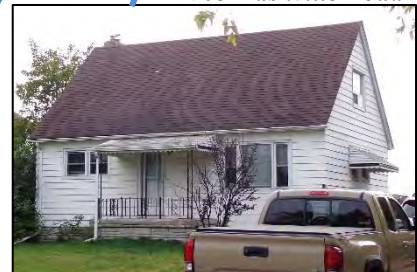
769 Nashville Road



727 Nashville Road



705 Nashville Road

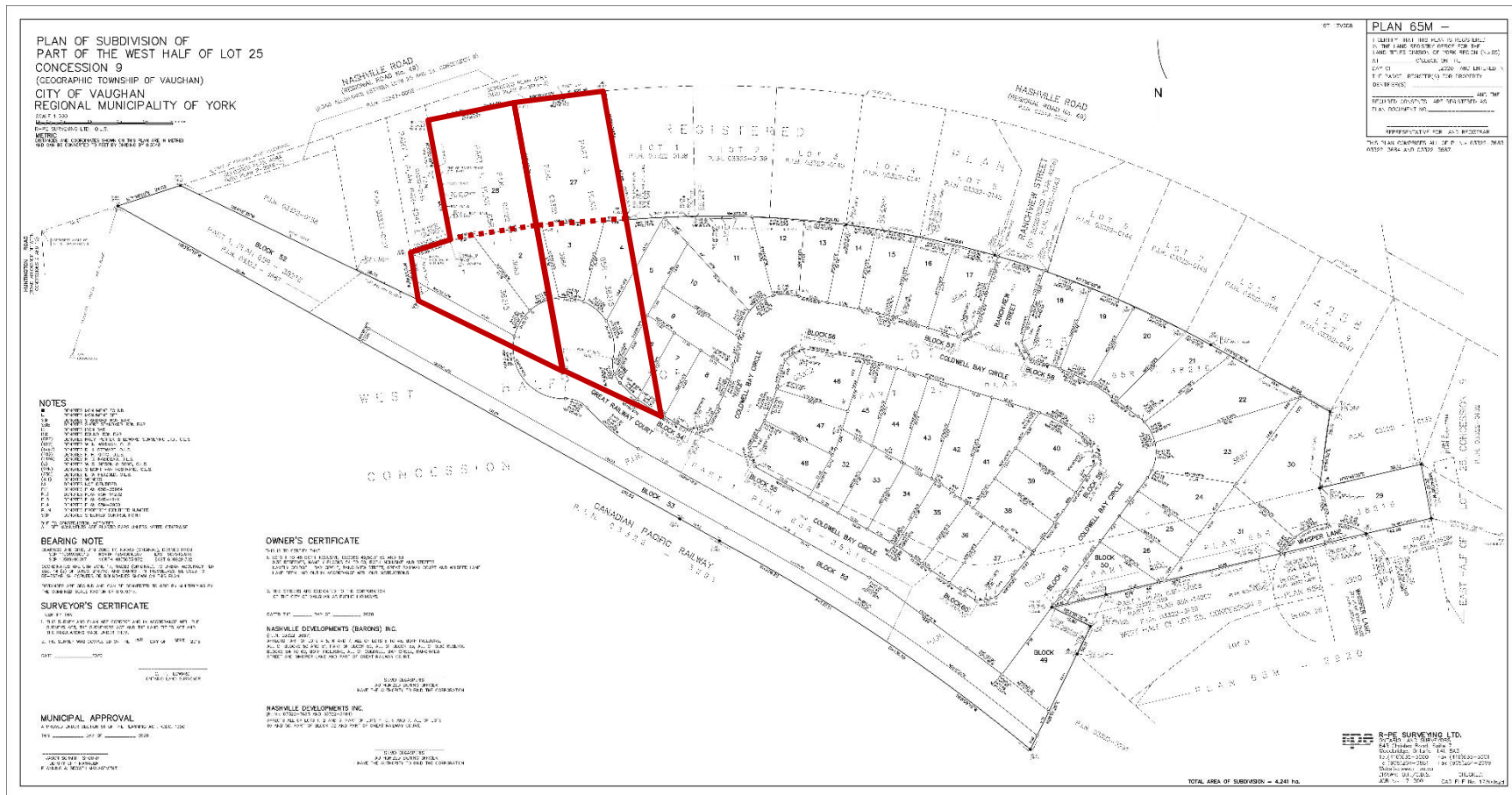


717 Nashville Road



Appendix I: Development Proposal

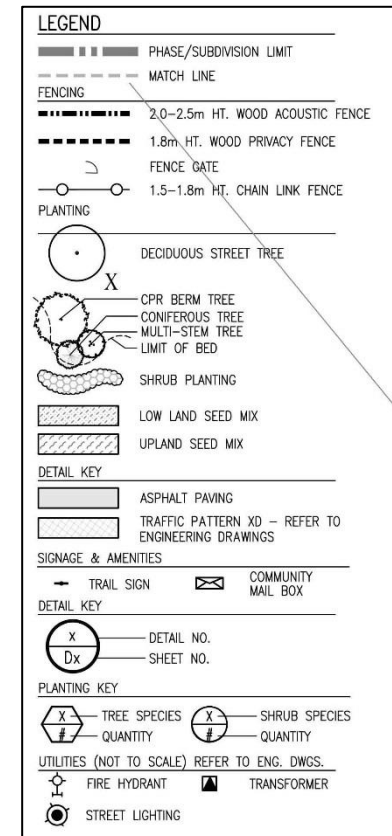
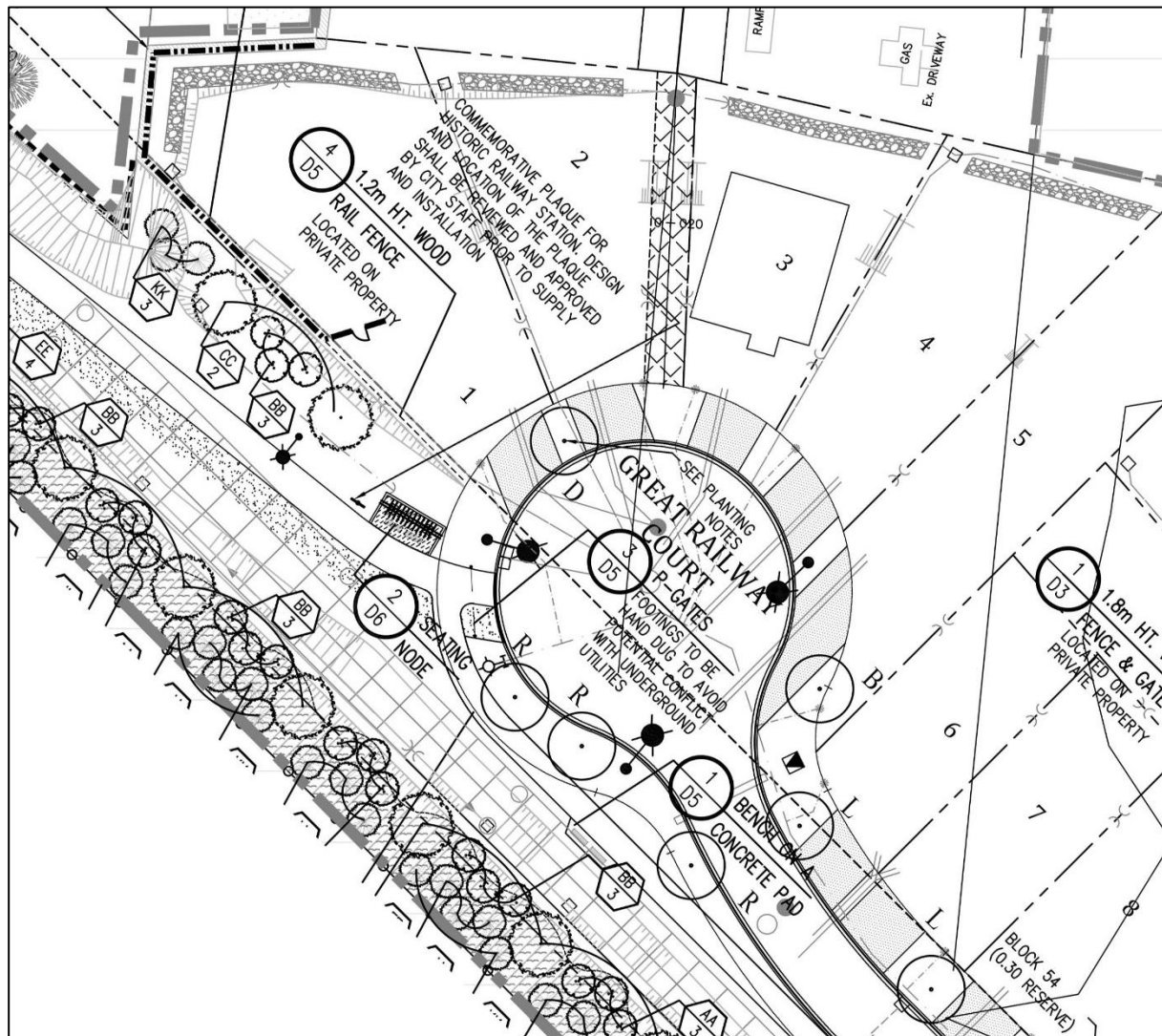
Pan of Subdivision



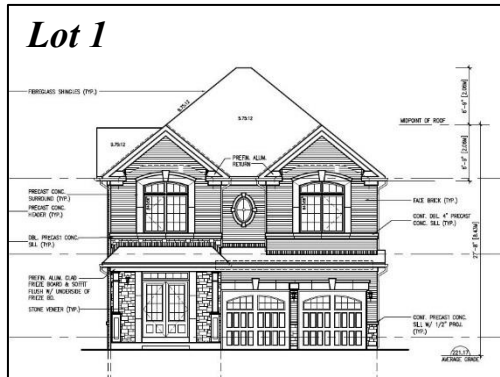
Detail of Subject Site Area of New Housing



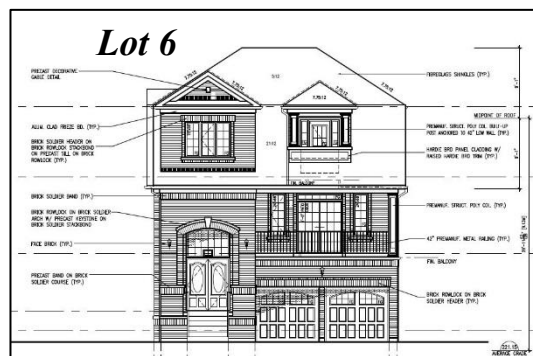
Part of the Landscape Plan



Proposed Front Elevations of New Houses by Subdivision Lot Number



Lot 2



Lot 7

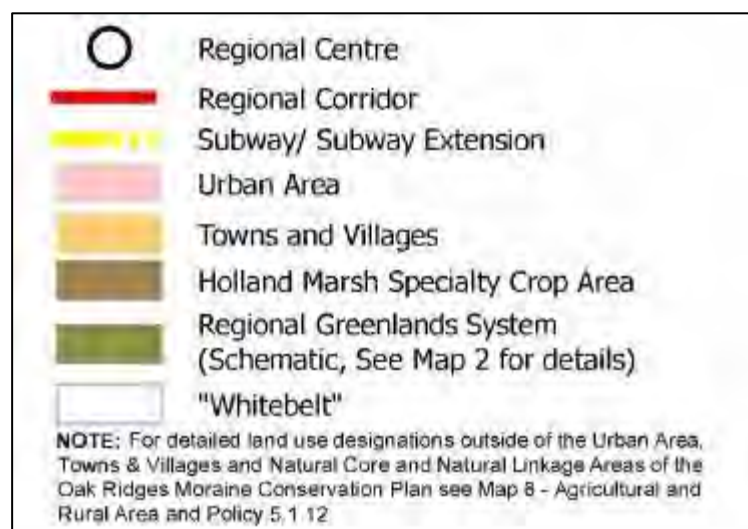


Appendix J: City of Vaughan and Region of York Planning Document Maps

Regional Municipality of York
Official Plan
Part of Map 1
Regional Structure



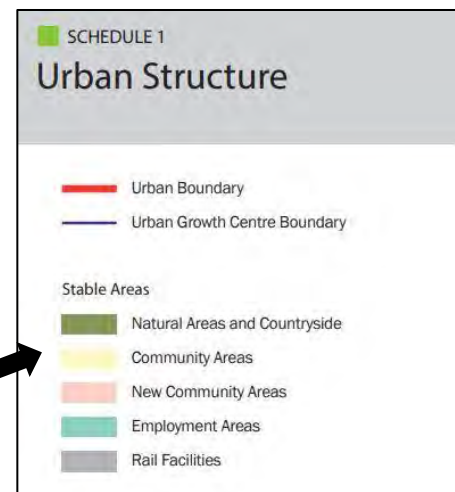
Legend



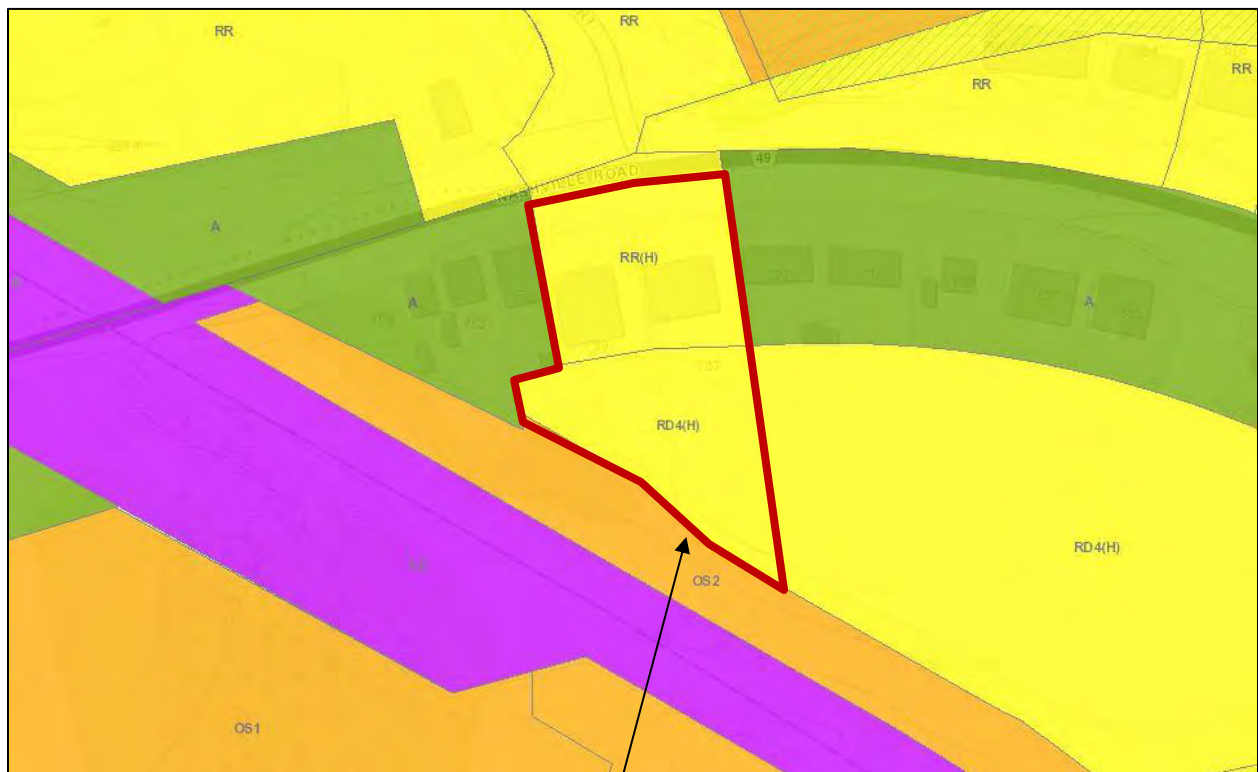
City of Vaughan Official Plan
Part of Schedule 1
Urban Structure



Subject Site

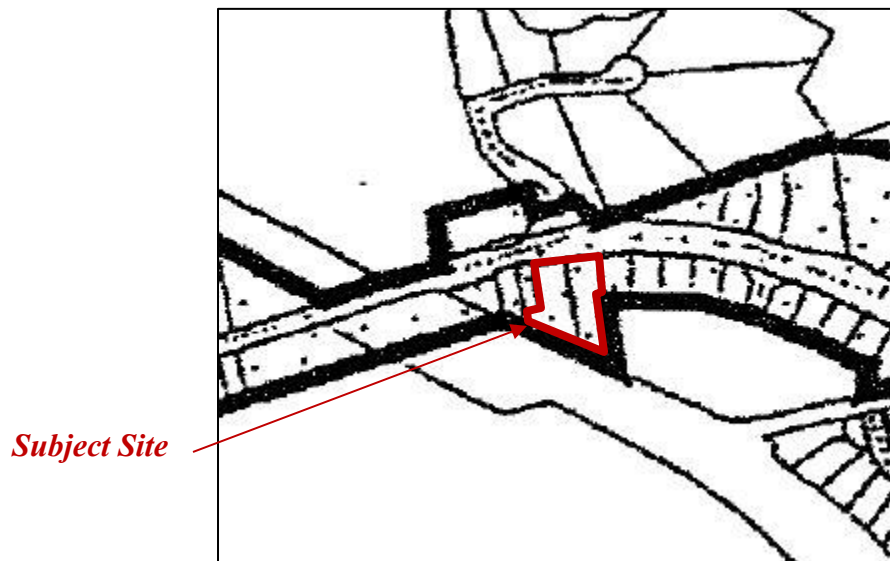
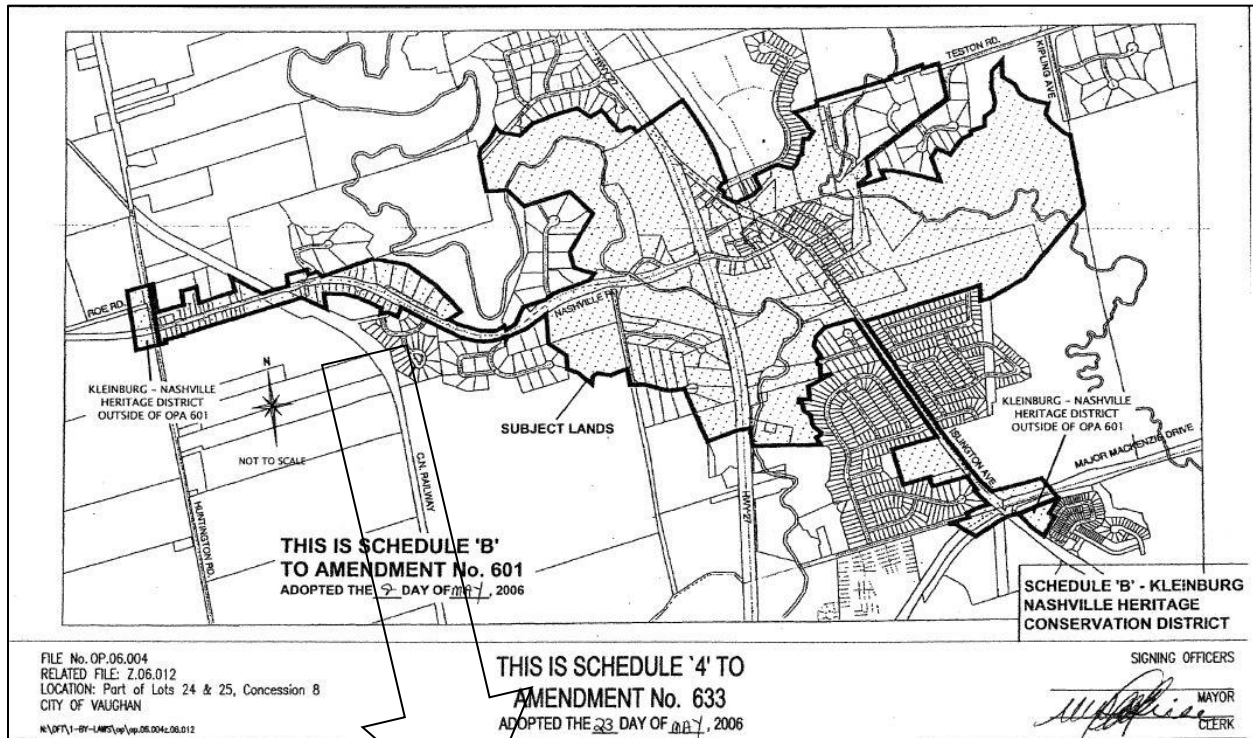


City of Vaughan
Zoning By-law, By-law No1-88 as amended
Part of Schedule “A” to the Zoning By-law



Subject Site

City of Vaughan
Kleinburg-Nashville Heritage Conservation District
Schedule B



Appendix K: Curriculum Vitae: Wayne Morgan

Wayne Morgan – Curriculum Vitae

Work Experience	2006 –	Consultant
	Principal, Wayne Morgan Heritage Planner	
	<ul style="list-style-type: none"> Heritage character statements and impact assessments Heritage Conservation Districts Heritage planning policies 	
	2000–2006	City of Toronto, City Planning
	Senior Co-ordinator, Heritage Preservation Services	
Related Experience	<ul style="list-style-type: none"> Managed review and approval of proposals involving heritage properties in the City – under the following Acts – Planning, Heritage and Building Code. Secured and administered heritage easement agreements (more than 200) and letters of credit to the City (in excess of \$10 million annually). Established 4 Heritage Conservation Districts involving in excess of 1500 properties – Yorkville and the Cabbagetowns -Metcalfe, North and South. Managed the listing and designation of individual heritage properties. Provided technical advice to City Council and its advisory committees and represented the City in negotiations and before Provincial tribunals. 	
	1998 - 2000	City of Toronto, Urban Development Services
	Senior Community Planner	
	<ul style="list-style-type: none"> Managed approval process of planning proposals and preparation of community plans, involving liaison with City staff and the public; provided professional advice to City Council and Provincial tribunals. 	
	1989–1997	Metropolitan Toronto, Planning Department
Education	Manager, Research Division	
	1976–1989	Region of York, Planning Department
	Senior Planner, long range planning	
	1974–1976	Region of Hamilton Wentworth, Planning Department
	Planner, Official Plan team	
Professional Associations	1973–1974	Acres Engineering
	Planner/Economist	
	1980 - 2000	Town of Newmarket
	Chair, Local Architectural Conservation Advisory Committee	
	<ul style="list-style-type: none"> Appointed as a volunteer by Town Council to the municipal heritage advisory committee established under the Ontario Heritage Act 	
Professional Associations	1968–1972 - University of Toronto - B.A., Geography	
	1972–1973 - Queen's University - M.A., Geography – Urban and Regional	
	Registered Professional Planner – member - Canadian Institute of Planner and the Ontario Professional Planners Institute.	
	Member – Canadian Association of Heritage Professionals	

**CITY OF VAUGHAN
REPORT NO. 8 OF THE
HERITAGE VAUGHAN COMMITTEE**

*For consideration by the Committee of the Whole
of the City of Vaughan
on December 8, 2020*

The Heritage Vaughan Committee met at 7: 03 p.m., on November 30, 2020.

<u>Members Present</u>	<u>In-Person</u>	<u>Electronic Participation</u>
Giacomo Parisi, Chair		X
Antonella Strangis, Vice Chair		X
Sandra Colica		X
Zhanyi He		X
Councillor Marilyn Iafrate		X
Waseem Malik		X
Riccardo Orsini		X
Elly Perricciolo		X
Shira Rocklin		X
John Senisi		X
Councillor Alan Shefman		X
Dave Snider		X
 <u>Staff Present</u>		
Rob Bayley, Manager of Urban Design & Cultural Heritage		X
Nick Borcescu, Senior Heritage Planner		X
Katrina Guy, Cultural Heritage Co-ordinator		X
Adelina Bellisario, Council / Committee Administrator		X

The following items were dealt with:

1. LOT SEVERANCES AT 737 AND 739 NASHVILLE ROAD, AS PART OF A LARGER ADJACENT DEVELOPMENT IN THE KLEINBURG-NASHVILLE HERITAGE CONSERVATION DISTRICT

The Heritage Vaughan Committee recommended that the following recommendation be forwarded to Council for approval:

- 1) That the recommendation contained in the report of the Deputy City Manager, Infrastructure Development, dated November 30, 2020, be approved.**

**REPORT NO. 8 OF THE HERITAGE VAUGHAN COMMITTEE FOR
CONSIDERATION BY THE COMMITTEE OF THE WHOLE,
DECEMBER 8, 2020**

Recommendations

THAT Heritage Vaughan Committee recommend Council instruction to Heritage staff for issuance of a Heritage Permit as clearance of Condition #65 of Council approved Draft Plan of Subdivision 19T-17V008 approved by Vaughan Council on June 19, 2018. The Draft Plan of Subdivision would facilitate new construction on Lots 1 to 7 inclusive, as a result of the proposed lot severance of the properties located at 737 and 739 Nashville Road located within the boundary of the Kleinburg-Nashville Heritage Conservation District ('KNHCD'), as part of the larger adjacent Block 61 West Nashville Heights low-rise residential community, under Section 42 of *Ontario Heritage Act*, subject to the following conditions:

1. Any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee to be determined at the discretion of the Acting Deputy City Manager, Planning and Growth Management.
2. That Heritage Vaughan Committee recommendations to Council do not constitute specific support for any development application under the *Planning Act* or permits currently under review or to be submitted in the future by the Owner as it relates to the subject application.

**2. RENOVATION AND ADDITION – SINGLE DETACHED DWELLING
REAR AND SIDE ADDITION WITH GARAGE LOCATED AT 8227
KIPLING AVENUE, WOODBRIDGE HERITAGE CONSERVATION
DISTRICT**

The Heritage Vaughan Committee recommended that the following recommendation be forwarded to Council for approval:

- 1) That the recommendation contained in the report of the Deputy City Manager, Infrastructure Development, dated November 30, 2020, be approved.**

Recommendations

1. THAT Heritage Vaughan Committee recommend Council approve the proposal to renovate the existing dwelling with attached garage and build a rear two-storey addition located at 8227 Kipling Avenue under Section 42 of Ontario Heritage Act, subject to the following conditions:
 - a) Any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee,

**REPORT NO. 8 OF THE HERITAGE VAUGHAN COMMITTEE FOR
CONSIDERATION BY THE COMMITTEE OF THE WHOLE,
DECEMBER 8, 2020**

to be determined at the discretion of the Deputy City Manager, Planning & Growth Management;

- b) That Heritage Vaughan Committee recommendations to Council do not constitute specific support for any Development Application under the Ontario Planning Act or permits currently under review or to be submitted in the future by the Owner as it relates to the subject application;
- c) That the Owner submit Building Permit stage architectural drawings and building material specifications to the satisfaction of the Chief Building Official.

3. 2021 MEETING DATES

The Heritage Vaughan Committee advises Council:

- 1) **That the following Heritage Vaughan Committee 2021 meeting dates were approved:**

**January 20
February 17
March 24
April 21
May 19
June 2
September 20
October 20
November 24**

4. NEW BUSINESS – COMMEMORATIVE PLAQUES

The Heritage Vaughan Committee advises Council:

That the Heritage Vaughan Committee was updated regarding the status of the Commemorative Plaques initiative. Staff will report back to the January 20, 2021 Heritage Vaughan meeting for further deliberations with respect to the matter.

The foregoing matter was brought to the attention of the Committee by Elly Perricciolo.

**REPORT NO. 8 OF THE HERITAGE VAUGHAN COMMITTEE FOR
CONSIDERATION BY THE COMMITTEE OF THE WHOLE,
DECEMBER 8, 2020**

The meeting adjourned at 7:42 p.m.

Respectfully submitted,

Giacomo Parisi, Chair