

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 19, 2018**

Item 39, Report No. 21, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 19, 2018, as follows:

***By receiving communication C14, from the Director of Parks Development, dated June 19, 2018.***

**39      ZONING BY-LAW AMENDMENT FILE Z.17.024 DRAFT PLAN OF  
SUBDIVISION FILE 19T-17V008 NASHVILLE (BARONS)  
DEVELOPMENTS INC. WARD 1 - VICINITY OF HUNTINGTON ROAD  
AND NASHVILLE ROAD**

**The Committee of the Whole recommends:**

- 1)      That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management dated June 5, 2018, be approved;**
- 2)      That the deputation by Mr. Don Given, Malone Given Parsons, Renfrew Drive, Markham, on behalf of the applicant, be received; and**
- 3)      That Communication C8 from Tas Candaras, A.M. Candaras Associates Inc., Weston Road dated May 29, 2018, be received.**

**Recommendations**

- 1.      THAT Zoning By-law Amendment File Z.17.024 (Nashville (Barons) Developments Inc.) BE APPROVED; to amend Zoning By-law 1-88 on the Subject Lands shown on Attachments #2 and #3, specifically to rezone the Subject Lands from “A Agricultural Zone”, “M3 Transportation Industrial Zone” and “RR Rural Residential Zone” to “RD3(H) Residential Detached Zone Three”, “RD4(H) Residential Detached Zone Four” and “RR(H) Rural Residential Zone” all with the addition of the Holding Symbol “(H)”, and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 to this report.**
- 2.      THAT the Holding Symbol “(H)” shall not be removed from the Subject Lands or any portion thereof, until the following conditions are addressed to the satisfaction of the City:**
  - a)      The proposed water, wastewater and stormwater servicing scheme for the development of the Subject Lands, as detailed in a Functional Servicing Report, shall be to the satisfaction of the Development Engineering Department; and**
  - b)      The consolidation of Lot 27 with the abutting 101 m<sup>2</sup> of the York Region Well lands to the south when the lands are obtained from York Region to create a buildable lot.**

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 19, 2018**

#### **Item 39, CW Report No. 21 – Page 2**

3. THAT Draft Plan of Subdivision File 19T-17V008 (Nashville (Barons) Developments Inc.), as redlined, BE APPROVED; to facilitate a residential Draft Plan of Subdivision comprised of 48 lots for detached dwellings, a linear park and the maintenance of two dwellings fronting onto Nashville Road, as shown on Attachment #4, subject to the Conditions of Pre-Approval and Approval set out in Attachment #1.
4. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-17V008 (Nashville (Barons) Developments Inc.) be reserved servicing capacity for a total of 50 residential units (200 persons equivalent). This reservation shall automatically be revoked after a period of twelve months in the event that the Draft Plan of Subdivision has not proceeded to registration.”

Item:



## Committee of the Whole Report

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

**WARD:** 1

**TITLE: ZONING BY-LAW AMENDMENT FILE Z.17.024  
DRAFT PLAN OF SUBDIVISION FILE 19T-17V008  
NASHVILLE (BARONS) DEVELOPMENTS INC.  
WARD 1 - VICINITY OF HUNTINGTON ROAD AND NASHVILLE  
ROAD**

**FROM:**

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

**ACTION:** DECISION

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### **Purpose**

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Draft Plan of Subdivision Files Z.17.024 and 19T-17V008 for the Subject Lands shown on Attachments #2 and #3 to rezone the Subject Lands to permit a residential Draft Plan of Subdivision (Attachment #4) consisting of lots for 48 detached dwelling units and a linear park and to retain the two existing dwellings fronting onto Nashville Road.

### **Report Highlights**

- To seek approval from the Committee of the Whole to rezone the Subject Lands to permit a residential subdivision consisting of lots for 48 detached dwelling units and retain two existing detached dwelling units fronting onto Nashville Road.
- Three of the proposed detached dwelling units will have access onto Whisper Lane, and 45 detached dwelling units having access from Nashville Road through the extension of Ranchview Street.
- The Development Planning Department supports the approval of the Draft Plan as it is consistent with the Provincial Policy Statement, and conforms to the Growth Plan, the York Region Official Plan and Vaughan Official Plan 2010. The Draft Plan is compatible with the existing and planned land uses in the surrounding area.

## **Recommendations**

1. THAT Zoning By-law Amendment File Z.17.024 (Nashville (Barons) Developments Inc.) BE APPROVED; to amend Zoning By-law 1-88 on the Subject Lands shown on Attachments #2 and #3, specifically to rezone the Subject Lands from “A Agricultural Zone”, “M3 Transportation Industrial Zone” and “RR Rural Residential Zone” to “RD3(H) Residential Detached Zone Three”, “RD4(H) Residential Detached Zone Four” and “RR(H) Rural Residential Zone” all with the addition of the Holding Symbol “(H)”, and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 to this report.
2. THAT the Holding Symbol “(H)” shall not be removed from the Subject Lands or any portion thereof, until the following conditions are addressed to the satisfaction of the City:
  - a) The proposed water, wastewater and stormwater servicing scheme for the development of the Subject Lands, as detailed in a Functional Servicing Report, shall be to the satisfaction of the Development Engineering Department; and
  - b) The consolidation of Lot 27 with the abutting 101 m<sup>2</sup> of the York Region Well lands to the south when the lands are obtained from York Region to create a buildable lot.
3. THAT Draft Plan of Subdivision File 19T-17V008 (Nashville (Barons) Developments Inc.), as redlined, BE APPROVED; to facilitate a residential Draft Plan of Subdivision comprised of 48 lots for detached dwellings, a linear park and the maintenance of two dwellings fronting onto Nashville Road, as shown on Attachment #4, subject to the Conditions of Pre-Approval and Approval set out in Attachment #1.
4. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-17V008 (Nashville (Barons) Developments Inc.) be reserved servicing capacity for a total of 50 residential units (200 persons equivalent). This reservation shall automatically be revoked after a period of twelve months in the event that the Draft Plan of Subdivision has not proceeded to registration.”

## **Background**

The Subject Lands (“Subject Lands”) are located south of Nashville Road, east of the CP Rail Line and are municipally known as 737 and 739 Nashville Road, as shown on Attachment #2 and #3. The surrounding land uses are shown on Attachment #3.

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

On October 13, 2017, a Notice of a Public Hearing was circulated to all property owners within 150 m of the Subject Lands and to the Kleinburg and Area Ratepayers' Association ("KARA"). A copy of the Notice of Public Hearing was also posted on the City's web-site at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed on the property in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Hearing) was held on November 7, 2017, to receive comments from the public and the Committee of the Whole. The recommendation of the Committee of the Whole to receive the Public Hearing report of November 7, 2017, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on November 21, 2018. Vaughan Council also directed that a community meeting be held with the Local and Regional Councillors, the Owner, the Ratepayers' Association and residents. A community meeting was held on January 25, 2018. The Deputations were made by the following at the Public Hearing and community meeting and written submissions have been received by the Development Planning Department:

Deputations

1. Don Givens, Malone Given Parsons, Renfrew Drive, Markham, and Communication C6, dated November 6, 2017, representing the applicant;
2. Denise and Nino Savoiaro, Whisper Lane, Kleinburg, and Communication C2, dated October 29, 2017;
3. Sam Barbieri, English Daisy Court, Kleinburg;
4. David Crocco, English Daisy Court, Kleinburg;
5. John Piccirilli, English Daisy Court, Kleinburg;
6. Richard Lorello, Treelawn Boulevard, Kleinburg; and
7. Marsha Lomis, Nashville Road, Kleinburg, representing KARA.

Communications/Written Submissions

1. T. Candaras, Weston Road, Woodbridge, dated October 24, 2017 and November 5, 2017;
2. M. Baldassarra, dated October 30, 2017;
3. C. Baldassarra, dated November 7, 2017;
4. E. Bortoluzzi, English Daisy Court, dated February 1, 2018

The following is a summary of the comments provided in the deputations and written submissions received by the Development Planning Department, submitted at the Public Hearing of November 7, 2017, and the Community Meeting held on January 25, 2018 and responses to each:

- a) The residents of Whisper Lane and English Daisy Court do not want the Whisper Lane cul-du-sac opened to provide through access for the Subject Lands.

On March 9, 1993, Subdivision Plan 65M-2920 was registered for the Whisper Lane/English Daisy Court subdivision. The Plan provided for the design of Whisper Lane to ultimately be a 20 m wide local road, which would temporary terminate as a cul-du-sac until such time as lands on the north side of the cul-du-sac were to be developed. The original proposed Draft Plan of Subdivision, (Attachment #5) presented at the Public Hearing included the extension of Whisper Lane to the west to intersect with the extension of Ranchview Street, which would connect to Nashville Road. The residents of Whisper Lane and English Daisy Court commented that the proposed road connection would generate additional traffic through their community and create safety concerns.

The Owner at the Community Meeting proposed maintaining Whisper Lane as a cul-du-sac and providing three lots with frontage onto Whisper Lane, as shown on Attachment #4. The remainder of the Draft Plan of Subdivision ("Draft Plan") will have one access point onto Nashville Road through the extension of Ranchview Street.

- b) The proposed lot sizes and unit type are not consistent with the existing lot sizes and unit types.

The original Draft Plan includes lots with minimum frontages ranging from 9.1 m to 12.2 m and minimum lot areas from 335 m<sup>2</sup> to 760 m<sup>2</sup> and a variety of lot depths, as shown on Attachment #5. The Plan also includes Blocks for street townhouses that would be subdivided into lots with a minimum frontage of 6.1 m and a minimum area of 167 m<sup>2</sup>. The lot frontages for the existing lots on Whisper Lane and English Daisy Court range between 16 m to 27 m with lot areas ranging between 1,378 m<sup>2</sup> to 1,432 m<sup>2</sup>.

The Owner has revised the Draft Plan as shown on Attachment #4, to provide lot frontages ranging from 15.2 m to 24.8 m and lot areas from 704 m<sup>2</sup> to 982 m<sup>2</sup>, for the lots fronting onto Whisper Lane. The Draft Plan includes lots with minimum frontages between 11.6 m and 16.9 m, as well as 23.3 m (Lot 27), and minimum lot areas ranging from 300 m<sup>2</sup> to 900 m<sup>2</sup>. The proposed street townhouse Blocks have been eliminated from the Draft Plan and the total number of dwelling units has been reduced from 66 units to 48 units. However, some members of the community have commented that larger lot frontages and areas should be provided and that the number of units be further reduced.

Policy 9.1.2.3 of Vaughan Official Plan 2010 ("VOP 2010") provides development criteria to maintain the character of older, established residential neighbourhoods that are characterized by large lots and/or by their historical, architectural or landscape value which includes the following:

- i) Lot frontage: In the case of lot creation, new lots should be equal to or exceed the frontages of the adjacent nearby and facing lots;

- ii) Lot area: The area of new lots should be consistent with the size of adjacent and nearby lots;
- iii) Lot configuration: New lots should respect the existing lotting fabric;
- iv) Front yards and exterior side yards: Buildings should maintain the established pattern of setbacks for the neighbourhood to retain a consistent streetscape;
- v) Rear yards: Buildings should maintain the established pattern of setbacks for the neighbourhood to minimize visual intrusion on the adjacent residential lots;
- vi) Building heights and massing: Should respect the scale of adjacent residential buildings and any city urban design guidelines prepared for these Community Areas; and
- vii) Lot coverage: In order to maintain the low-density character of these areas and ensure opportunities for generous amenity and landscaping areas, lot coverage consistent with development in the area and as provided for in the zoning by-law is required to regulate the area of the building footprint within the building envelope, as defined by the minimum yard requirements of the zoning by-law.

In addition, the City initiated the Community Area Policy Review for Low-Rise Residential Designations, which has resulted in the Council adopted Urban Design Guidelines (“Guidelines”) for Infill Development in Established Low-Rise Residential Neighbourhoods and the Community Area Policy Review for Low-Rise Residential Designations Study (“Study”). The Guidelines were approved by Council on October 19, 2016, and serve to help clarify and implement the existing Policy 9.1.2.3 of VOP 2010 related to compatibility. The Study was approved by Council on April 19, 2017, and a future Official Plan Amendment to implement the Study recommendations will be forwarded to Vaughan Council for adoption at a future date.

The Subject Lands abut an established large-lot neighbourhood, in accordance with the Guidelines, which includes the following characteristics:

- Deep front yard setbacks of approximately 12 metres or greater;
- Deep rear yard setbacks of 15 metres or greater;
- Wide and/or circular/semi-circular driveways;
- Attached garages that generally are not dominant features, with varying orientations and designs;
- Large detached houses generally occupying less than a third of the lot; and
- Expansive landscaped front and rear yards.

The Draft Plan has regard for some of the characteristics of a medium-lot neighbourhood as described in the Guidelines, including the following:

- Lot frontages ranging from 10 to 20 metres;
- Front yard setbacks from 6 to 15 metres;
- Rear yard setbacks between 7.5 to 10 metres;
- Front yard landscaped area generally less than 50% of the yard; and
- Two-storey detached dwellings are the predominant housing type.

The Guidelines acknowledge that new development, such as the Draft Plan, which has some of the characteristics of a medium-lot neighbourhood, may be able to interface with an established large-lot neighbourhood. Compatibility with the established neighbourhood can be maintained as the Subject Lands will be developing in accordance with the development characteristics of a medium-lot neighbourhood.

The revised Draft Plan, shown on Attachment #4, includes Lots 29 to 31 inclusive, with lot frontages of 24.8 m, 15.2 m and 16.1 m on Whisper Lane and lot coverages of 34.55%, 31.97% and 29.10% respectively. These lots are comparable to the existing lot frontages on Whisper Lane and English Daisy Court, which range between the 18 m to 27 m and the maximum permitted lot coverage of 35%. Further, the minimum front yard and minimum rear yard setbacks will be 7.5 m for Lots 29 to 31 inclusive, which is the same minimum Zoning By-law requirement for the existing dwelling units on Whisper Lane and English Daisy Court.

Lots 1 to 28 inclusive have lot frontages that range from 11.6 m to 31.8 m will have access to Nashville Road through Street "A" (Ranchview Street) and do not directly connect to other streets in the surrounding community. These lots are located internal to the Draft Plan and therefore, do not affect the Nashville Road Streetscape. At the Community Meeting, the Owner agreed to replace the existing chain link fence along the common property line with a wood fence to provide more privacy to the existing residents on Nashville Road. This requirement will be included as a condition of approval in Attachment #1 to this report.

c) The Draft Plan will result in increased traffic along Nashville Road.

The Development Engineering Department reviewed the Traffic Impact Assessment, which included a review of existing traffic patterns, full build-out of the surrounding area and planned road improvements to the road network (i.e. the jog elimination and road widening of Major Mackenzie Drive and the future Highway 427 extension) and have advised that the broad road network designed for the proposed Draft Plan complies with the Block 61 West background studies and that the Subject Lands can be adequately accommodated with road access.

d) A park is required in the community.

VOP 2010 specifies the requirements for new parkland for new residential development at the rate of 5% of the total gross land area or one hectare of parkland per 300 dwelling units or a combination of these, whichever is the highest. Furthermore, VOP 2010 and the Active Together Master Plan (Parks, Recreation and Libraries) outlines park classifications and sizes. For example, a neighbourhood park is between 0.75 to 5 hectares in size. The Parks Development Department has reviewed the original Draft Plan, (Attachment #5,) and advised that the 0.17 ha park (Block 39) did not meet the program requirements for a City park due to the configuration and size. Further, a 1.58 ha neighborhood park is proposed in Draft Plan of Subdivision File 19T-17V007 ("Plan 19T-17V007") located the west of the CP railway.



The revised Draft Plan shown on Attachment #4 also eliminates the park (Block 40) that was originally proposed on Attachment #5 and includes a multi-use trail/path along the east side of the rail line within Blocks 52 and 53, which will lead to the sidewalk on Nashville Road. This multi-use trail/path will provide access along Nashville Road to access the proposed neighborhood park located the west of the CP railway.

e) Is the preservation of trees being considered.

The Owner submitted a Tree Inventory and Preservation Plan and Report for the Subject Lands. The Report concludes that of the 219 trees on and within six metres of the Subject Lands, 53 trees will remain and tree protection measures will be put in place prior to development to protect the trees on the Subject Lands and on the abutting lands. The removal of 163 trees will be necessary to accommodate the Draft Plan and/or due to the poor condition of the tree. The Owner shall not remove trees without written approval by the City. A condition of approval to this effect is included in Attachment #1a) of this report.

The Owner shall provide an updated Tree Inventory and Preservation Plan and Report which shall provide the value of the replacing removed trees using the Urban Design Tree Replacement Valuation for review and approval by the City, as replacement trees cannot be replanted on the Subject Lands, excluding street trees. A condition to this effect is included in Attachment #1a). The cash value of the replacement trees is placed in a reserve fund for future tree planting on City owned lands in the same community.

### **Previous Reports/Authority**

[Committee of the Whole \(Public Hearing\) November 7, 2017](#)

On May 24, 2018 a courtesy notice of this Committee of the Whole meeting was sent to all individuals who made a deputation at the Public Hearing, submitted written correspondence to the Development Planning Department, or requested notification regarding the Applications.

### **Analysis and Options**

***Zoning By-law Amendment and Draft Plan of Subdivision Applications ("Applications") have been submitted to permit a residential development***

The Owner has submitted the following applications (the "Applications") to permit a development consisting of 48 lots for detached dwelling units on the Subject Lands shown on Attachments #2 and #3:

1. Zoning By-law Amendment File Z.17.024 for the Subject Lands shown on Attachments #2 and #3, specifically to rezone the Subject Lands from "A Agricultural Zone", "M3 Transportation Industrial Zone" and "RR Rural Residential Zone" to "RD3(H) Residential Detached Zone Three", "RD4(H) Residential Detached Zone Four" and "RR(H) Rural Residential Zone" all with the addition of the Holding Symbol "(H)", and "OS2 Open Space Park Zone" in

the manner shown on Attachment #4, together with site-specific zoning exceptions identified in Table 1 of this report.

2. Draft Plan of Subdivision File 19T-17V008 to facilitate a residential Plan of Subdivision (the "Draft Plan") for the Subject Lands shown on Attachment #4 consisting of the following:

| <b>Lots/<br/>Blocks</b> | <b>Land Use</b>                              | <b>Area<br/>(ha)</b> | <b>Number<br/>of Units</b> |
|-------------------------|--|----------------------|----------------------------|
| 1-48                    | Detached Residential Units                   | 2.29                 | 48                         |
| 49-50                   | Existing Detached Units                      | 0.30                 | 2                          |
| 51                      | Future Residential                           | 0.01                 |                            |
| 52                      | Linear Park, red-line revised to be a Buffer | 0.26                 |                            |
| 53                      | 15m Wide Berm                                | 0.43                 |                            |
| 54-60                   | 0.3m Reserves                                | 0.01                 |                            |
|                         | Streets                                      | 0.95                 |                            |
| <b>TOTAL</b>            |  | <b>4.25</b>          | <b>50</b>                  |

***The Draft Plan is consistent with the Provincial Policy Statement ("PPS"), 2014***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the *Provincial Policy Statement, 2014* ("PPS"). The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The PPS recognizes that local context and character is important. Policies are outcome oriented, and some policies provide flexibility in their implementation provided that Provincial interests are upheld. The *Planning Act* requires that Vaughan Council's planning decisions be consistent with the PPS. The Development Planning Department has reviewed the Draft Plan in consideration of the policies of the PPS and is of the opinion that the Draft Plan is consistent with provincial policies, specifically:

- Section 1.1.1 - to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses;
- Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land;
- Section 1.5.1 - planning for and providing publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages; and
- Section 1.7 - encouraging a sense of place, by promoting well-designed built form, cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The Draft Plan shown on Attachment #4 is for residential uses within a settlement area to conform with the “Low-Rise Residential” land use designation and site-specific Policy 12.7 in Vaughan Official Plan 2010 (“VOP 2010”). The Owner also proposes to provide a publicly accessible built and natural settings for recreation, including open space areas, trails and linkages as shown on Attachment #4. On this basis, the Development is consistent with the PPS.

***The Draft Plan conforms to the Growth Plan for the Greater Golden Horseshoe, 2017 (“Growth Plan”)***

The Provincial *Growth Plan for the Greater Golden Horseshoe Growth Plan 2017* (“Growth Plan”) is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council’s planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan. The proposed Draft Plan is consistent with the policy framework of the Growth Plan as the built form would utilize the Subject Lands more efficiently, make more efficient use of existing infrastructure, and provide housing at densities that are supportive of the Growth Plan objectives, specifically:

- Section 2.2.1 - directing growth to settlement areas that have existing or planned municipal water and wastewater systems;
- Section 2.2.2 - contributing to meeting 40% of residential development within a delineated built-up area by 2031 and identifying the appropriate type and scale of development and transition of built form to adjacent areas;
- Section 4.2.7 - implementing the goals and objectives of the municipal cultural heritage plan, and the conservation of cultural heritage resources.

The Draft Plan shown on Attachment #4 provides for a residential Draft Plan within a settlement area and a delineated built-up area that conforms to VOP 2010. Accordingly, the proposed Draft Plan conform to the Growth Plan.

***The Draft Plan conforms to the York Region Official Plan 2010 (“YROP”)***

The York Region Official Plan 2010 (“YROP”) guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Towns and Villages” on Map 1, “Regional Structure” of the YROP. Section 5.0 of the YROP states that “Growth will also occur in new community areas, Towns and Villages throughout the Region.” Section 3.5.4 of the YROP requires that “local municipal official plans and zoning bylaws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community.” The Draft Plan is comprised of different sized lots to facilitate detached dwellings with a range of unit sizes in the community. The proposed Draft Plan conforms to the YROP.

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

The Subject Lands are designated “Low-Rise Residential” and Vaughan Official Plan VOP 2010 and are located within a “Community Area”.

The “Low-Rise Residential” policies of VOP 2010 permit the proposed detached dwelling units up to a maximum building height of three-storeys.

Policy 2.2.3 of VOP 2010 states that, “Community Areas are characterized by predominantly Low-Rise Residential housing stock, with local amenities including local *retail, community facilities, schools* and parks, and they provide access to the City’s natural heritage and open spaces. The policies of this Plan will protect and strengthen the character of these areas. As the City grows and matures, these Community Areas will remain mostly stable. However, incremental change is expected as a natural part of maturing neighbourhoods. This change will be sensitive to, and respectful of, the existing character of the area.”

Policy 2.2.3.2 of VOP 2010 further states, “That Community Areas are considered Stable Areas and therefore Community Areas with existing development are not intended to experience significant physical change. New development that respects and reinforces the existing scale, height, massing, lot pattern, building type, character, form and planned function of the immediate local area is permitted, as set out in the policies in Chapter 9 of this Plan.”

The Draft Plan conforms with the Community Area policy objectives through the placement of three lots that front onto Whisper Lane with compatible lot frontages, lot size and development standards for the future detached dwellings, which maintain a consistent streetscape with the existing lots and detached dwellings on Whisper Lane and English Daisy Court. The remaining 45 lots are located to the interior of the Draft Plan and will not affect the Nashville Road streetscape. The proposed land use conforms to the Community Area policies of VOP 2010.

***The proposed rezoning and site-specific zoning exceptions identified in Table 1 would permit the Draft Plan, which is compatible with the existing and planned community***

The Subject Lands are zoned “A Agricultural Zone”, “M3 Transportation Industrial Zone” and “RR Rural Residential Zone”, as shown on Attachment #3, and are subject to Site-Specific Exception 9(896) which does not permit the Draft Plan. A Zoning By-law Amendment is required to rezone the Subject Lands to “RD3(H) Residential Detached Zone Three”, “RD4(H) Residential Detached Zone Four” and “RR(H) Rural Residential Zone” all with the addition of the Holding Symbol “(H)”, and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the following site-specific zoning exceptions:

Table 1:

|    | <b>Zoning By-law<br/>1-88 Standard</b> | <b>RD3 Residential Detached<br/>Zone Three Requirements</b>   | <b>Proposed Exceptions to the<br/>RD3 Residential Detached<br/>Zone Three Requirements</b>  |
|----|--|---|---|
| a. | Definition of<br>“Lot Line,<br>Rear”   | Means the lot line most<br>nearly opposite the front lot<br>line, but if the side lot lines<br>intersect, means the point<br>of intersection. | East Lot Line<br>(Lot 29)   |
| b. | Minimum Lot<br>Frontage                | 12 m  | Require a Minimum Lot<br>Frontage of:<br><br>24.8 m of Lot 29<br>15.2 m of Lot 30<br>16 m of Lot 31   |
| c. | Minimum Lot<br>Area                    | 324 m <sup>2</sup>  | Require a Minimum Lot Area<br>of:<br><br>704 m <sup>2</sup> of Lot 29<br>982 m <sup>2</sup> of Lot 30<br>774 m <sup>2</sup> of Lot 31   |
| d. | Minimum Front<br>Yard                  | i) 4.5 m the main<br>building<br>ii) 6 m for the attached<br>garage that faces a lot<br>line  | Require a Minimum Front<br>Yard Setback of 7.5 m for the<br>main building and attached<br>garage that faces a lot line  |
| e. | Minimum<br>Interior Side<br>Yard       | 1.2 m   | 1.2 m (on one interior side<br>yard and either 0.6 m or<br>1.2 m on the other interior<br>side yard, which abuts<br>another interior side yard of<br>0.6 m or 1.2 m) for a lot with<br>a Lot Frontage of 15 m to<br>25 m (Lots 29 and 30) |

|    | <b>Zoning By-law<br/>1-88 Standard</b> | <b>RD3 Residential Detached<br/>Zone Three Requirements</b> | <b>Proposed Exceptions to the<br/>RD3 Residential Detached<br/>Zone Three Requirements</b> |
|----|--|---|--|
| f. | Maximum<br>Driveway<br>Width           | 6 m   | Require a Minimum Driveway<br>Width of 10 m<br>For Lot 29                                  |

|    | <b>Zoning By-law<br/>1-88 Standard</b> | <b>RD4 Residential Detached<br/>Zone Four Requirements</b>                                       | <b>Proposed Exceptions to the<br/>RD4 Residential Detached<br/>Zone Four Requirements</b>  |
|----|--|--|--|
| a. | Minimum Lot<br>Frontage                | 9 m  | Require a Minimum Frontage<br>ranging from 11.6 m - 31.8 m<br>For Lots 1 - 28 and 32 - 48 as<br>shown on Draft Plan<br>(Attachment #4)   |
| b. | Minimum Front<br>Yard                  | i) 4.5 m the main<br>building<br><br>ii) 6 m for the attached<br>garage that faces a lot<br>line | 3 m for the main building<br>and attached garage that<br>faces a lot line (Lots 27 and<br>28)  |
| c. | Minimum Rear<br>Yard                   | 7.5 m  | 2.5 m<br>(Lots 27 and 28)  |
| d. | Minimum<br>Interior Side<br>Yard       | 1.2 m  | i) 1.2 m (on one interior side<br>yard and either 0.6 m or<br>1.2 m on the other interior<br>side yard, which abuts<br>another interior side yard<br>of 0.6 m or 1.2 m) for a Lot<br>Frontage of 11.6 m to<br>18 m |

|    | <b>Zoning By-law<br/>1-88 Standard</b>   | <b>RD4 Residential Detached<br/>Zone Four Requirements</b>   | <b>Proposed Exceptions to the<br/>RD4 Residential Detached<br/>Zone Four Requirements</b>                         |
|----|--|--|---|
|    |  |  | ii) 0.6 m (Lot 27 and 28)   |
| e. | Minimum Lot<br>Depth   | 27 m   | 11 m (Lot 27)<br>15 m (Lot 28)  |
| f. | Maximum<br>Interior Garage<br>Width  | i) 4.5 m (for lot frontages<br>11 m to 11.49 m / for<br>corner lots 14.01 m to<br>14.49 m)<br><br>ii) 5 m (for lot frontages<br>11.5 m / for corner lots<br>14.5 m to 14.99 m) | 5.5 m (for lots regardless of<br>whether the lot is a corner<br>lot for lot frontages between<br>11 m to 14.99 m) |
| g. | Minimum<br>Interior Garage<br>Width (Lot<br>Frontage 12 m<br>to 17.99 m or<br>Lot Frontage<br>for a Corner<br>Lot or a Lot<br>Abutting a<br>Buffer Block<br>between<br>15 m to 18 m) | 5.5 m  | 3 m<br>(Lots 8, 17, 18, 37, 40, 41, 46<br>and 48)   |

|    | <b>Zoning By-law<br/>1-88 Standard</b>                      | <b>“RR Rural Residential<br/>Zone” Requirements,<br/>subject to Exception<br/>9(896)</b> | <b>Proposed Exceptions to the<br/>“RR Rural Residential<br/>Zone” Requirements,<br/>subject to Exception 9(896)<br/>Requirements</b> |
|----|---|--|--|
| a. | Minimum Lot<br>Area   | 3,160 m <sup>2</sup> (Lot 49)<br>3,550 m <sup>2</sup> (Lot 50)                           | 1,400 m <sup>2</sup> (Lot 49)<br>1,500 m <sup>2</sup> (Lot 50)   |
| b. | Minimum Front<br>Yard                                       | 15 m   | 12 m (Lot 49)<br>14 m (Lot 50)   |
| c. | Minimum Rear<br>Yard  | 15 m   | 8 m (Lot 49)<br>11 m (Lot 50)  |
| d. | Minimum<br>Interior Side<br>Yard<br>(Existing<br>Dwellings) | 4.5 m  | i) 2.5 m West Lot Line (Lot<br>49)<br><br>ii) 1 m West Lot Line (Lot<br>50)  |
| e. | Maximum Lot<br>Coverage                                     | 10%  | 22%  |



|    | <b>Zoning By-law 1-88 Standard</b>        | <b>RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four Requirements</b> | <b>Proposed Exceptions to the RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four Requirements</b>  |
|----|---|--|--|
| a. | Minimum Setback to a Railway Right-of-Way | Zoning By-law 1-88 does not include a minimum setback from a railway right-of-way.             | Require a minimum 30 m building setback from the railway-right-of-way for a building or structure, either temporary or permanent, or swimming pool above or below grade. |

The Development Planning Department has reviewed the proposed rezoning and site-specific exceptions to Zoning By-law 1-88, and provides the following comments:

a) Zone Categories

Lots 29 to 31 inclusive and Lots 1 to 28 on the Draft Plan are proposed to be zoned RD3 Residential Detached Zone Three and RD4 Residential Detached Zone respectively. These Zone categories of Zoning By-law 1-88 most closely represent the lot frontages and/or lot areas proposed in the Draft Plan. Lots 29 to 31 inclusive have lot frontages and lot areas that exceed the minimum lot frontage of 12 m and minimum lot area of 324 m<sup>2</sup> in the RD3 Residential Detached Zone Three. However, to address concerns that were raised in the written responses and at the Community Meeting respecting the number of lots being proposed onto Whisper Lane, site-specific zoning standards are proposed that exceed the minimum lot area and minimum lot frontage requirements to provide compatible lots with the existing community.

b) Definitions

The proposal to amend the definition of “Lot Line, Rear” is due to the irregular configuration of Lot 29. This is a technical exception to define the rear lot line.

c) Minimum Lot Frontage, Lot Area and Front Yard

The proposed minimum lot frontage and lot area requirements provide standards that exceed the RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four requirements in Zoning By-law 1-88 in order to provide compatible lots with the existing community. The increased front yard setback provides for consistent building setbacks with the existing buildings in the Whisper Land and English Daisy Court.

d) Minimum Interior Side Yard

The proposed interior side yards are considered to be appropriate and will permit the future development of detached units that are consistent with other dwellings in Block 61. The proposed side yards will not have a negative impact on the visual quality of the streetscape, lot drainage or grading, the pairing and larger undisturbed areas for streetscaping and tree planting.

The future development of the detached dwellings is also subject to the Block 61 West Nashville Heights Architectural Design Guidelines.

The Owner has requested an increase in the maximum interior garage width to permit dwelling units with attached garages that accommodate a minimum of two cars. The proposed 5.5 m garage size is in keeping with similar approvals in the surrounding Community. The dwelling units will also be subject to the Block 61 West Nashville Heights Architectural Design Guidelines.

e) Interior Garage Dimensions

The Owner has requested the interior garage width be reduced to 3 m for eight lots, specifically Lots 8, 17, 18, 37, 40, 41, 46 and 48, to provide single-car garages. These particular lots have smaller lot frontages and wider rear yards. The lots would still comply with the zoning requirement to provide two parking spaces, with one space being provided in the garage and one space being provided on the driveway.

f) Maximum Driveway Width

The increase in maximum driveway width for Lot 29 is due to its irregular lot configuration and the placement of the proposed dwelling with the attached garage on the lot.

g) "RR Rural Residential Zone" Requirements

Lots 49 and 50 are zoned "RR Rural Residential Zone" by Zoning By-law 1-88, subject to site-specific Exception 9(896). Lots 49 and 50 will be zoned "RR(H) Rural Residential Zone" with the Holding Symbol ("H") by Zoning By-law 1-88, subject to site-specific Exception 9(896). The site-specific Exception is for the minimum lot area, frontage and yard, and maximum lot coverage requirements for these lots. However, the rear portion of these lots are being severed to create new lots (Lots 1 to 3 inclusive and Part of Lots 4 to 7 inclusive), as shown on Attachment #4. The front portion of each lot, which front onto Nashville Road, is being maintained with its existing dwelling unit. Modifications to the zoning requirements in the Exception are required to recognize the new lot fabric of these lots. The new minimum lot area, frontage and yard, and maximum lot coverage requirements for these lots are in keeping with the existing lots on Nashville Road. Also, Lots 49 and 50 will be zoned with the Holding Symbol ("H"). The Holding Symbol ("H") will not be removed until the Owner provides a sanitary sewer design that complies with City and/or Regional standards, including the Kleinburg Water and Wastewater Master

Plan for Lots 49 and 50. A condition to this effect is included in the Recommendations of this report and the Conditions of Approval in Attachment #1a).

h) Minimum Setback to a Railway Right-of-Way

The Canadian Pacific Railway ("CP") requires a minimum 30 m setback from the railway right-of-way all residential units. This requirement is not contained in Zoning By-law 1-88 and is usually dealt with through a site-specific provision in the implementing Zoning By-law. This setback requirement will be included in the implementing site-specific Zoning By-law amendment for the Subject Lands, should the applications be approved.

In consideration of the above, the Development Planning Department is satisfied that the proposed zone categories and site-specific exceptions zoning to the "RD3 Residential Detached Zone Three" and "RD4 Residential Detached Zone Four" of Zoning By-law 1-88, and to the "RR Rural Residential Zone" by Zoning By-law 1-88 subject to site-specific Exception 9(896), are appropriate, maintain the intent of the Low-Rise Residential Designation of VOP 2010 and will result in development that is consistent with the surrounding area.

***The Subject Lands will be zoned with the Holding Symbol "(H)"***

The Subject Lands will be zoned with the Holding Symbol "(H)" in the manner shown on Attachment #4. The Holding Symbol "(H)" is being placed on the Subject Lands as the Functional Servicing Report ("FSR") to address water, wastewater and stormwater servicing scheme for the development must be updated to the satisfaction of the DE Department. In addition, the Holding Symbol "(H)" will be place on Lot 27 until the abutting 101 m<sup>2</sup> of land is obtained from the Region to create a buildable lot. The Holding Symbol "(H)" will not be removed until the following conditions are satisfied:

- a) The proposed water, wastewater and stormwater servicing scheme for the development of the Subject Lands, as detailed in a Functional Servicing Report, shall be to the satisfaction of the Development Engineering Department; and
- b) The consolidation of Lot 27 with the abutting 101 m<sup>2</sup> of the York Region Well lands to the south when the lands are obtained from York Region to create a buildable lot.

A condition to this effect is included in the Recommendations of this report and the Conditions of Approval in Attachment #1a).

***The Development Planning Department has no objection to the approval of the Draft Plan, subject to the Conditions of Approval***

Subdivision Design

The proposed Draft Plan of Subdivision shown on Attachment #4, includes an east and a west section which are not connected. The east section includes three lots with

detached dwellings fronting on Whisper Lane. The location of these lots will terminate Whisper Lane as originally planned in Registered Plan 65M-2920. The west section includes 45 lots for detached dwellings with access to Nashville Road via Ranchview Street and proposed Streets “A” and “B” as shown on Attachment #4.

The proposed land uses for the Draft Plan includes 48 detached dwelling units on lots with frontages between 11.6 m to 24.8 m, a 0.26 ha linear park, red-line revised to be a buffer, a 15 m wide (0.43 ha) berm and to the retention of two existing dwellings on lots fronting onto Nashville Road, as shown on Attachment #4.

The Owner has advised that 101 m<sup>2</sup> of land is to be acquired from the York Region Well lands as shown on Attachment #4, and will be consolidated with Lot 27. Lot 27 will be developed with the abutting York Region lands to the south when the lands are obtained. A condition to this effect is included in Attachment #1a) of this report.

All development within the Draft Plan of Subdivision is required to proceed in accordance with the Vaughan Council approved Block 61 West Nashville Heights Architectural Design Guidelines and the approved Block 61 West Nashville Heights Landscape Master Plan. A condition to this effect is included in Attachment #1a) of this report.

The Development Planning Department is satisfied with the proposed Draft Plan design, subject to the comments in this report, and the Conditions of Approval outlined in Attachment #1a) of this report.

#### Kleinburg-Nashville Heritage Conservation District Plan

The current portion of the Subject Lands that are zoned “RR Rural Residential Zone”, are located within the Kleinburg-Nashville Heritage Conservation District (“KNHCD”) Plan, as shown on Attachment #4 and are designated under Part V of the *Ontario Heritage Act*. (“OHA”). Therefore, all planning applications, demolitions and new constructions must be consistent with the KNHCD Plan.

The Owner has advised that 737 and 739 Nashville Road, which are developed with existing detached dwellings (Attachment #4), may be severed from the Draft Plan. Should there be any severance of these lands from the Draft Plan the existing boundary of the KNHCD Plan will not change. The retained lands (the front portions of 737 and 739 Nashville Road) will continue to be designated under Part V of the OHA. By-law 183-2003 that designates the KNHCD Plan Area cannot be amended through any applications under the *Planning Act*.

737 and 739 Nashville Road are not identified as contributing properties within the KNHCD Plan. The KNHCD Plan is divided into distinct areas and these properties are located within the “Residential Villages” area. As such, those policies within the KNHCD Plan will apply. Lots 1 to 7 inclusive, notwithstanding that only part of Lots 4 to 7, are located in KNHCD Plan Area will also require Heritage Vaughan Committee Review and

Council approval. For the Subject Lands that are outside the KNHCD Plan Heritage Vaughan Committee Review is not required.

Policy 10.1.2.23 of VOP 2010 requires any new detached dwelling on lands located within the KNHCD to be subject to Site Development Approval. However, if the lands are proceeding through the Plan of Subdivision process and comply with the approved Kleinburg-Nashville Heritage Conservation District Guidelines, Site Development Approval is not required. Prior to final approval of the Draft Plan or any phase thereof, the Owner shall submit a Heritage Permit application for the proposed demolition and new construction on Lots 1 to 7 inclusive, which are located within the boundary of the KNHCD. The Heritage Permit shall be reviewed by the Heritage Vaughan Committee and requires approval by City of Vaughan Council. A condition to this effect is included in Attachment #1a). Heritage Vaughan approval shall be required as part of the Building Permit.

The Kleinburg Railway Station which was built in 1907, to replace the original 1870 Railway Station, was previously located south of Lot 1 within Block 53. In 1976, the Railway Station was relocated to the Kleinburg Core at 10415 Islington Avenue (north portion of the Kleinburg Public School site). The Railway Station played an important role in the development of the Nashville community as it supported commercial enterprises as mills, a lumber yard and a hotel. As such to recognize the importance of the Railway Station, the Cultural Heritage Resource Impact Assessment prepared by the Owner recommends commemorating the Railway Station with place naming and an interpretative plaque near the original location of the Railway Station south of Lot 1. A condition to this effect is included in Attachment #1a).

The Development Planning Department, has no objection to the Draft Plan, subject to the conditions in the Recommendations section in this report and the Conditions of Approval outlined in Attachment #1a) of this report.

#### Archaeology

The Development Planning Department, Urban Design and Cultural Heritage Division has reviewed the Stages 1 and 2 Archaeological Assessment, Stage 3 Archaeological Assessment and the Preliminary Stage 4 Excavation Report the Line Site and require the corresponding letters from the Ministry of Tourism, Culture and Sport that the Assessments meets the Ministry's guidelines. The Development Planning Department, Urban Design and Cultural Heritage Division has no objection to the Draft Plan, subject to the conditions in this report and the Conditions of Approval outlined in Attachment #1a) of this report.

#### Developer's Group Agreement

The participating landowners in Block 61 must execute a Developer's Group Agreement regarding the provision of servicing infrastructure, roads for the parks and open spaces. The Owner is a member of the Block 61 Developers' Group and shall be required to

satisfy all obligations, financial and otherwise, to the satisfaction of the Block 61 Trustee and the City of Vaughan. A condition to this effect is included in Attachment #1a).

***The Policy Planning and Environmental Sustainability Department has no objection to the approval of the Draft Plan, subject to the Conditions of Approval***

The Policy Planning and Environmental Sustainability Department, has advised that there are no natural heritage features on the Subject Lands and therefore, have no further concerns respecting these applications. However, all applications regardless of their location are required to abide by the *Endangered Species Act* (2007) regulated by the Ministry of Natural Resources and Forestry ("MNRF"). The Owner is required to complete an information request form and submit it to the MNRF for confirmation of any potential Species at Risk on the Subject Lands. A condition to this effect is included in Attachment #1a).

A condition of approval included in Attachment #1a) to this report requires the Tree Inventory and Preservation Plan Report to be updated to the satisfaction of the City and which shall include:

- a) The value of the tree replacements using the Urban Design Tree Replacement Valuation must be quantified;
- b) Reference to the appropriate documents in the summary letter in the Landscape Master Plan Linear Park (Sheet MP); and
- c) Street tree plantings should not be included in this Urban Design Tree Replacement Valuation calculation. Identify the trees being planted for tracking purposes including species and size.

The Policy Planning and Environmental Sustainability Department, has no objection to the Draft Plan, subject to the conditions in this report and the Conditions of Approval included in Attachment #1a) of this report.

***The Development Engineering Department has no objection to Draft Plan, subject to Conditions of Approval***

a) General Comments

The Development Engineering ("DE") Department has reviewed the Draft Plan and provides the following comments:

The Owner shall address the DE Department's requirements. The Draft has been redlined to reflect the following items:

- i) Outline and label the sidewalk locations and projected driveway positions to the curb for each lot. The driveways shall have minimum 1 m separation to the adjacent lot's driveway; and

ii) Identify all the blocks required to facilitate the Whisper Lane cul-de-sac under the ultimate condition.

b) Water Servicing

The Draft Plan is proposed to be serviced by connecting the existing watermain on Nashville Road through the future "Street "A" (Ranchview Street), to facilitate a water connection within Pressure District 6 ("PD-6") and Pressure District Kleinburg-Nashville Road ("PD-KN"). The water service will be terminated within the Subject Lands to a proposed fire hydrant on Street "C". The DE Department is satisfied that the Draft Plan can be adequately supplied with water service, subject to the comments in the report and conditions in Attachment #1a).

c) Sanitary Servicing

The Subject Lands are located within Block 61 East. The Kleinburg Water and Wastewater Master Plan ("WWMP") identifies the Subject Lands as being tributary to the Kleinburg Wastewater Treatment Plant via the Stevenson Road Pumping Station.

The Owner has submitted a Functional Servicing Report that explores an alternative servicing scheme for the Subject Lands that directs the sanitary flow westerly to the Block 61 West Draft Plan of Subdivision File 19T-17V007 (Nashville (Barons) Developments Inc. and Nashville (10 Acres) Developments Inc.), west the CP rail corridor, through a proposed pipe to be installed under the railway tracks. The Block 61 West sanitary network was not designed to accommodate the additional flows from the Subject Lands. Additional analysis is required to determine if sufficient residual capacity is available in this sewer system to accommodate the servicing of the Subject Lands.

If the alternative servicing scheme is acceptable to the City, the Owner will still be required to contribute its proportional financial contribution to the infrastructure identified in the WWMP that has been designed and constructed to accommodate the Subject Lands, such as the Stevenson Road Pumping Station.

In addition, the current sanitary design illustrates that Lots 49 and 50 fronting on to Nashville Road, and Lots 29, 30 and 31 fronting on to Whisper Lane are to be serviced by a proposed sanitary sewer within the Draft Plan via easements between Lots 2 and 3, and Lots 23 and 24, respectively. This servicing proposal presents maintenance and operational challenges to the City and therefore requires further review. As such, DE is recommending that the Holding Symbol "(H)" be placed on the zoning of the Subject Lands, which can be lifted once the Owner provides a sanitary servicing design for the Plan to the satisfaction of the City. Conditions to this effect are included in the Recommendations and conditions in Attachment #1a) of this report.

d) Storm Servicing

The current stormwater management ("SWM") design proposes to discharge flow towards an existing conveyance ditch within the CP railway right-of-way by storm

sewers under the roadway, underground storage chambers under the proposed railway grading berm, and over land ditches that are to be constructed adjacent the railway berm. The DE Department is satisfied that the Subject Lands can be serviced to adequately accommodate stormwater discharge, but not in its current design, as the proposed measures do not conform to City Standards, including the use of underground chambers within blocks to be conveyed to the City lands and not directing flow to a SWM facility. As such, the Owner shall address the comments in the report and conditions in Attachment #1a) to facilitate the acceptance of the SWM design, to the satisfaction of the City.

The use of underground Stormtech Chambers (“STC”) for the detention of stormwater adjacent to the proposed road right-of-way within Berm Block 53 does not conform to City standards for this Draft Plan, as this block is to eventually be assumed, owned and maintained by the City. The City Standard necessitates that SWM flows for this Draft Plan be guided directly to a SWM facility. The Subject Lands have three nearby SWM ponds available to service the Draft Plan’s stormwater flow as follows:

- i) The existing SWM pond servicing the Burbidge subdivision located east of the Subject Lands has been designed to accommodate a portion of the storm drainage originating from the Draft Plan, conveyed through the existing storm sewer infrastructure on Whisper Lane; and
- ii) The two SWM ponds servicing the Nashville Heights subdivision located within Block 61 West can be ultimately designed and constructed to accommodate the SWM flow from the Draft Plan. The City notes that draft plan conditions supplied for Draft Plan of Subdivision File 19T-17V007 requires expansion of the existing temporary SWM ponds in Block 61 West to accommodate its storm discharge. The DE Department advises the Owner to explore opportunities to facilitate the storm flows from the Draft Plan to the Block 61 West SWM ponds, as these ponds have not yet been constructed in their final condition. Opportunities to facilitate shared sewer easement corridor with the proposed sanitary sewer under the CP railway right-of-way should also be investigated.

If residual flow remains after discharging flows to SWM facilities, the use of underground storm storage infrastructure may be permitted, if the type of storage is a concrete box or pipe and not a proprietary facility. The infrastructure should be removed from under the grading berm and shifted within the future road right-of-way for ease of maintenance access.

e) Storm Drainage

The water balance calculations demonstrate that with the proposed mitigation measures including roof leader disconnects to lawns, soil amendment, and rear yard infiltration trenches (Lots 21 to 26, 30 to 35, and 41 to 45), pre-development infiltration volumes can be achieved, which is a requirement for the Wellhead Protection Area (“WHPA”). The DE Department defers to the TRCA to comment on the infiltration volume to



achieve the WHPA requirement. The Owner is required to indicate the location of all proposed infiltration trenches within the residential lots.

At the detailed design stage, the supporting detailed documentation/test results and/or calculations demonstrating that the soils are conducive to infiltration techniques, and that the location and infiltration measures are sized appropriately such that predevelopment annual infiltration volumes are achieved shall be required.

The November 2016 Geotechnical Report states that the soils (engineered fill) in the area of the proposed berm will need to be compacted to ensure the structural integrity of the proposed berm. As per the Grading and Servicing Plan drawing, the proposed underground STC are proposed to be located in this area. Thus, infiltration from the STC may not be practical. If this is still the case, the Owner must advise how the required compacted soil will impact the proposed quantity control measures. The FSR must be updated to address the functionality, design and or location of the STC as necessary.

The Grading and Servicing Drawing illustrates the proposed infrastructure within the Subject Lands including the storm sewer network and proposed underground storage chambers. The major and minor drainage system are also illustrated on this drawing. Although further details for this infrastructure can be provided at the detailed/subdivision design stage, it is not clear how 100% of runoff from the Subject Lands will be conveyed and treated by the oil grit separators ("OGS") and infiltration galleries.

f) Grading Design, and Erosion and Sediment Control

An evaluation of the grading design and erosion and sediment control measures will be conducted when the detailed drawings are submitted for the City's review. The following shall be noted with regards to this design:

- i) A variety of erosion control best management practice manuals are available, however the Erosion and Sediment Control Guidelines for Urban Construction ("ESCG") (December 2006) was created as a consolidated document that best suits jurisdictions within the Greater Golden Horseshoe Area Conservation Authorities for common usage in land development, construction and water management. Erosion and sediment control mitigation measures are to be implemented during construction to minimize silt laden runoff discharge from the Subject Lands in accordance with the ESCG.
- ii) The design of the sidewalk should be investigated to facilitate access through the Block 52.

The Hydrogeological Investigation identified that the quality of filtered and unfiltered groundwater samples taken within the Subject Lands to exceed York Region Storm Sewer Guideline ("YRSSG") parameters. Therefore, it is noted that if groundwater is encountered and collected within infiltration trenches, that the resulting discharge will require quality control mitigation measures before discharge to municipal sewers. The

Hydrogeological Investigation will require updating to detail the impacts to the proposed infiltration trenches.

g) Noise

The Owner shall satisfy all requirements with respect to noise attenuation and ensure all recommendations are implemented in accordance with the Environmental Noise Assessment prepared by Valcoustics Canada Ltd. (March 5, 2018), including warning clauses respecting the noise generated road or rail traffic. Conditions to this effect are included in Attachment #1a) to this report.

h) Environmental Site Assessment ("ESA")

The submitted Environmental Site Assessment ("ESA") documentation has been reviewed and is acceptable to the City. The Owner shall be required to undertake an additional limited Phase Two ESA investigation on park land and open space lands that are to be conveyed to the City. The details of the requirements shall be included in the future Subdivision Agreement, should the Applications be approved.

i) Transportation

Access to the Subject Lands is from the future Ranchview Street connection to Nashville Road to the north, with an emergency access to Nashville Road proposed through the redlined Buffer Block 52. The DE Department is satisfied that the Subject Lands can be adequately accommodated with road access, subject to the comments in the report and conditions in Attachment #1.

The transportation requirements must be addresses and therefore, the Draft Plan of Subdivision has been redlined to:

- i) Outline and label the sidewalk locations and projected driveway positions to the curb for each lot. The driveways shall have minimum 1 m separation to the adjacent lot's driveway;
- ii) Identify the all blocks required to facilitate the Whisper Lane cul-de-sac under the ultimate condition;
- iii) Provide a minimum of 20 m tangential segment (straight line) in all directions as per City Standard Drawing C-5 for the Street "A" and Street "B" Road intersection;
- iv) Provide the cul-de-sac details for Street "C" and Whisper Lane in accordance with City Standard Drawing C-3;
- v) Provide a pedestrian sidewalk (at least one side) on all City roads. All City streets should meet City Standard Drawing B-12;
- vi) Show pedestrian sidewalk and connectivity on the Plan;
- vii) Provide for any street intersecting with an arterial road/Regional road a minimum 23 m wide right-of-way for a distance of 60 m from the York Region road; and
- viii) Provide details/designs for Ranchview Street and Nashville Road intersection to meet City Standards Drawing D-5, which require the Region's approval.

The DE Department has no objections to the Draft Plan, subject to their Conditions of Approval outlined in Attachment #1a) of this report.

***Servicing Allocation is available for the Draft Plan***

On February 21, 2018, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City.

Accordingly, servicing capacity to Draft Plan 19T-17V008 is available and unrestricted. Therefore, the following resolution to allocate capacity to the subject development may be recommended for Council approval:

“THAT Draft Plan of Subdivision File 19T-17V008 be reserved servicing capacity for a total of 50 residential units (200 persons equivalent). This reservation shall automatically be revoked after a period of twelve months in the event that the Draft Plan of Subdivision has not proceeded to registration.”

A Holding Symbol “(H)” and No Pre-sale Agreement conditions are included for the Draft Plan. These conditions shall apply to the Draft Plan until the ultimate servicing scheme is decided and the Draft Plan has been allocated servicing capacity by Council resolution, to the satisfaction of the City of Vaughan.

The Infrastructure Planning and Corporate Asset Management Department has no objections to the Draft Plan subject to condition in the Recommendations of this report and in Attachment #1a).

***The Fire and Rescue Service Department has no objection to the Draft Plan, subject to Conditions of Approval***

The Fire and rescue Services Department has no objection to the Draft Plan. The Fire and Rescue Services Department has advised that fire hydrants (municipal or private) are required to be installed in accordance with the Ontario Building Code, and the fire hydrants shall be unobstructed and ready for use at all times. In addition, access roadways shall be maintained and suitable for large heavy vehicles, and temporary municipal addresses must be posted and visible for responding emergency vehicles in a manner satisfactory to the City. A condition to this effect is included in Attachment #1a) of this report.

***The Office of the City Solicitor, Real Estate Department has no objection to the Draft Plan, subject to Conditions of Approval***

The Office of the City Solicitor, Real Estate Department has advised that prior to final approval of the Draft Plan, the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 61 West to the satisfaction of the City. The agreement shall include, but not be limited to, all cost sharing for the provision

of parks, cash-in-lieu of parkland, road and municipal services within Block 61 West. This agreement shall also provide a provision for additional developers to participate in the Developers' Group Agreement when they wish to develop their lands. The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the *Planning Act* and conform to the City's Cash-in-Lieu of Parkland Policy. A condition to this effect is included in the Recommendations of this report and in the conditions set out in Attachment #1a).

***The Parks Development Department has no objection to the approval of the Draft Plan, subject to Conditions of Approval***

The Parks Development Department have reviewed the Draft Plan Subdivision and the revised Community Services and Facilities Impact Study, dated February 2018. The Parks Development Department have advised that Block 52 identified as a 0.26 ha linear park shall not be considered creditable parkland for the purposes of meeting parkland dedication requirements given the that the size and configuration of Block 52 render it nonprogrammable. The Parks Development Department requires that the Draft Plan be redlined to refer to Block 52 as a "Buffer" instead of a "Linear Park". A condition to this effect is included in the Recommendations section of this report and in Attachment #1a) and the Draft Plan has been redlined to reflect this change as shown on Attachment #4.

The Parks Development Department supports the Draft Plan of a multi-use recreational trail/path within Blocks 52 and 53 (15 m Berm) as demonstrated in the Landscape Master Plans. The Owner shall agree to prepare the trail plans and details to the satisfaction of the City. A condition to this effect is included in Attachment #1a).

To meet parkland dedication requirements under the *Planning Act*, VOP 2010 (Policy 7.3.3 Parkland Dedication) and By-Law 139-90, as amended by By-law 205-2012, parkland dedication and/or cash-in-lieu of parkland shall be provided. A parkland dedication chart shall be provided showing sufficient information to demonstrate parkland dedication calculations to the City's satisfaction. A condition to this effect is included in the Recommendations section of this report and in Attachment #1a).

***The Financial Planning and Development Finance Department has no objection to the Draft Plan, subject to Conditions of Approval***

The Owner shall enter into a Subdivision Agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including Development Charges. The Owner shall pay to the City the applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and the York Catholic District School Board. A condition to this effect is included in Attachment #1a) of this report.

***The Toronto and Region Conservation Authority have provided Conditions of Approval***

The Toronto and Region Conservation Authority ("TRCA") have included their conditions for the Draft Plan included as Attachment #1c) of this report.

***Alectra Utilities Corporation has no objection to the Draft Plan, subject to Conditions of Approval***

Alectra Utilities Corporation has no objection to the approval of the Draft Plan, subject to their Conditions of Approval in Attachment #1d) of this report.

***Enbridge Gas Distribution Inc. has no objection to the Draft Plan, subject to Conditions of Approval***

Enbridge Gas Distribution Inc. has no objection to the development applications subject to the conditions included in Attachment #1e) of this report.

***The School Boards have no objection to the Draft Plan***

The York Region District (Public) School Board, York Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have advised that they have no objection to the proposal and have no conditions regarding the Draft Plan of Subdivision.

***Metrolinx has no objection to the Draft Plan***

Metrolinx has indicated they have deferred to the Canadian Pacific Railway ("CP") to provide comments given that the Subject Lands do not contain any future GO Station sites. CP owns the adjacent corridor, thus making CP the primary rail commenting agency. Metrolinx has advised that they have no objection to the Draft Plan and have no conditions regarding the proposed Draft Plan.

***Canadian Pacific Railway ("CP") has no objection to the Draft Plan, subject to Conditions of Approval***

Canadian Pacific Railway has indicated that a minimum 30 m building setback from the railway right-of-way be included as a condition of draft approval. This will ensure the safety and comfort of adjacent residents and mitigate any potential environmental factors. This setback requirement has been provided in the Draft Plan and will be included in the implementing Zoning By-law, should the subject applications be approved. CP's Conditions of Approval are included in Attachment #1f) of this report.

### ***Canada Post has no objection to the approval of the Draft Plan, subject to Conditions of Approval***

Canada Post has no objection to the Draft Plan, subject to the Owner installing mail box facilities and equipment to the satisfaction of Canada Post. Conditions to this effect are included in Attachment #1g) of this report

### **Financial Impact**

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

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

York Region has reviewed the proposed Draft Plan and has advised that the Subject Lands are partially located within the boundaries for Wellhead Protection Areas A, B and Q, the Highly Vulnerable Aquifer (“HVA”) and the Significant Groundwater Recharge Area (“SGRA”) under the *Clean Water Act, 2006*. The Subject Lands, which are located within the Wellhead Protection Area, must adhere to the Wellhead Protection Policies outlined in the York Region Official Plan (“YROP 2010”) and prior to final approval, the Owner shall conduct and submit a Source Water Impact and Assessment Mitigation Plan, to the satisfaction of the Region, to identify and address any potential water quality and water quantity threats to the municipal groundwater supplies.

York Region advised that the Traffic Impact Study must be revised to address matters including requirements for turning lanes at the proposed intersection of Nashville Road and Ranchview Street and the appropriate locations for sidewalk connections. The Traffic Impact Study must also be revised to be consistent with York Region’s Mobility Plan Guidelines for Development Applications.

York Region has no objection to the approval of the Draft Plan, subject to their Conditions of Approval in Attachment #1b) of this report.

### **Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.17.024 and Draft Plan of Subdivision File 19T-17V008, which if approved, would facilitate the development of the Subject Lands with 48 lots for detached dwelling. The Draft Plan would also maintain two existing dwelling units currently located within the Kleinburg-Nashville Heritage Conservation District Plan. The proposed rezoning and Draft Plan is consistent with the policies in the PPS, conforms to the Growth Plan, York Region Official Plan and Vaughan Official Plan 2010.

The Development Planning Department is satisfied that the proposed redlined Draft Plan, shown on Attachment #4, and the proposed zoning and site-specific exceptions identified in Table 1 of this report will result in a residential development that is appropriate and compatible with the existing and permitted uses in the surrounding area. The Development Planning Department can support the approval of the Zoning By-law Amendment and the Draft Plan of Subdivision applications, subject to the

Recommendations in this report, and the Conditions of Approval set out in Attachment #1.

**For more information**, please contact: Judy Jeffers, Planner, Development Planning Department extension 8645.

### **Attachments**

1. Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-17V008 (Red-line Revised) and Proposed Zoning
5. Original - Draft Plan of Subdivision and Proposed Zoning

### **Prepared by**

Judy Jeffers, Planner, ext. 8645

Mary Caputo, Senior Planner, ext. 8635

Carmela Marrelli, Interim Senior Manager, extension 8791

Mauro Peverini, Director of Development Planning, extension 8407

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