

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 20, 2023

Item 11, Report No. 28, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 20, 2023.

**11. NASHVILLE MAJOR DEVELOPMENTS INC. ZONING BY-LAW
AMENDMENT Z.22.027 BLOCK 226 AND PART OF BLOCK 227, PLAN
65M-4373 VICINITY OF MAJOR MACKENZIE DRIVE AND
HUNTINGTON ROAD**

The Committee of the Whole recommends:

- 1. That the recommendations contained in the following report of the Deputy City Manager, Planning and Growth Management, dated June 6, 2023, be approved; and**
- 2. That Communication C10 from Carolyn Smith, Resident, dated June 4, 2023, be received.**

Recommendations

1. THAT Zoning By-law Amendment File Z.22.027 (Nashville Major Developments Inc.) BE APPROVED, to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachments 1 and 2, from “A Agricultural Zone” and “OS1 Open Space Conservation Zone” to “C5 Community Commercial Zone” in the manner shown on Attachment 2, together with the site-specific zoning exceptions identified in Table 1 on Attachment 14 of this report.
2. THAT Zoning By-law Amendment File Z.22.027 (Nashville Major Developments Inc.) BE APPROVED, to amend Zoning By-law 001-2021, to rezone the Subject Lands shown on Attachments 1 and 2, from “A Agricultural Zone” and “OS1 Public Open Space Zone” to “GC General Commercial Zone” in the manner shown on Attachment 2, together with the site-specific zoning exceptions identified in Table 2 on Attachment 14 of this report.
3. THAT the revised Nashville Heights Block 61 West Plan shown on Attachment 13 BE APPROVED.

Committee of the Whole (2) Report

DATE: Tuesday, June 6, 2023 **WARD(S):** 1

TITLE: NASHVILLE MAJOR DEVELOPMENTS INC.
ZONING BY-LAW AMENDMENT Z.22.027
BLOCK 226 AND PART OF BLOCK 227, PLAN 65M-4373
VICINITY OF MAJOR MACKENZIE DRIVE AND HUNTINGTON
ROAD

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Zoning By-law Amendment File Z.22.027, to rezone the subject lands to permit a 9,980.57 m² commercial retail development consisting of six (6) buildings, as shown on Attachments 2 to 10.

Report Highlights

- The Owner proposes to amend Zoning By-laws 1-88 and 001-2021 to permit six (6) commercial retail buildings.
- A Zoning By-law Amendment application is required to permit the proposed development.
- The Development Planning Department supports the proposed development as outlined in this report.

Recommendations

1. THAT Zoning By-law Amendment File Z.22.027 (Nashville Major Developments Inc.) BE APPROVED, to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachments 1 and 2, from "A Agricultural Zone" and "OS1 Open Space Conservation Zone" to "C5 Community Commercial Zone" in the manner shown on Attachment 2, together with the site-specific zoning exceptions identified in Table 1 on Attachment 14 of this report.

2. THAT Zoning By-law Amendment File Z.22.027 (Nashville Major Developments Inc.) BE APPROVED, to amend Zoning By-law 001-2021, to rezone the Subject Lands shown on Attachments 1 and 2, from “A Agricultural Zone” and “OS1 Public Open Space Zone” to “GC General Commercial Zone” in the manner shown on Attachment 2, together with the site-specific zoning exceptions identified in Table 2 on Attachment 14 of this report.
3. THAT the revised Nashville Heights Block 61 West Plan shown on Attachment 13 BE APPROVED.

Background

Location: Block 226 and Part of Block 227, Plan 65M-4373 (the ‘Subject Lands’). The Subject Lands and the surrounding land uses are shown on Attachment 1.

The Subject Lands are located in the approved Block 61 West Plan

Vaughan Council on May 24, 2011, approved the Nashville Heights Block 61 West Plan (the ‘Block Plan’), with subsequent modifications approved on June 28, 2022, as shown on Attachment 12. The Block Plan provides the basis for land uses, housing mix, environmental protection, servicing infrastructure, transportation network, urban design, and phasing for Block 61 to manage growth. The Block Plan identifies the Subject Lands as “Commercial/Mixed Use” and “SWM 2” (Stormwater Management Pond 2). As the Development proposes to encroach 10 m into the adjacent stormwater management pond, the Block Plan will require a minor modification to the lot area and boundaries of the “SWM 2” block and “Commercial/Mixed Use” block. The Owner submitted an updated Block Plan to reflect the adjusted boundaries of the blocks, as shown on Attachment 13.

A Zoning By-law Amendment Application has been submitted to permit the proposed development

Nashville Major Developments Inc. (the ‘Owner’) has submitted a Zoning By-law Amendment (the ‘Application’) for the Subject Lands to permit a 9,980.57 m² commercial retail development consisting of six (6) buildings (the ‘Development’), as shown on Attachments 2 to 10.

The Development was revised after it was presented at the December 6, 2022, Public Meeting and therefore a second Public Meeting (held on May 2, 2023) was required

The Committee of the Whole, on December 6, 2022, received a Public Meeting report on Zoning By-law Amendment Application Z.22.027, which considered an 8,315 m² commercial retail development consisting of five (5) buildings, with a portion of Block 226 not included as part of the Application and considered “Future Development”, as shown on Attachment 11. The Owner revised the Application, adding additional lands to the Development and therefore required a second Public Meeting.

The Committee of the Whole, on May 2, 2023, received a second Public Meeting report, with the Application revised to develop the entirety of Block 226 and the area previously

identified as “Future Development”, including an expansion to Building ‘E’ and a new commercial building (Building ‘F’), resulting in a total gross floor area of 9,980.57 m².

A Site Development Application is also required to permit the proposed development

A related Site Development Application (File DA.22.055) has been submitted. In accordance with Bill 109, the approval of Site Development Applications has been delegated to the City of Vaughan Director of Development Planning for approval.

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

- *Date of Notice (Circulated 150 m from Subject Lands as shown on Attachment 1):*
 - *November 11, 2022 (1st Public Meeting)*
 - *April 5, 2023 (2nd Public Meeting)*
- *Location of Notice Signs: Moody Drive, Barons Street, Major Mackenzie Drive*
- *Date of Public Meetings:*
 - *December 6, 2022, date ratified by Council December 13, 2022*
 - *May 2, 2023, date ratified by Council May 16, 2023*
- *Date of Committee of the Whole Courtesy Notice sent to those requested to be notified: May 30, 2023*

Public Comments were received

The following is a summary of the comments provided and received to date. The comments are organized by theme as follows:

December 6, 2022, Public Meeting

Access, Traffic and Parking

- The drive-throughs for Buildings C and E are located too close to the principal driveway entrances to Barons Street, proposed condition may create a backlog of vehicles in the parking lot near and in the driveway entrances
- An all-way stop is needed at Barons Street and Hopewell Street, along with a pedestrian crossing to support safety and walkability
- Speedbumps should be implemented on-site to control speeds
- Not enough parking to accommodate the number of units proposed in Building B

Future Development Area

- Unclear on what this area will be developed for
- There should be a walkway from Moody Drive across the “Future Development” area to provide access to the Development

Design

- The number of units proposed within Building D will create a design condition with too many service doors facing Barons Street

Safety

- A Police Station should be located in Building D to reduce crime and vehicle thefts, or additional crime prevention measures should be implemented through design

May 2, 2023 Public Meeting

Access, Traffic and Parking

- The entrance off Moody Drive should be converted into an all-way entrance, and should also be aligned with Dunedin Avenue
- Pedestrian markings on the road and signs should be installed at Barons Street and Moody Drive for safety, and for all three intersections
- Vehicle speed is an issue along Barons Street, additional measures should be put in place within and outside the plaza
- Additional traffic and safety issues on Moody Drive are a concern with the proposed entrance off Moody Drive, and the addition of Building F

These comments are addressed throughout this report.

Previous Reports/Authority

Previous reports related to the application and Subject Lands can be found at the following links:

Nashville Developments Inc. Et Al., Committee of the Whole Report:
[November 15, 2011, Committee of the Whole \(Item 16, Report 50\)](#)

Block Plan File BL.61.2009, Committee of the Whole Report:
[May 10, 2011, Committee of the Whole \(Item 30, Report 25\)](#)

Block Plan File BL.61.2009, Committee of the Whole Report:
[November 15, 2011, Committee of the Whole \(Item 30, Report 50\)](#)

Nashville Major Developments Inc., Committee of the Whole (Public Meeting):
[December 13, 2022, Committee of the Whole \(Public Meeting\) \(Item 1, Report 44\)](#)

Nashville Major Developments Inc. Committee of the Whole (Public Meeting):
[May 16, 2023, Committee of the Whole \(Public Meeting\) \(Item 1, Report 21\)](#)

Analysis and Options

The Development is consistent with the Provincial Policy Statement and conforms to the Growth Plan, YROP and VOP 2010

Provincial Policy Statement, 2020 ('PPS')

The PPS provides direction on matters of Provincial interest related to land use planning and development and include building strong, healthy communities with an emphasis on efficient development and land use patterns, wise use, and management of resources, and protecting public health and safety.

The Subject Lands are within a Settlement Area and the Designated Greenfield Area of York Region. The Application will facilitate the development of underutilized lands in the City's established Settlement Area where full municipal services exist, will add to the mix of land uses, and will contribute to economic activity and employment that will support the surrounding community. Staff are satisfied that the Proposed Development is consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan')

The Growth Plan provides a framework for implementing the Province's vision for building strong, prosperous communities within the Greater Golden Horseshoe to 2041. The premise of the Growth Plan is building compact, vibrant, and complete communities, developing a strong competitive economy, protecting and wisely using natural resources, and optimizing the use of existing and new infrastructure to support growth in a compact and efficient form.

The Subject Lands are within a Settlement Area and designated Greenfield Area. The Subject Lands are located within the "Community Areas" on Schedule 1 of Vaughan Official Plan 2010 ('VOP 2010') and within the Block 61 West Planning Area. The Subject Lands are also located in close proximity to the Regional Transit Priority Network/Rapid Transit Corridor and potential future GO Rail Station, as per Map 10 of the York Region Official Plan 2022 and Schedule 10 of VOP 2010, which are subject to further study to determine transportation needs in the area. The Development will provide convenient access to local retail and services that will support the surrounding community in accordance with Section 2.2.1.4 of the Growth Plan.

The Development shown on Attachments 2 to 10 conforms to the Growth Plan.

York Region Official Plan 2022 ('YROP 2022')

The YROP 2022 designates the Subject Lands "Community Area" on Map 1A – Land Use Designations, is located within the "Urban Area" on Map 1 – Regional Structure and is in a "Designated Greenfield Area" on Map 1B – Urban System Overlays. Community Areas are where a majority of residents, personal services, retail, institutional, cultural, recreational facilities, and human services will be located.

The Subject Lands are located adjacent to a "Dedicated and Separated Cycling Facility" on Map 9A – Regional Road Cycling Network, and "Rapid Transit Corridor" and "GO Rail Station subject to further study" on Map 10 – Rapid Transit Network.

Policies of the YROP, specifically 2.3, 4.2.1, and 4.2.4, identify: local retail areas as key components of mixed-use communities that incorporate effective urban design to ensure the integration of retail uses within the community; personal, retail, and human services being primary uses located within Community Areas; and a balance of residential uses and compatible employment uses that provide services to residents throughout Community Areas to provide for working, living and daily activities in close proximity.

The proposed Development, which conforms to the YROP 2022, will provide for a range of personal service, retail, and employment uses that will serve the local community.

VOP 2010

VOP 2010 sets out the municipality's general planning goals and policies that guide future land uses. The Subject Lands are identified in VOP 2010 as follows:

- "Community Area" and "Natural Areas and Countryside" on Schedule 1 – "Urban Structure" of VOP 2010
- "Mid-Rise Mixed-Use Area "C"", subject to a maximum permitted height of 10-storeys and a floor space index ('FSI') of 3 times the area of the lot, and "Natural Areas", within the Major Mackenzie Drive Alignment Special Study Area on Map 12.7.A of VOP 2010, Volume 2, Section 12.7 – Block 61 West - Nashville Heights

Map 12.7.A shows the western half of the Subject Lands under the "Mid-Rise Mixed-Use Area "B" designation, and the southern half of the Subject Lands are located within an area identified as "Major Mackenzie Drive Alignment Special Study Area". Since the approval of VOP 2010, the realignment of Major Mackenzie Drive has been completed.

The approved Block Plan identifies the lands as a "Commercial/Mixed-Use Block", which aligns with the "Mid-Rise Mixed-Use Area "C"" designation of VOP 2010 and contains policies that are more appropriate for commercial and mixed-use development. Policy 12.7.18.1 allows for minor adjustments to the locations and boundaries between land use designations shown on Map 12.7.A which are approximate, except where they coincide with arterial roads, railway lines, or other clearly defined physical features, and adjustments will not require an amendment to this Plan as long as the intent of its policies is maintained. As the boundary between the "Mid-Rise Mixed-Use Area "B"" and "Mid-Rise Mixed-Use Area "C"" designations are located approximately along the west boundaries of the Subject Lands, it is therefore determined that the "Mid-Rise Mixed-use Area "C" designation applies to the entirety of the Subject Lands.

The "Natural Areas" designation includes natural heritage features, such as valley and stream corridors. A portion of the Subject Lands are traversed by the "Natural Areas" designation as depicted on Map 12.7.A and is associated with a valley and stream corridor that previously traversed the site. The final alignment of Tributary 'A' and the "Natural Areas" designation of VOP 2010 traverses to the east of the Subject Lands, as shown on the Council approved Block Plan on Attachment 12. In accordance with Policy 12.7.18.7, the location and widths of all valley and stream corridors, as shown on Map

12.7.A for Nashville Heights, is approximate and may change without requiring an amendment to VOP 2010.

The “Mid-Rise Mixed-Use Area “C”” designation permits residential, mixed-use residential-commercial, and commercial uses to serve the local community, and permits a residential density ranging from a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare. The following uses permitted include:

- Residential uses permitted in the Mid-Rise Mixed-Use Area B designation subject to the policies for the Mid-Rise Mixed-Use Area B designation
- Supermarket
- Pharmacy
- Retail Store
- Eating Establishment
- Eating Establishment, convenience
- Eating Establishment, convenience with drive-through
- Banks or Financial Institution
- Business or Professional Office

The Development will consist of six (6) buildings that contain uses permitted by VOP 2010 and in a built form that provides for an appropriate transition to adjacent Low-Rise Residential areas, in accordance with section 9.2.2.4.2.f of VOP 2010.

Policy 12.7.5.2 identifies that lands designated “Mid-Rise Mixed-Use Area “C”” and the “Mid-Rise Mixed-Use Area “C”” within the Major Mackenzie Drive Alignment Special Study Area shall provide a residential density ranging from a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare. Policy 12.7.1.5 states that density shall be calculated on a Block Plan basis, and the Draft Plans of Subdivision and Site Plans shall conform to this target. Policy 12.7.7.1 notes that lands identified as Nashville Heights on Map 12.7.A shall be planned to achieve a minimum density of 50 residents and jobs per hectare, and that under 12.7.1.2, the population estimate for the Block is 8,000 people. The Owner has supplied a Block 61 residential density analysis, identifying an expected population of 8,611 persons and density of 62 residents and jobs per hectare, and has demonstrated that the minimum required density for the overall Block 61 West Plan will be achieved through future, proposed and existing development. No residential unit per hectare calculation is required as the Owner is not proposing residential uses on the Subject Lands.

The Development shown on Attachments 2 to 10 will provide for a range of commercial and retail uses that conform to VOP 2010. As part of the related Site Development File, the proposed Development shall proceed in accordance with the Council approved Block 61 West Nashville Heights Architectural and Urban Design Guidelines prepared by John G. Williams Limited Architect and dated June 2011.

On this basis, the Development conforms to VOP 2010.

The proposed modifications to the Nashville Heights Block 61 West Plan are in accordance with Vaughan Official Plan 2010

Vaughan Council on May 24, 2011, approved the Nashville Heights Block 61 West Plan ('Block Plan'), with subsequent modifications approved on June 28, 2022, as shown on Attachment 12. The Block Plan provides the basis for land uses, housing mix, environmental protection, servicing infrastructure, transportation network, urban design, and phasing for Block 61 to manage growth.

The Block Plan identifies the Subject Lands as "Commercial/Mixed Use" and "SWM 2" since the Development proposes to encroach 10 m into the adjacent stormwater management pond. The Block Plan will require a minor modification to the lot area and boundaries of the "SWM 2" block and "Commercial/Mixed Use" block, should the Application be approved. The Official Plan allows for minor adjustments without requiring an amendment to the Official Plan. The Development is consistent with the revised Block Plan, as shown on Attachment 13 and accordingly the revised Block Plan may be approved. A condition to this effect is included in the Recommendations section of this report.

Council enacted Zoning By-law 001-2021 on October 20, 2021 as the new Vaughan Comprehensive Zoning By-law

Applications to amend both Zoning By-law 1-88 and Zoning By-law 001-2021 are required because Zoning By-law 001-2021 is not in force for the Subject Lands.

Amendments to Zoning By-law 1-88 and 001-2021 are required to permit the Development

Zoning:

- "A – Agricultural Zone" and "OS1 – Open Space Conservation Zone" by Zoning Bylaw 1-88, as shown on Attachment 1
- "A – Agriculture Zone" and "OS1 – Public Open Space Zone", subject to site-specific Exception 14.1006 by Zoning By-law 001-2021, as shown on Attachment 1
- The proposed commercial and retail uses are not permitted within the Agricultural and Open Space Zones
- The Owner proposes to rezone the Subject Lands to "C5 – Community Commercial Zone", under Zoning By-law 1-88, together with site-specific zoning exceptions in the manner shown on Table 1 of Attachment 14 to permit the Development
- The Owner proposes to rezone the Subject Lands to "GC – General Commercial Zone", under Zoning By-law 001-2021, together with site-specific zoning exceptions in the manner shown on Table 2 of Attachment 14 to permit the Development

The Development Planning Department can support the zoning exceptions identified in Tables 1 and 2 on the basis that the proposed site-specific zoning standards identified in Tables 1 and 2 would facilitate a development that is consistent with the policies of the PPS and conforms to the Growth Plan. The site-specific development standards will enable a commercial development that will support the needs of local residents.

Part of the Subject Lands proposes to encroach 10 metres into the adjacent SWM pond block, Block 227. The Subdivision Agreement for Plan of Subdivision File 19T-10V004 includes a clause stating Block 227, or a part thereof, can be conveyed back to the Owner if the City determines the lands are no longer required. Part of Block 227 is proposed to be conveyed to the Subject Lands to facilitate the rear landscaping and driveway behind Building 'A'. The process to convey these lands must be completed prior to the execution of the related Site Plan Agreement/Letter of Undertaking to the satisfaction of the City.

Minor modifications may be made to the zoning exceptions identified in Tables 1 and 2 (Attachment 14) prior to the enactment of an implementing Zoning By-law, as required, should the Application be approved.

The Development Planning Department has no objection to the Development

The Development Planning Department recommends approval of the Development as shown on Attachments 2 to 10.

Site Design

The Development consists of six (6) stand-alone and multi-unit commercial buildings, with a total gross floor area ('GFA') of 9,980.57 m². The Development includes three (3) outdoor patios along Barons Street and Major Mackenzie Drive. A drive-through is proposed for Building 'C' to facilitate an eating establishment. The Development will include 457 regular parking spaces and 13 barrier-free spaces, including 12 electric vehicle charging stations, along with 40 bicycle parking spaces provided throughout the site, and a bicycle repair station. Pedestrian connections are provided throughout the Development to existing sidewalks along Moody Drive and Major Mackenzie Drive, and a planned sidewalk along Barons Street. Additional pedestrian connections to be provided along Major Mackenzie Drive have been identified by Transportation Engineering and will be finalized through the related Site Development Application.

Landscape Design

The Landscape Plan shown on Attachment 3 consists of a variety of deciduous, multi-stem, and coniferous trees, and perennial and shrub planting. Decorative metal screens are proposed between the drive-through of Building 'C' and Barons Street. The final landscape plan shall be approved by the Development Planning Department through the related Site Development Application.

Building Elevations

Attachments 4 to 10 show the proposed building elevations for Buildings 'A1' to 'F'. The proposed buildings are designed to address the street frontage and pedestrian experience along Barons Street and Major Mackenzie Drive. The Urban Design Division of the Development Planning Department has provided additional comments with respect to Building 'C', recommending that the built form be modified to address the corner and gateway of the site. Additional details regarding bird-friendly glazing and architectural materials are to be addressed by the Owner, and the final architectural

drawings shall be approved by the Control Architect prior to the approval of the related Site Development Application.

Driveway Access and Loading Area

The Development is proposed to have four entrances: an all-turn entrance at Moody Drive; two entrances from Barons Street, an all-turn entrance which aligns with Hopewell Street, and a right-in/right-out entrance near Major Mackenzie Drive; and a right-in/right-out entrance off Major Mackenzie Drive. Loading areas are proposed at the rear of Buildings 'A1', 'A2', 'C', and 'F', and to the side of Building 'E'.

Safety

The Development was reviewed in consideration of elements that focus on creating a safer and secure environment through the design of the site, including clear sightlines and unobstructed views, the provision of adequate lighting, landscape design that does not create hidden spaces, and clear signage and designated access points for residents and visitors.

Tree Preservation

The Owner provided a Tree Inventory and Preservation Plan Report, prepared by Kuntz Forestry Consulting Inc., dated October 21, 2022, that identifies 30 trees within six (6) metres of the Subject Lands, with the preservation of 28 trees and the removal of two (2) trees required to accommodate the Development as proposed from the first Public Meeting. The Owner will be required to update the Tree Inventory and Preservation Plan Report to account for the latest design of the Development and will be required to obtain a Private Property and Tree Removal and Protection Permit for the removal of trees identified in the Report, as per By-law 052-2018.

Archaeology

The Development Planning Department, Urban Design and Cultural Heritage Division has advised there are no built heritage concerns on the Subject Lands and are not identified as having archaeological potential, subject to any archaeological resources or human remains being located during construction. Standard conditions to this effect shall be included in the implementing Site Plan Agreement/Letter of Undertaking.

Financial Impact

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

Operational Impact

The Policy Planning and Special Programs ('PPSP') Department has no objection to the Development

The PPSP Department has no objection to the approval of the Application, as there are no natural heritage features on the Subject Lands and as the development limits were approved by the previous Draft Plan of Subdivision Application 19T-10V004.

The Development Engineering ('DE') Department has no objection to the Application

The DE Department has provided the following comments, which are to be addressed by the Owner to the satisfaction of the DE Department through the related Site Development Application:

Transportation Engineering ('TE') Department

The Development will include a total of 468 parking spaces, 13 barrier-free spaces, 40 bicycle parking spaces, and one (1) drive-through. The proposed drive-through lane will accommodate 17 stacking spaces, which exceeds the minimum requirements of the Zoning By-laws. The TE Department however advises that the drive-through entrance should be redesigned through review of the related Site Development Application, as it may cause traffic circulation issues.

There are four (4) separate access points proposed on the site, two (2) proposed right-in/right-outs from Barons Street and Major Mackenzie Drive respectively, and two (2) full movement accesses on Moody Drive and Barons Street. There is currently no proposed all-way stop proposed at the Barons Street/Hopewell Street/all-way entrance intersection. The TE Department advises that an all-way stop is not approved for this location in the Transportation Master Plan, and the distance to the nearest all-way stop is 120 metres at Barons Street and Moody Drive, while the accepted standard distance (Ontario Traffic Manual Book 5) between all-way stops is a minimum 250 metres.

At the entrance point on Moody Drive, the Owner has provided a Transportation Memo prepared by Poulos and Chung, provided on May 8, 2023, in response to comments provided at the Public Meeting on May 2, 2023. The memo identifies that the traffic operations prevent the plaza entrance to align with Dunedin Avenue, as the westbound left turn vehicle queue into the plaza will conflict with the eastbound left turn vehicle queue at the Barons Street intersection. The plaza driveway is sufficiently spaced such that its westbound vehicle queue inbound does not conflict with the lower eastbound left turn operation at Dunedin Avenue. The memo also identifies that current pedestrian demands do not warrant a pedestrian crosswalk condition at Moody Drive as they are expected to cross at Barons Street. The TE Department concurs with this analysis, and also advises that un-controlled pedestrian crossings on City intersection/roads is not recommended as the presence of marked pedestrian crossings at uncontrolled intersections/roads creates confusion and a false sense of confidence to the pedestrian who may enter the crosswalk expecting that the approaching drivers would see them and stop. However, a pedestrian crosswalk could be further examined at a later stage once construction is completed. The pedestrian crossing should be prioritized first based on consideration of implementing supporting traffic control measures as defined in the Ontario Traffic Manual and provided that it is warranted, and site conditions are satisfactory.

Traffic signs and crosswalks are proposed throughout the site. The TE Department has recommended through their comments that additional speed control measures should

be provided on the main driveways to enhance safety, which may include the provision of speedbumps.

The TE Department supports the Application, however the Owner shall address comments related to the drive-through entrance, pedestrian crossings, signage, and speed control measures, as well as sidewalk connections, the TDM Monitoring Program, waste truck maneuvering, snow storage, and bicycle parking, prior to final approval of the related Site Development Application.

Transportation Mobility Assessment Study

The Owner has submitted a Transportation Mobility Assessment Study, prepared by Poulos and Chung in September of 2022, and revised in March of 2023. The proposed Development is expected to generate 355 two-way trips (194 inbound and 161 out-bound trips) during the weekday a.m. peak period and 213 two-way trips (213 inbound and 226 outbound trips) during the weekday p.m. peak period and 602 total trips during Saturday peak periods. The study has utilized the ITE Trip Generation Guide to estimate the number of trips that would be generated by the proposed development (an internationally accepted trip calculation guide).

Existing level of service conditions have been estimated for the study area utilizing existing traffic volumes, existing signal timings and Synchro traffic software. The analysis indicates that under existing conditions, all study area intersections are operating at acceptable level of service.

The future level of service condition was determined for the study area intersections utilizing future background traffic volumes plus proposed development for the planning horizon of 2025 & 2030. The Synchro analysis indicates that under future total traffic condition, all signalized and un-signalized intersections within the study area would operate at an acceptable level of service. Furthermore, the sight distance analysis as presented in the report indicates that the proposed driveway entrance at Major Mackenzie Drive meets/exceeds the sightline criteria as identified in City's Design Criteria/TAC manual.

The TE Department concurs with the overall assessment report and accepts its conclusions and recommendations; however, the study report requires review and approval by the Region of York.

Water Supply

Water supply for the Subject Lands is proposed from the existing municipal watermain on Barons Street. An onsite fire hydrant is being proposed for fire safety. A fire hydrant test has been completed and confirmed there is adequate pressure in the existing watermain to service the proposed Development.

The DE Department has no objections to the proposed water supply servicing, subject to the Owner addressing comments included in the DE Department's Comments Response Matrix.

Sanitary Servicing

The proposed Development has three (3) existing sanitary service connections. One (1) connection to the north and two (2) connections along the eastern side along Barons Street and only one of the service connections fronting Barons Street will be utilized to service the Subject Lands. The Subject Lands have been planned for commercial development through the Nashville Heights subdivision and Block 61 West Block Plan and no downstream capacity constraints are anticipated through the Development.

The DE Department has no objections to the proposed sanitary servicing, subject to the Owner addressing comments included in the DE Department's Comments Response Matrix.

Stormwater Management

The proposed Development has three (3) existing storm service connections. There are two connections on the eastern side along Barons Street which will not be connected to and will be decommissioned. The Subject Lands are proposing to encroach 10 metres into the SWM pond block to the west to allow for a greater development area. The Development will then propose a direct connection from the site to the adjusted SWM pond. The ultimate SWM pond design will provide water quality, quantity, and erosion control for the Subject Lands. However, since the Subject Lands are now directly connecting to the SWM pond, the discharge does not go through the forebay and so a Jellyfish unit will be provided. Water balance is met using an infiltration gallery connected to the roofs of each building. The overland route for the Subject Lands is proposed to overland flow at the south-west corner of the property and ultimately drain directly into the ultimate SWM Pond.

The existing groundwater level has been determined to be lower than the proposed construction excavation limits and therefore does not require any permanent dewatering requirements. The estimated temporary dewatering flows are less than the threshold limit for requiring approval.

The DE Department is not supportive of the proposed stormwater management system discharging directly into the SWM pond wet cell. DE will require the proposed discharge of the minor system of the Subject Lands to discharge into the existing storm service connections constructed as per the subdivision plans. Prior to the final approval of the related Site Development Application, the stormwater management design and discharge location shall be approved to the satisfaction of the Development Engineering Department.

Environmental Site Assessment

The Owner has provided a Site Screening Questionnaire and Record of Site Condition which are satisfactory to the DE Department, who have no further comments.

Noise Attenuation

The Owner has submitted a Noise Report prepared by Valcoustics Canada Ltd. on April 20, 2023. The report concludes that the main noise sources causing the sound level

excesses are the truck movements at the grocery store and pharmacy, some rooftop units, and vehicles at the drive-through queues. To meet guideline limits, rooftop acoustic screens and sound barriers are required. The DE Department agrees with the findings and will require the Owner to show all recommendations within all applicable plans including the civil plans for fencing.

The DE Department requires the comments noted in the Comments Response Matrix to be addressed by the Owner within a subsequent submission to support an approval of the proposed noise attenuation strategy.

The Environmental Services Department, Waste Management Division has no objection to the Development, subject to additional requirements being satisfied prior to Site Plan Approval

The Environmental Services Department, Waste Management Division has no objection to the Development, subject to additional information being provided regarding the internal waste storage rooms for Buildings A1, A2, and F, and has some concern regarding the collection of the shared Earth Bins between Buildings C and D. Waste Management has requested more information regarding truck movement for the collection of the bins. The Owner shall satisfy all requirements from the Waste Management Division prior to Site Plan Approval.

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

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

The Office of the Infrastructure Development Department, Real Estate Services and Parks Development Departments have no objections to the Development

The Office of the Infrastructure Development Department, Real Estate Services and Parks Development Departments have no objection to the Development. The Owner may be required to provide payment-in-lieu of parkland dedication in accordance with the requirements of the *Planning Act*, the VOP 2010 (Section 7.3.3 Parkland Dedication), and in-effect Parkland Dedication By-Law and amendments. Prior to the final approval of related Site Development Application DA.22.055, the Owner shall provide the City with an up-to-date parkland dedication chart for all development lands located in Block 61 West for review and approval, to the satisfaction of the City.

The Parks, Forestry and Horticulture Operations Department has no objection to the Development, subject to the Owner obtaining a Private Property and Tree Removal & Protection Permit

The Parks, Forestry and Horticulture Operations Department has reviewed the Application and advises that the Owner will be required to obtain a Private Property Tree Removal and Protection Permit for the removal of two (2) city trees adjacent to the Subject Lands, as per By-law 052-2018.

Development Charges are applicable to the Development

The Owner shall 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. A clause for the payment of Development Charges is included as a standard condition in the Site Plan Agreement /Letter of Undertaking.

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

MTO has advised that the ownership of this portion of Major Mackenzie Drive has transferred to the Region of York, and thus has no objection to the Development and no requirement for permits to be obtained from MTO.

Other external agencies and various utilities have no objection to the Development

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

Broader Regional Impacts/Considerations

York Region has no objection to the approval of the Application. The Owner is required to satisfy all York Region requirements related to the proposed entrance off Major Mackenzie Drive, and a Traffic Management Plan, through the review of related Site Development File DA.22.055.

The Toronto and Region Conservation Authority (TRCA) has no objection to the Development

The TRCA has no objection to the Development as the Owner has addressed TRCA comments related to the stormwater management design of the adjacent SWM pond. A portion of the adjacent SWM pond is located within TRCA's Regulated Area. As such, alterations to the pond will require a permit from the TRCA.

Conclusion

The Development Planning Department is satisfied the Application is consistent with the PPS, conforms with the Growth Plan, YROP and VOP 2010, and is appropriate for the development of the Subject Lands. The Development is considered appropriate and compatible with existing and planned surrounding land uses. Accordingly, the Development Planning Department can recommend approval of the Application, subject to the recommendations in this report.

For more information, please contact Michael Torres, Planner, at ext. 8933.

Attachments

1. Context and Location Map
2. Site Plan and Proposed Zoning
3. Landscape Plan
4. Elevations – Building A1
5. Elevations – Building A2
6. Elevations – Building B
7. Elevations – Building C
8. Elevations – Building D
9. Elevations – Building E
10. Elevations – Building F
11. Previous Site Plan and Proposed Zoning
12. June 28, 2022, Council Approved Block 61 West Plan – Revised
13. Proposed Revised Block 61 West Plan
14. Proposed Zoning By-Law Amendments

Prepared by

Michael Torres, Planner, ext. 8933

Chris Cosentino, Senior Planner, ext. 8215

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

Nancy Tuckett, Director of Development Planning, ext. 8529

Approved by

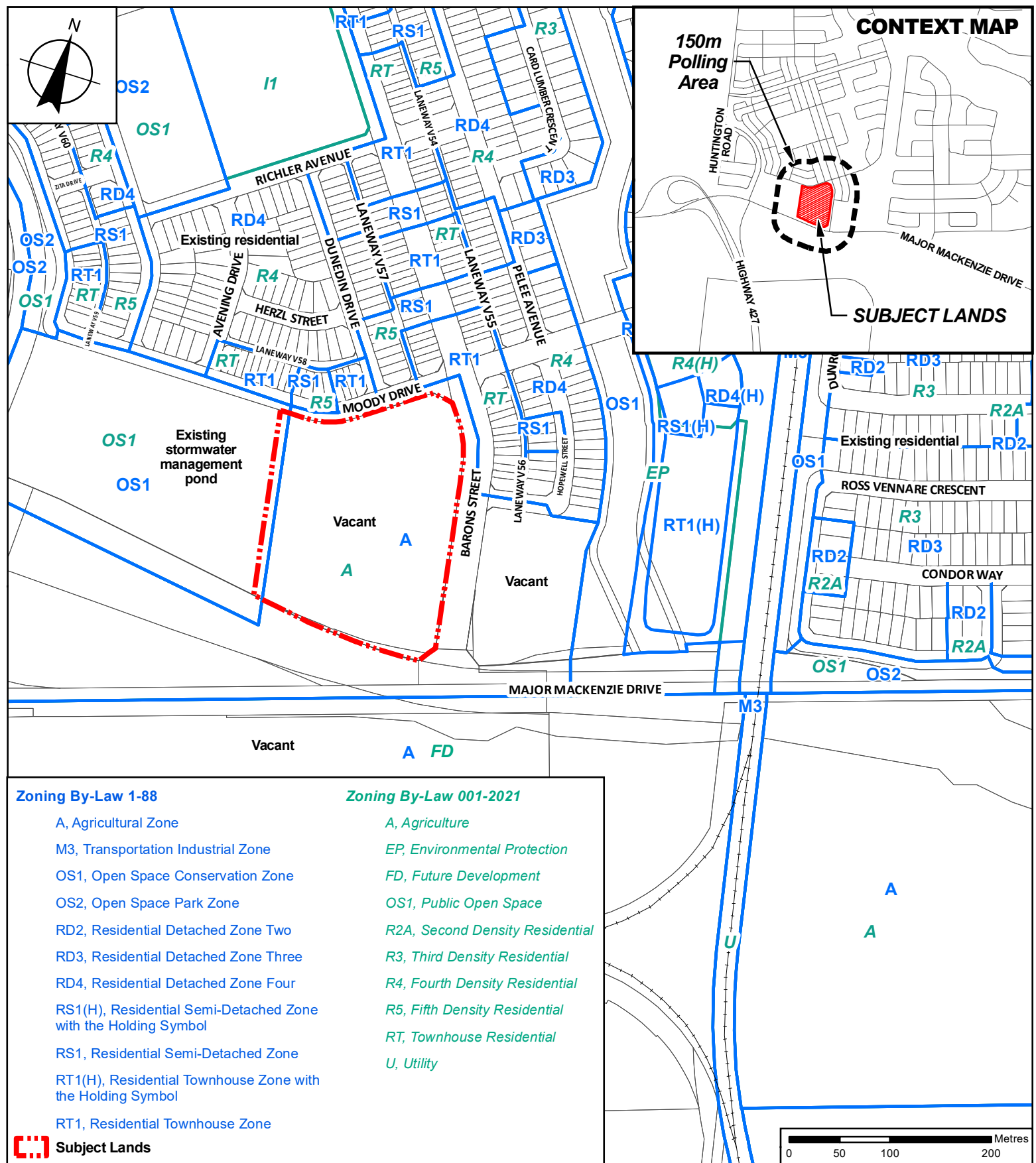


Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager



Context and Location Map

LOCATION:
Block 226 and Part of Block 227,
Plan 65M-4373

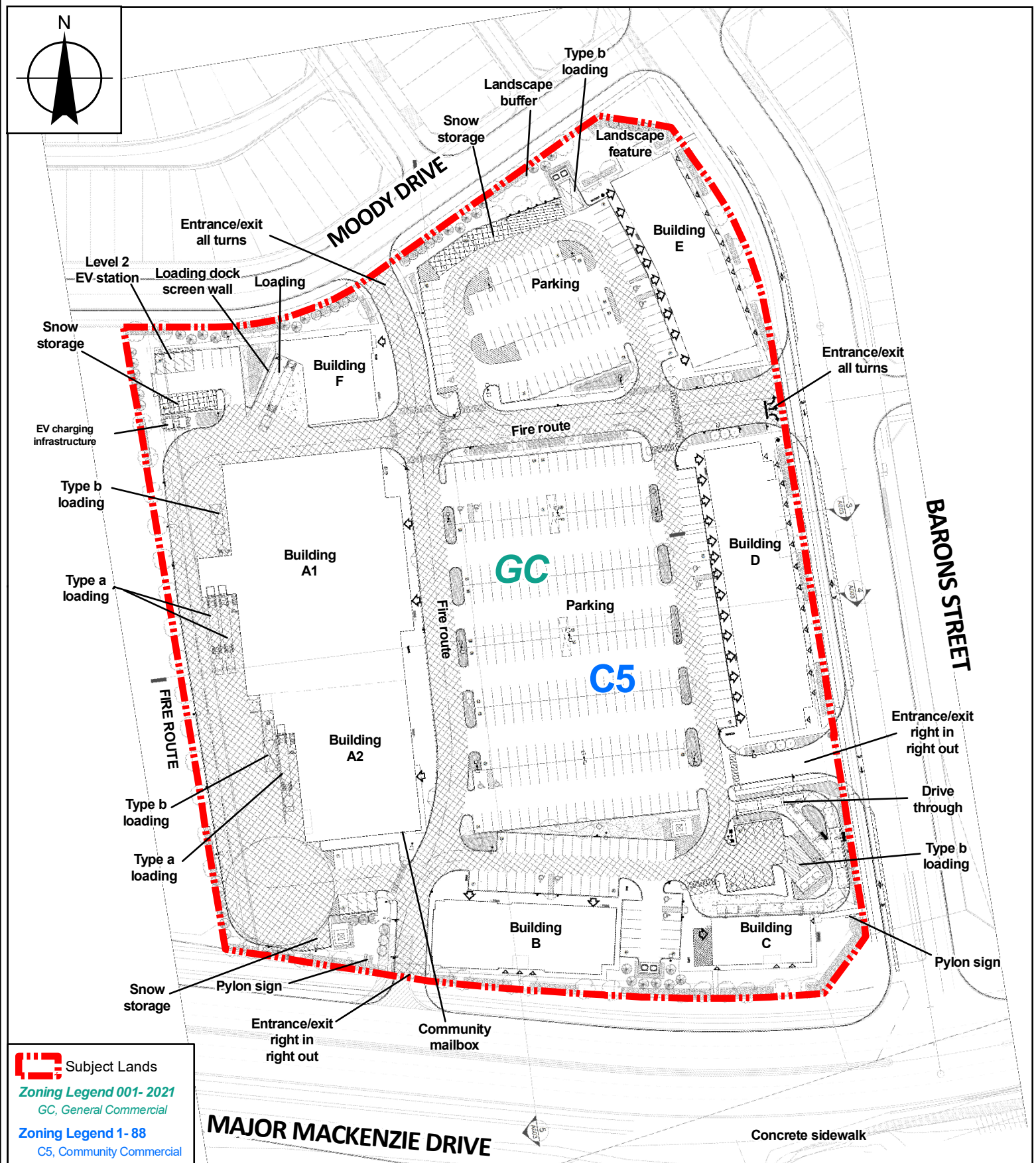
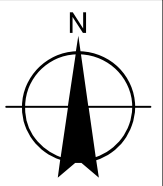
APPLICANT:
Nashville Major Developments Inc.

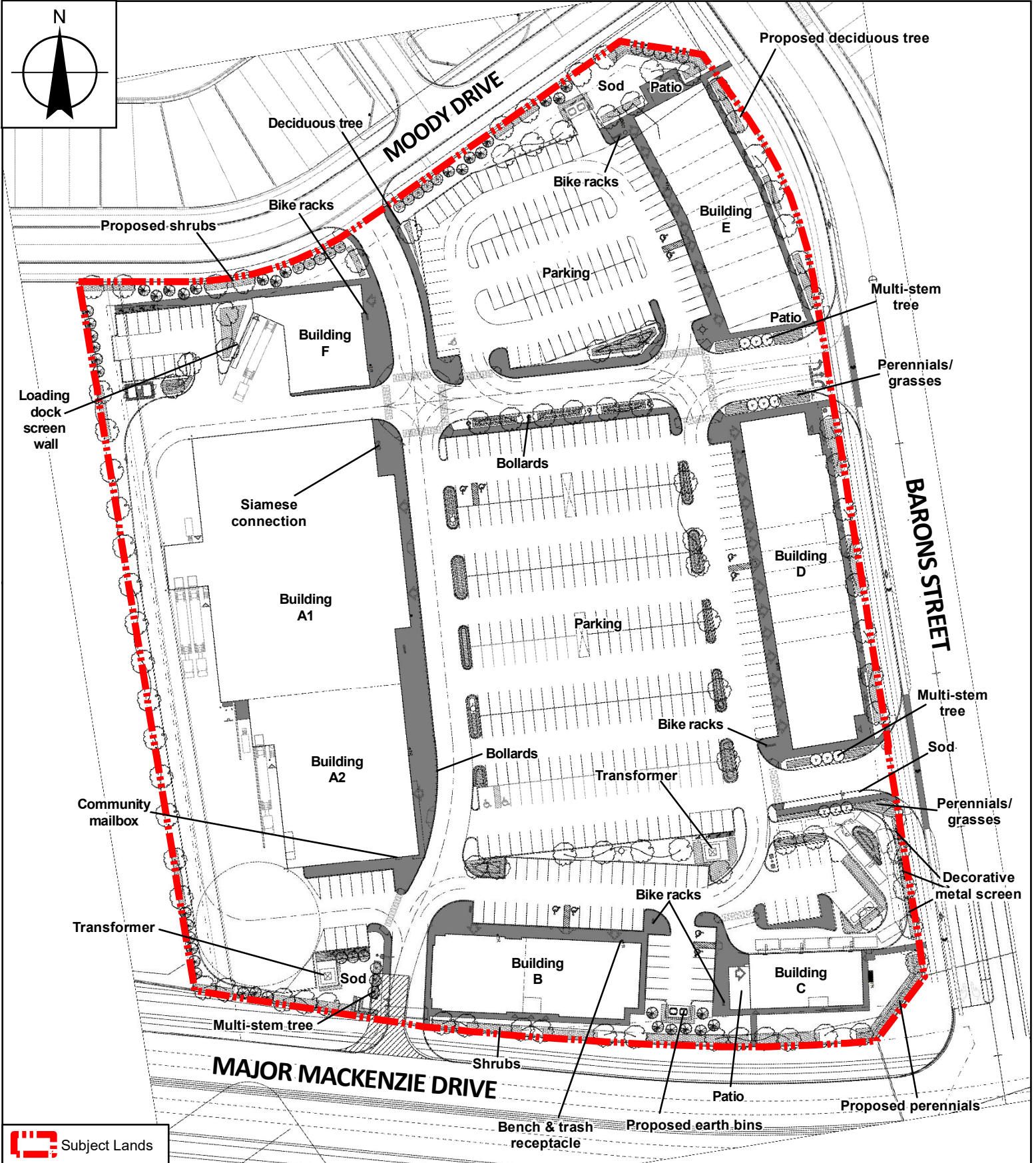
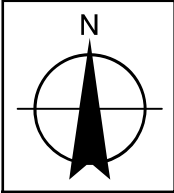


Attachment

FILE:
Z.22.027
RELATED FILE:
DA.22.055
DATE:
June 6, 2023

1





Landscape Plan

LOCATION:

Block 226 and Part of Block 227,
Plan 65M-4373

APPLICANT:

Nashville Major Developments Inc.



Attachment

FILE:

Z.22.027

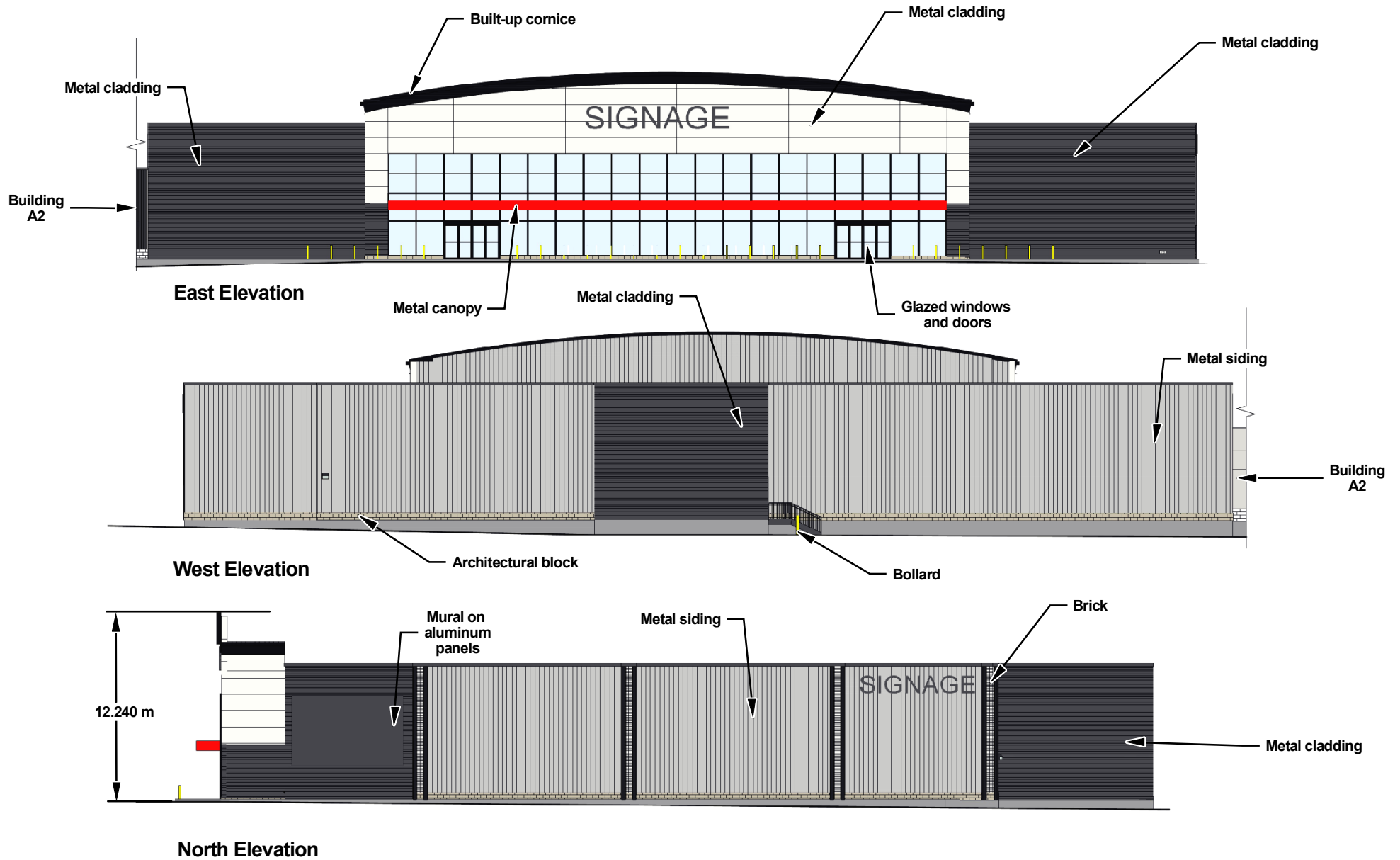
RELATED FILE:

DA.22.055

DATE:

June 6, 2023

3



Not to Scale

Elevations - Building A1

LOCATION:
Block 226 and Part of Block 227,
Plan 65M-4373

APPLICANT:
Nashville Major Developments Inc.



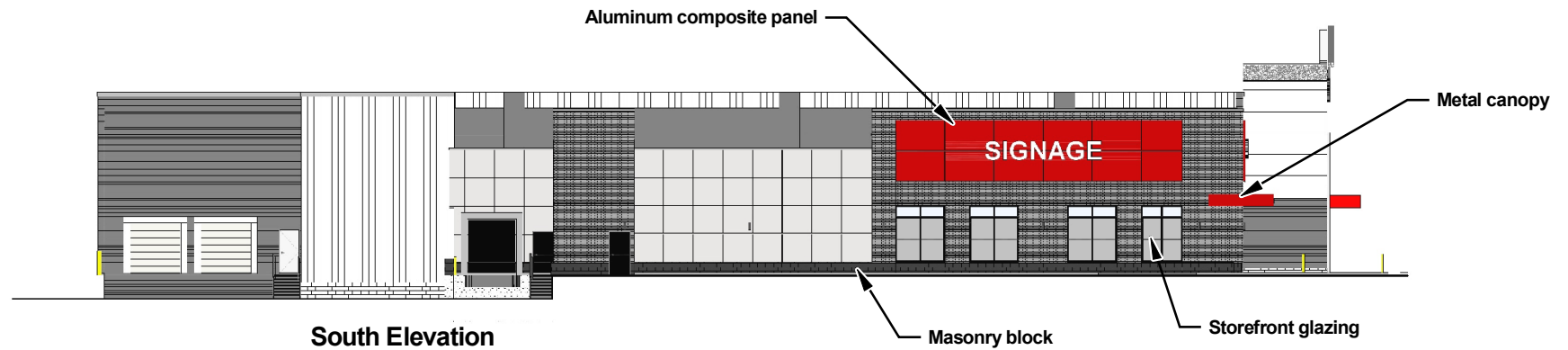
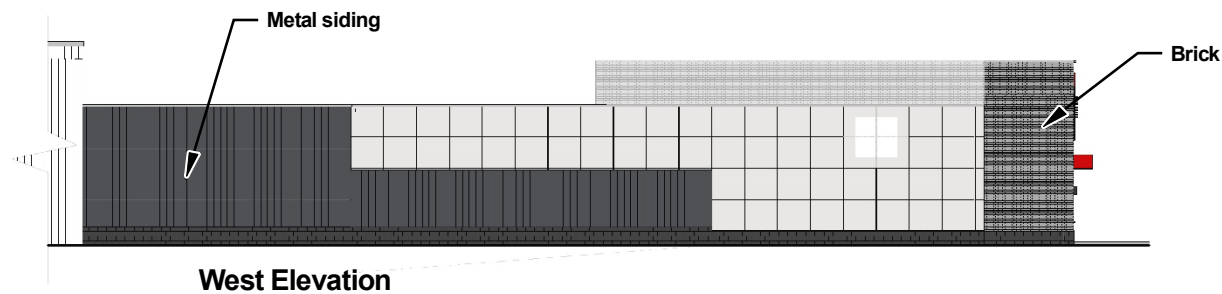
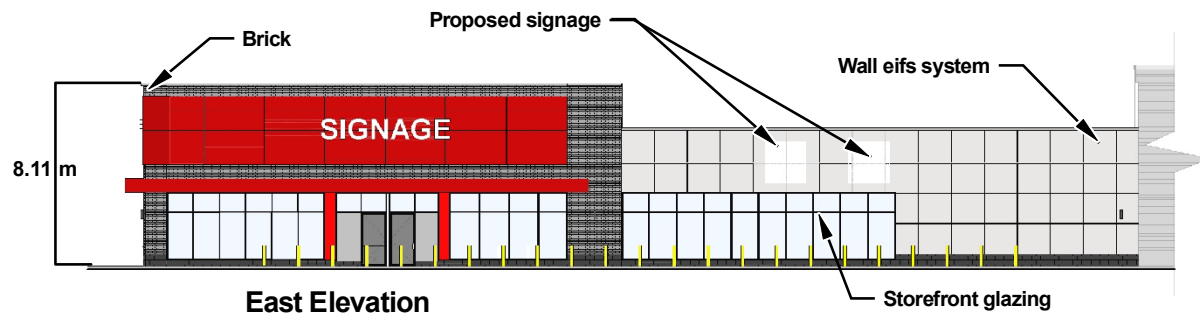
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RELATED FILE:
DA.22.055

DATE:
June 6, 2023

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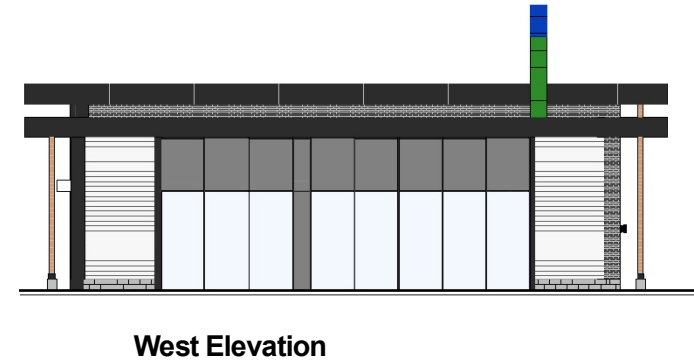
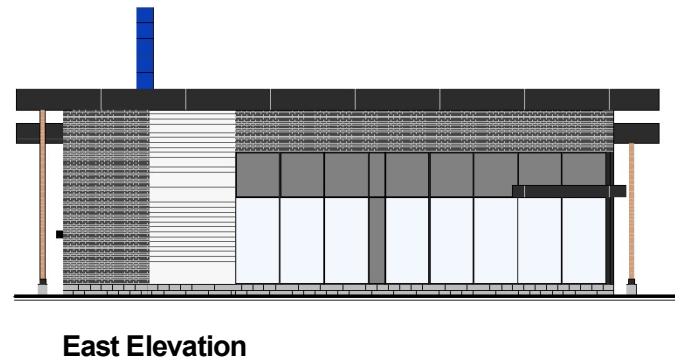
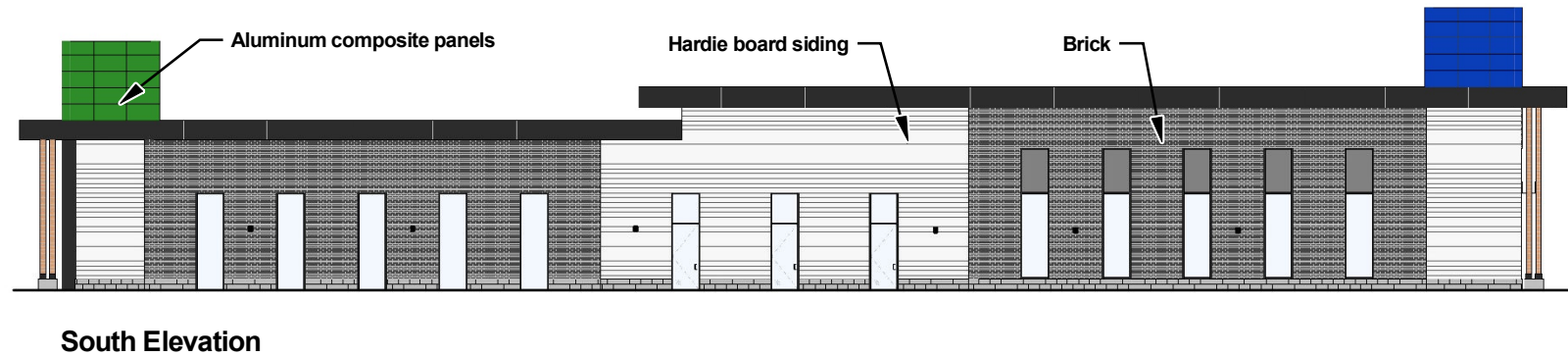
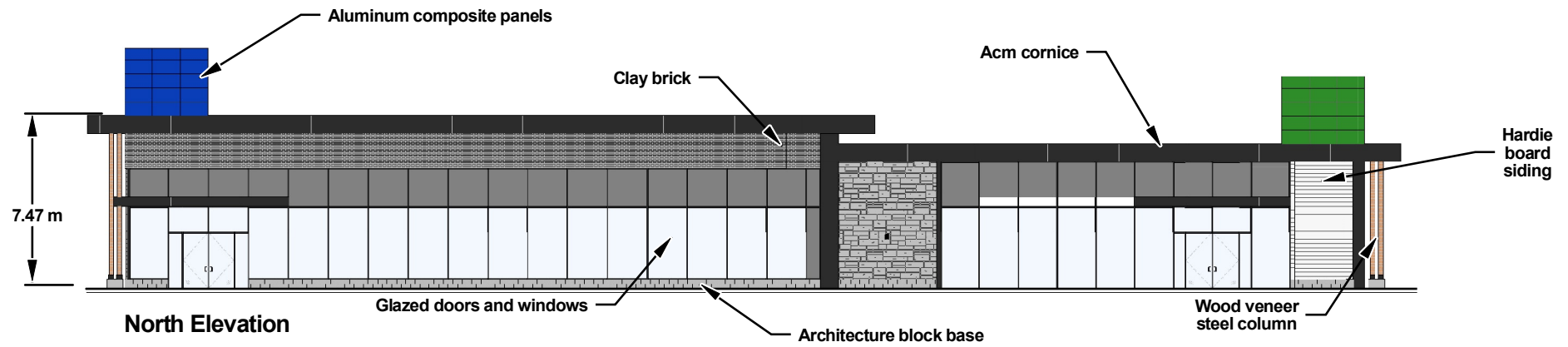
Elevations - Building A2

LOCATION:
Block 226, Plan 65M-4373
Part of Lot 21, Concession 9
APPLICANT:
Nashville Major Developments Inc.



Attachment
FILE:
Z.22.027
RELATED FILE:
DA.22.055
DATE:
June 6, 2023

5



Not to Scale

Elevations - Building B

LOCATION:
Block 226 and Part of Block 227,
Plan 65M-4373

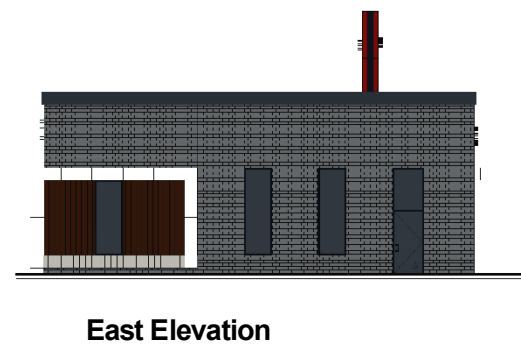
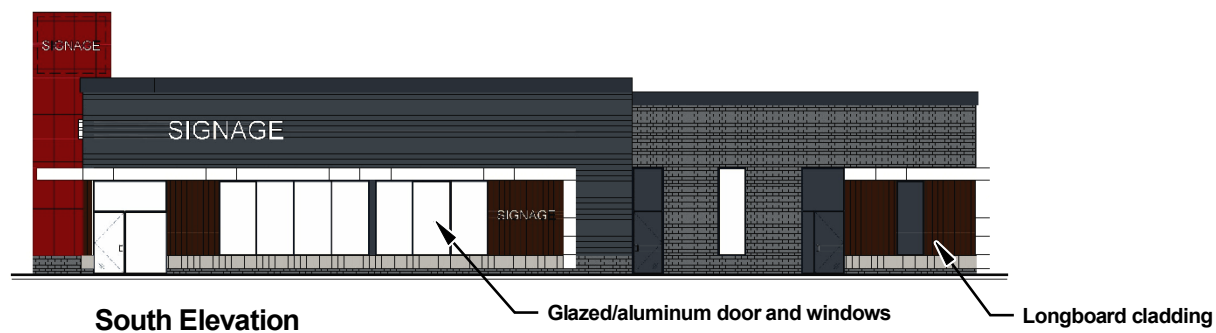
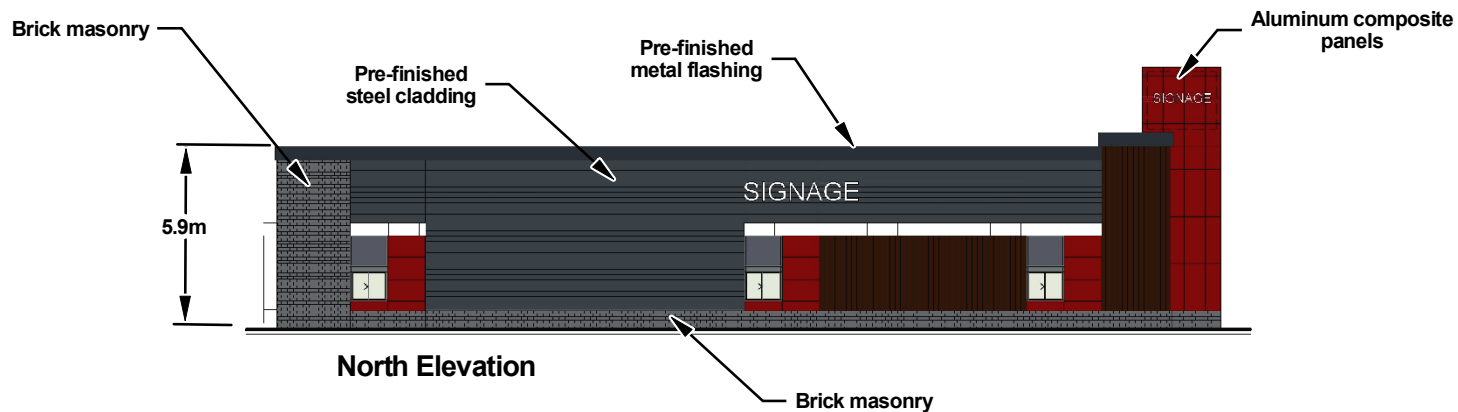
APPLICANT:
Nashville Major Developments Inc.



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RELATED FILE:
DA.22.055
DATE:
June 6, 2023

6



Not to Scale

Elevations - Building C

LOCATION:
Block 226 and Part of Block 227,
Plan 65M-4373

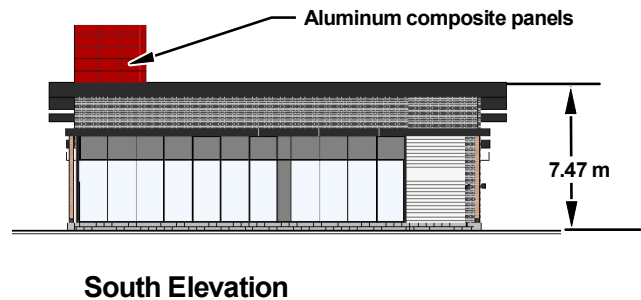
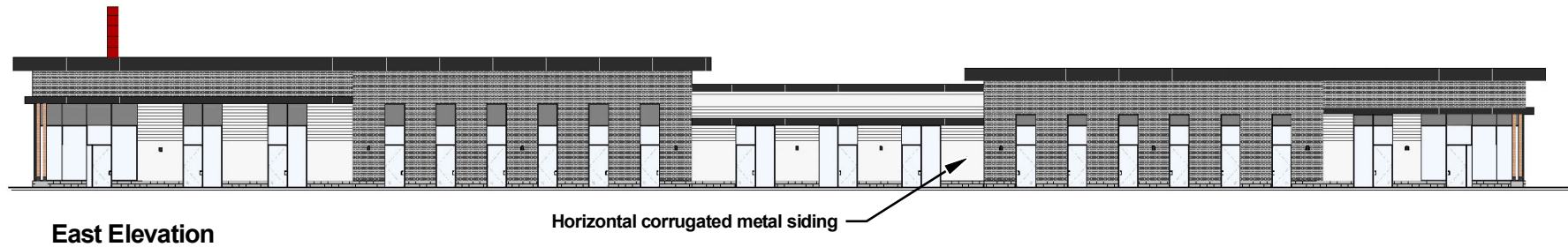
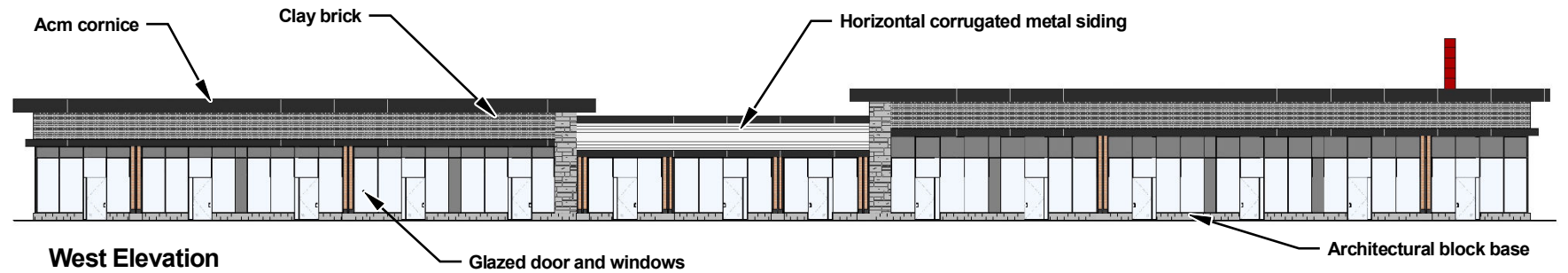
APPLICANT:
Nashville Major Developments Inc.



Attachment

FILE:
Z.22.027
RELATED FILE:
DA.22.055
DATE:
June 6, 2023

7



Not to Scale

Elevations - Building D

LOCATION:
Block 226 and Part of Block 227,
Plan 65M-4373

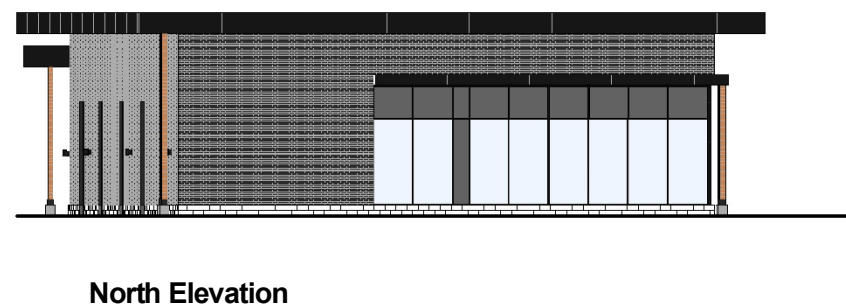
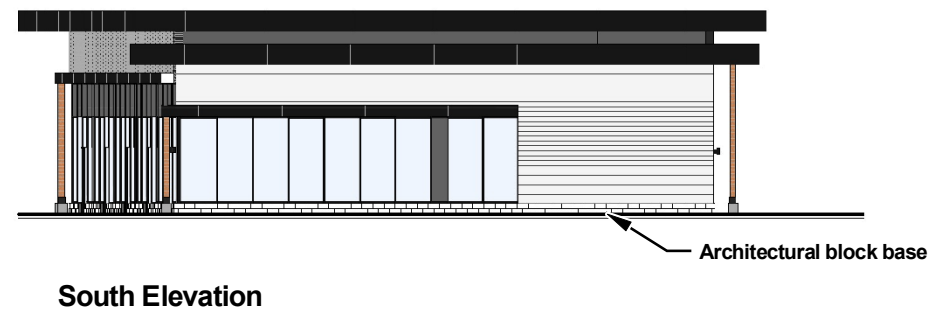
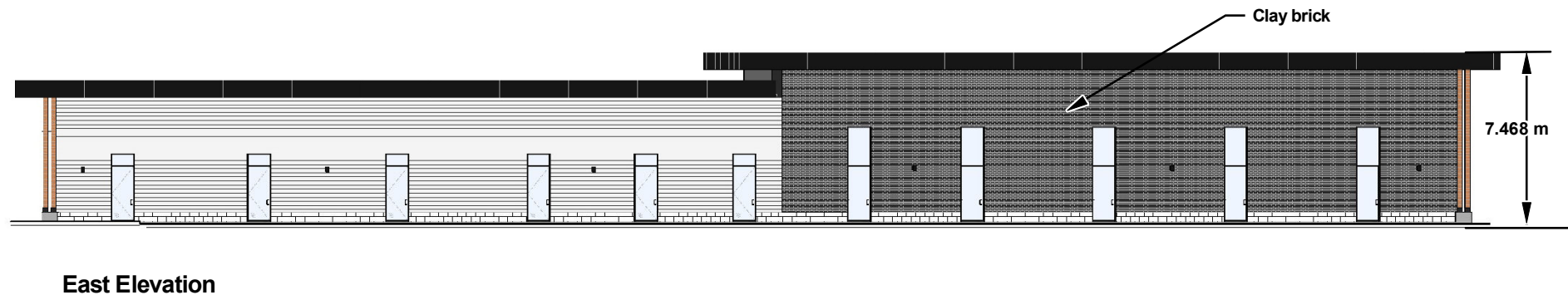
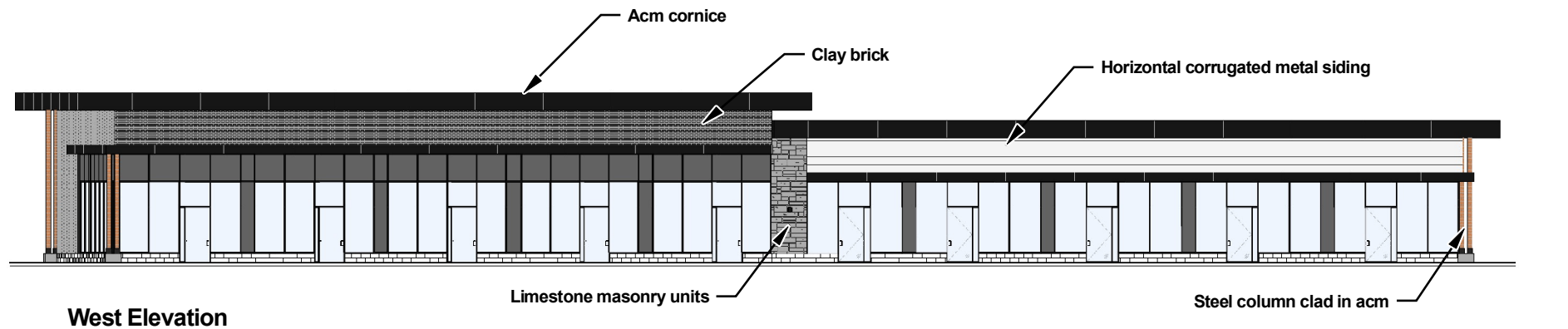
APPLICANT:
Nashville Major Developments Inc.



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RELATED FILE:
DA.22.055
DATE:
June 6, 2023

8



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Elevations - Building E

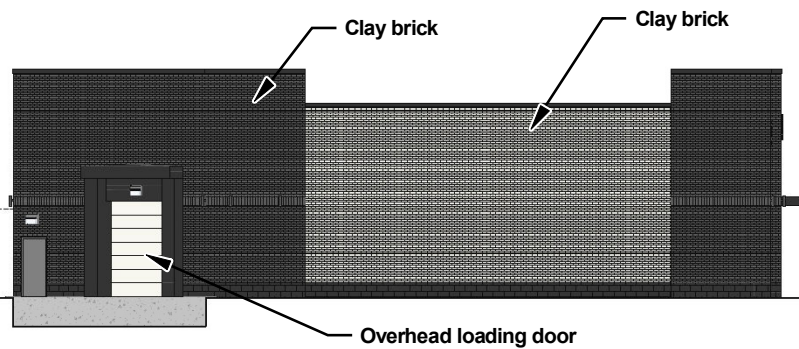
LOCATION:
Block 226 and Part of Block 227,
Plan 65M-4373

APPLICANT:
Nashville Major Developments Inc.

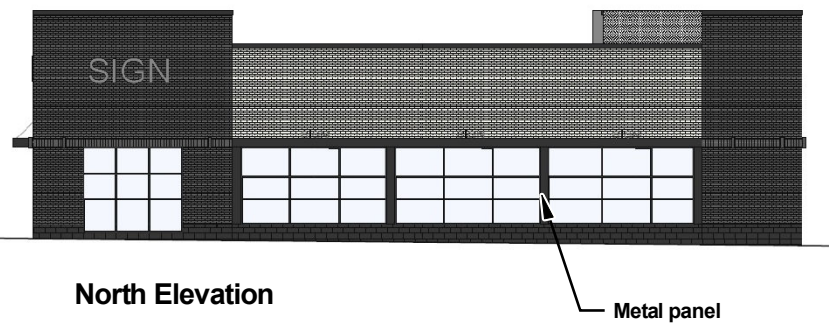


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RELATED FILE:
DA.22.055
DATE:
June 6, 2023

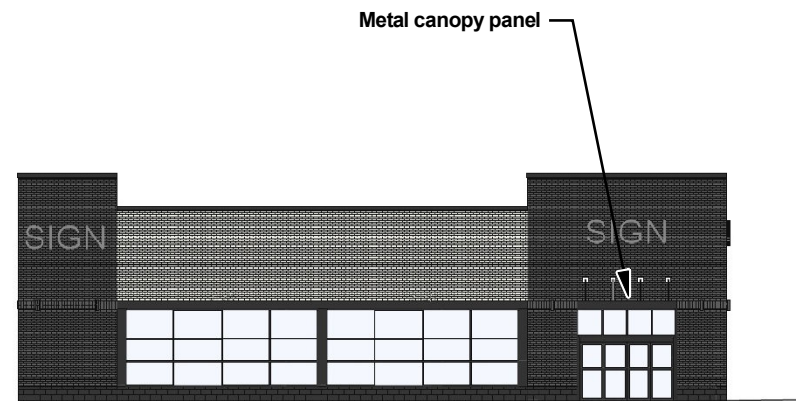
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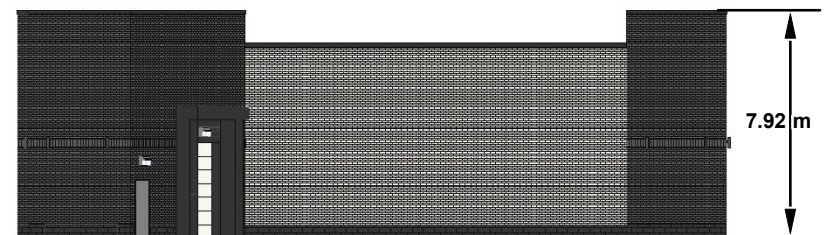
South Elevation



North Elevation



East Elevation



West Elevation

Not to Scale

Elevations - Building F

LOCATION:
Block 226 and Part of Block 227,
Plan 65M-4373

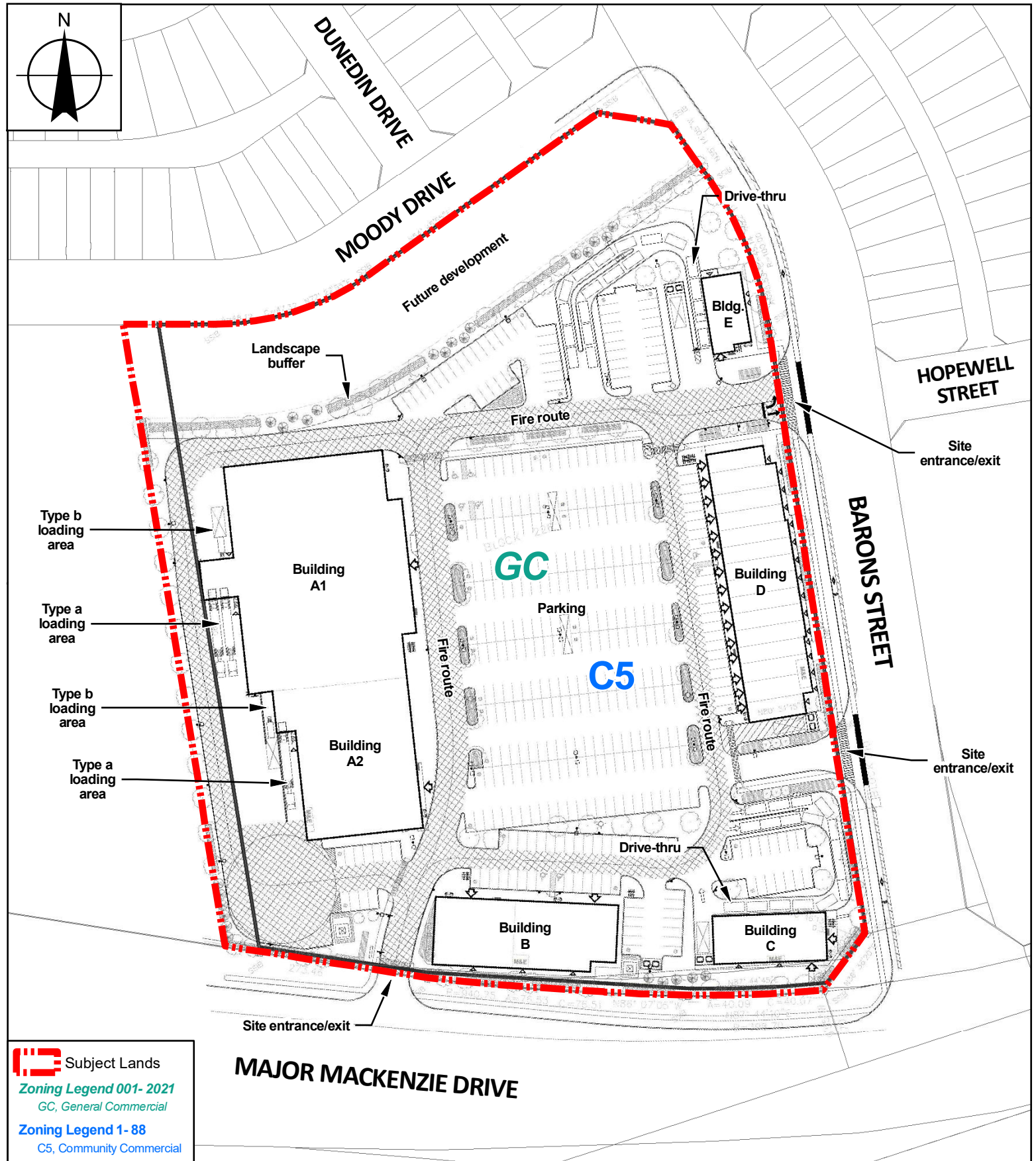
APPLICANT:
Nashville Major Developments Inc.



Attachment

FILE:
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RELATED FILE:
DA.22.055
DATE:
June 6, 2023

10



Previous Site Plan and Proposed Zoning

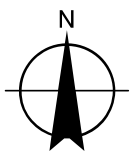
LOCATION:
 Block 226 and Part of Block 227,
 Plan 65M-4373
APPLICANT:
 Nashville Major Developments Inc.



Attachment

FILE:
 Z.22.027
RELATED FILE:
 DA.22.055
DATE:
 June 6, 2023

11



June 28, 2022 Council Approved Block 61 West Plan - Revised

LOCATION: Block 226 and Part of Block 227, Nashville Major Developments Inc.
Plan 65M-4373

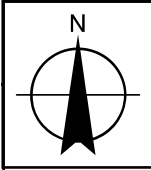
APPLICANT: Nashville Major Developments Inc.



Attachment

FILE: Z.22.027
RELATED FILE: DA.22.055
DATE: June 06, 2023

12



Proposed Revised Block 61 West Plan

LOCATION:
Block 226 and Part of Block 227,
Plan 65M-4373

APPLICANT:
Nashville Major Developments Inc.



Attachment

FILE:
Z.22.027
RELATED FILE:
DA.22.055
DATE:
June 6, 2023

13

Attachment 14 – Proposed Amendments to Zoning By-law 1-88 and 001-2021

Table 1: Zoning By-law 1-88

	Zoning By-law 1-88 Standard	C5 – Community Commercial Zone Requirement	Proposed Exceptions to the C5 – Commercial Zone Requirement
a.	Permitted Uses	- Office Building The following uses shall be permitted only if they are carried on entirely within a shopping centre and with no open storage: - Any “commercial” use permitted in a C4 zone - Eating Establishment, Convenience with Drive-Through - Office Building - Place of Amusement	- Supermarket - Pharmacy - Retail Store - Retail Convenience - Eating Establishment - Eating Establishment, Convenience - Eating Establishment, Convenience with Drive-Through - Eating Establishment and accessory Outdoor Patio - Banks or Financial Institution - Business or Professional Office - Day Care Centre - Club or Health Centre - Personal Service Shop
b.	Definition of 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 and provided further that in the case of a corner lot which has an abutting sight triangle the central point of the lot line abutting the sight triangle shall be deemed to be the point of	The front lot line shall be deemed to be Barons Street

	Zoning By-law 1-88 Standard	C5 – Community Commercial Zone Requirement	Proposed Exceptions to the C5 – Commercial Zone Requirement
		intersection of the front and side lot lines (Moody Drive)	
c.	Definition of Parking Space	A parking space is defined as a rectangular area measuring at least 2.7 m by 6 m	A parking space shall measure at least 2.7 m by 5.7 m
d.	Maximum Lot Area	25,000 m ²	42,000 m ²
e.	Minimum Front Yard (Barons Street)	11 m	3.75 m
f.	Minimum Exterior Yard	11 m	4.5 m
g.	Minimum Rear Yard	15 m	10 m
h.	Minimum Setback to “R” Residential Zone	22.5 m	12 m
i.	Maximum Building Height	11 m	12.5 m (Building A1)
j.	Minimum Landscaped Strip Width	<u>Abutting any Street Line:</u> 6 m	<u>Abutting any Street Line:</u> 3 m A drive-through stacking lane shall be permitted to encroach 1 m into the minimum landscape strip on the Barons Street frontage A merge camera shall be permitted to encroach 2.5 m into the minimum landscape strip on the Barons Street frontage

	Zoning By-law 1-88 Standard	C5 – Community Commercial Zone Requirement	Proposed Exceptions to the C5 – Commercial Zone Requirement
			An order board shall be permitted to encroach 2 m into the minimum landscape strip on the Barons Street frontage
k.	Accessory Structure Setback	Any accessory building or structure shall be subject to the same minimum yard and setback requirements for the main building or use, provided that no accessory building or structure, other than a garage or carport, shall be erected closer to the front lot line than the main use or building on the same lot	An accessory structure for the purpose of a merge camera shall be setback a minimum of 0.75 m from the required front lot line An accessory structure for the purpose of an order board shall be setback a minimum of 1 m from the required front lot line An accessory structure for the purpose of an EV charge infrastructure station shall be setback a minimum 7.5 m from the required rear lot line
l.	Permitted Yard Encroachments (Canopy)	0.5 m into a required yard	1 m into a required yard
m.	Minimum Parking Requirements	<u>Shopping Centre:</u> 6 spaces/100 m ² of GFA	<u>Shopping Centre:</u> 4.5 spaces/100 m ² of GFA
n.	Accessible Parking Space Dimension	A Type A Accessible Parking Space measuring a minimum of 3.4 m by 6 m	A Type A Accessible Parking Space shall be a minimum of 3.4 m by 5.7 m

	Zoning By-law 1-88 Standard	C5 – Community Commercial Zone Requirement	Proposed Exceptions to the C5 – Commercial Zone Requirement
		A Type B Accessible Parking Space measuring a minimum of 2.4 m by 6 m An Accessible Access Aisle shall have a minimum width of 1.5 m and shall extend the full length of the parking space	A Type B Accessible Parking Space shall be a minimum of 2.4 m by 5.7 m An Accessible Access Aisle shall be a minimum of 1.5 m by 5.7 m
o.	Minimum Loading Space Requirements	A loading space is required for Building B and Building D	No loading spaces shall be required for Building B and Building D
p.	Location of loading spaces	Where a lot is a through lot, loading and unloading shall take place anywhere on the lot except between a building and a Highway or arterial road	Loading and unloading may take place between Building A and Major Mackenzie Drive

Table 2: Zoning By-law 001-2021

	Zoning By-law 001-21 Standard	GC – General Commercial Zone Requirement	Proposed Exceptions to the GC – General Commercial Zone Requirement
a.	Permitted Uses	• Art studio • Automotive detailing • Business service⁽³⁾ • Car wash⁽³⁾ (Existing) • Clinic • Commercial school • Commercial storage⁽³⁾ • Financial institution⁽³⁾ • Funeral services⁽³⁾ • Fueling station⁽¹⁾⁽³⁾ (Existing)	• Supermarket • Retail • Retail, convenience • Restaurant • Restaurant, with drive-through • Financial institution • Office • Clinic • Day care centre

	Zoning By-law 001-21 Standard	GC – General Commercial Zone Requirement	Proposed Exceptions to the GC – General Commercial Zone Requirement
		• Garden centre⁽³⁾ • Health and fitness centre⁽³⁾ • Heavy equipment, sales, rental and service establishment⁽³⁾ • Hotel⁽³⁾ • Hotel (small scale)⁽³⁾ • Micro-manufacturing⁽¹⁾ • Motor vehicle body repair (Existing) • Motor vehicle rental • Motor vehicle repair • Motor vehicle sales⁽³⁾ • Office • Personal service⁽³⁾ • Pet care establishment⁽³⁾ • Place of assembly⁽³⁾ • Place of Entertainment⁽³⁾ • Research and development • Restaurant⁽³⁾ • Restaurant, take-out⁽³⁾ • Retail⁽³⁾ • Retail, convenience⁽³⁾ • Service or repair shop⁽³⁾ • Shopping centre⁽³⁾ • Supermarket⁽³⁾ • Taxi stand • Theatre⁽³⁾ • Veterinary clinic Community Uses • Community facility • Community garden⁽¹⁾	• Health and fitness centre • Personal service • Outdoor patio

	Zoning By-law 001-21 Standard	GC – General Commercial Zone Requirement	Proposed Exceptions to the GC – General Commercial Zone Requirement
		• Day Care centre • Place of worship⁽¹⁾ • Public parking Specified Accessory Uses • Drive-through⁽¹⁾ • Outdoor display area⁽¹⁾ • Outdoor patio⁽¹⁾ • Seasonal outdoor display area⁽¹⁾ Other Uses • Temporary Sales Office⁽¹⁾	
b.	Definition of Lot Line, Front	In the case of a corner lot with two or more street lines of unequal lengths, the lot line which is the shorter of the two lot lines shall be deemed to be the front lot line (Moody Drive)	The front lot line shall be deemed to be Barons Street
c.	Minimum Front Yard (Barons Street)	4.5 m	3.75 m
d.	Minimum Rear Yard	12 m	10 m
e.	Outdoor Patio	An outdoor patio located at grade and with direct access from the first storey of a building shall be located a minimum distance of 30 m from any lot line abutting a Residential Zone	An outdoor patio located at grade and with direct access from the first storey of a building shall be located a minimum distance of 3 m from any lot line abutting a

	Zoning By-law 001-21 Standard	GC – General Commercial Zone Requirement	Proposed Exceptions to the GC – General Commercial Zone Requirement
			Residential Zone, Open Space Zone or Institutional Zone
f.	Minimum Landscaped Strip	<u>Abutting a Residential or Open Space Zone (Interior and Rear Yard):</u> 6 m <u>Abutting any street line:</u> 3 m	<u>Abutting a Residential or Open Space Zone (Interior and Rear Yard):</u> 3 m A drive-through stacking lane shall be permitted to encroach 1 m into the minimum landscape strip on the Barons Street frontage A merge camera shall be permitted to encroach 2.5 m into the minimum landscape strip on the Barons Street frontage An order board shall be permitted to encroach 2 m into the minimum landscape strip on the Barons Street frontage
g.	Accessory Structure Setback	An accessory building or structure shall be subject to the minimum yard requirements for the principal building, as indicated in the applicable zone	An accessory structure for the purpose of a merge camera shall be setback a minimum 0.75 m from the required front lot-line An accessory structure for the purpose of an order board shall be setback a minimum of 1 m from the required front lot-line

	Zoning By-law 001-21 Standard	GC – General Commercial Zone Requirement	Proposed Exceptions to the GC – General Commercial Zone Requirement
			An accessory structure for the purpose of an EV charge infrastructure station shall be setback a minimum 7.5 m from the required rear lot-line
h.	Maximum Building Height	11 m	12.5 m (Building A1)
i.	Permitted Yard Encroachments <u>(Attached Canopy)</u>	0.6 m into a required yard	1 m into a required yard
j.	Minimum Bicycle Parking Requirements	<u>Commercial Use/Retail and Shopping Centre:</u> 0.05 long-term spaces/100 m ² of GFA	No long-term bicycle parking spaces shall be required
k.	Location of Stacking Lane	No part of a stacking lane shall be located in the front yard	A stacking lane may be located in the front yard
l.	Minimum Loading Space Requirements	A loading space Type B is required for Building B and Building D	No loading spaces shall be required for Building B and Building D