

Item:



Committee of the Whole Report

DATE: Tuesday, June 05, 2018

WARD: 2

**TITLE: OFFICIAL PLAN AMENDMENT FILE OP.15.007
ZONING BY-LAW AMENDMENT FILE Z.15.030
DRAFT PLAN OF SUBDIVISION FILE 19T-17V006
ISLINGTON STEELES VENTURES INC.
VICINITY OF ISLINGTON AVENUE AND STEELES AVENUE WEST**

FROM:

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

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Official Plan Amendment File OP.15.007, Zoning By-law Amendment File Z.15.030, and Draft Plan of Subdivision 19T-17V006 (Islington Steeles Ventures Inc.) for the Subject Lands shown on Attachments #2 and #3 to permit a residential development with a maximum of 895 dwelling units within two Phases, as shown on Attachments #4 to #11, consisting of:

Phase 1:

- 135, 4-storey townhouse (Back-to-Back and Street Townhouse) dwellings within 14 residential blocks with frontage on a private common element road; and,

Phase 2:

- Four (4), 19 to 22-storey residential apartment buildings (Towers “1”, “2”, “3” and “4” containing 760 units) facing Islington Avenue accessed via a private common element road;
- A 1,180 m² private common amenity area; and,
- Four levels of underground parking to serve the apartment buildings on the Subject Lands.

Report Highlights

- The Owner proposes to develop the Subject Lands with a residential development to be developed in two phases, as shown on Attachments #4 to #11 consisting of:
 - Phase 1: 135, 4-storey Townhouse (Back-to-Back and Street Townhouses) dwelling units within 14 residential blocks fronting onto a private common element road; and,
 - Phase 2: Four (4), 19 to 22-storey residential apartment buildings (“towers”) with four levels of underground parking, an amenity area, and accessed by a private common element road.
- The Owner has requested to increase the permitted building height by 10-storeys in return for the provision of community benefits pursuant to Section 37 of the *Planning Act*. The Section 37 benefit totals \$330,000.00.
- The Development Planning Department supports the approval of the proposed Development, subject to the comments and the conditions of this report.

Recommendations

1. THAT Official Plan Amendment File OP.15.007 (Islington Steeles Ventures Inc.) BE APPROVED, to amend the following policies and development criteria of Vaughan Official Plan 2010 for the Subject Lands shown on Attachments #2 and #3 as follows:
 - a) Schedule 13 - to redesignate the Subject Lands from “Mid-Rise Mixed-Use” and “Natural Areas” with a maximum permitted building height of 12-storeys, and a Floor Space Index (“FSI”) of 2.75 times the area of the lot, to “Low-Rise Residential”, “High-Rise Residential” with a maximum building height of 22-storeys and an FSI of 4.7 times the area of the Subject Lands designated “High-Rise Residential” and “Natural Areas”;
 - b) Section 9.2.2.1.a) respecting the “Low-Rise Residential” designation to increase the maximum permitted building height from 3-storeys to 4-storeys;
 - c) Section 9.2.2.1.c) respecting the “Low-Rise Residential” designation to permit Back-to-Back Townhouses as a permitted building type;
 - d) Section 9.2.3.2.a), d) and e) respecting the “Townhouse” development criteria to permit the following:

- i) a maximum of 16 Back-to-Back Townhouse Dwelling units within a Townhouse block, whereas a maximum of 6 units in a row are permitted;
 - ii) Townhouses and Back-to-Back Townhouse Dwellings to front on a private common element road;
 - iii) a minimum facing distance of 16.5 m between blocks of Townhouse Dwelling units that are not separated by a public street, whereas 18 m is required;
 - e) Section 9.2.3.6.d) ii) respecting the “High-Rise Building” development criteria requiring that the portions of the buildings beyond 12-storeys to be setback a minimum of 15 m from any lot line, and that Section 9.2.3.6.d) ii) shall not apply; and,
 - f) Section 9.2.3.6.d) iii) respecting the “High-Rise Building” development criteria to permit a minimum distance of 20 m between High-Rise Buildings above 12-storeys, whereas 30 m is required.
2. THAT Zoning By-law Amendment File Z.15.030 (Islington Steeles Ventures Inc.) BE APPROVED; to amend Zoning By-law 1-88 for the Subject Lands, shown on Attachments #2 and #3, from “RA3(H) Residential Apartment Zone” with the Holding Symbol “(H)” to “RT1(H) Residential Townhouse Zone” and “RA3(H) Residential Apartment Zone” both with the Holding Symbol “(H)”, “OS1 Open Space Conservation Zone”, and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 of this report, subject to the following condition:
- a) The implementing Zoning By-law shall identify a minimum 1,180 m² amenity area, which shall be used for no other purpose other than an amenity area, and to permit portions of an underground parking garage below-grade within the “OS2 Open Space Park Zone”, which is to be constructed to an interim condition as part of the Phase 1 of the development, to the satisfaction of the City.
3. THAT the implementing Official Plan and Zoning By-law Amendments include this provision for a contribution, pursuant to Section 37 of the *Planning Act*, for the \$330,000.00 cash payment. The Section 37 benefits will be implemented through the Section 37 Agreement between the Owner and the City of Vaughan to be executed prior to the enactment of the implementing Official Plan and Zoning By-law Amendments. The payment of the Section 37 amount shall be paid to the City prior to the issuance of the first Building Permit for any above grade structure(s) on the Phase 2 Development shown on Attachment #7, and

shall be allocated, at the discretion of the Development Planning Department, towards the costs associated with: upgrades to community facilities; enhanced public access to natural heritage features; development of playground facilities on site; and/or off-site sporting facilities. The amount of the payment shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Vaughan to be calculated from the date of the enactment of the Zoning By-law Amendment.

4. THAT the Mayor and the City Clerk be authorized to execute a Section 37 Density Bonusing Agreement (the "Section 37 Agreement"), pursuant to Section 37 of the *Planning Act*, for the implementation of the community benefits identified in Recommendation #3.
5. THAT the Holding Symbol "(H)", as shown on Attachment #4, shall not be removed from the Subject Lands, or any portion (phase) thereof, until the following conditions are satisfied:
 - a) the Owner shall submit a Ministry of Environment and Climate Change ("MOECC") Record of Site Condition registered on the Environmental Site Registry of the City of Vaughan, to the satisfaction of the City and MOECC;
 - b) the Owner satisfy all requirements of the Toronto Region and Conservation Authority (the "TRCA");
 - c) Vaughan Council shall identify and allocate water and sanitary servicing capacity for the Phase 2 portion of the Subject Lands zoned "RA3(H) Residential Apartment Zone", as shown on Attachment #4;
 - d) Prior to the execution of the Site Plan Agreement for Tower "4" of Phase 2, (lands to be zoned "RA3(H) Apartment Residential Zone" with the Holding Symbol "(H)"), the Owner shall enter into an Agreement with the City of Vaughan to dedicate any unencumbered lands that are located within Block 7 of the 4.5 m wide trail connection, as shown on Attachment #5; and,
 - e) the proposed sanitary sewer extension and connection is resolved to the satisfaction of the City and York Region.
6. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the City and/or the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into effect, to permit minor adjustments to the implementing Zoning By-law.

7. THAT Draft Plan of Subdivision File 19T-17V006 (Islington Steeles Ventures Inc.) BE APPROVED, to create one residential block, an open space buffer block, trail connection blocks and reserves in the manner shown on Attachment #5, subject to the Conditions of Approval set out in Attachment #1 of this report.
8. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT related Site Development File DA.18.015 (Islington Steeles Ventures Inc. - Phase 1) be allocated servicing from the York Sewage Servicing/Water Supply System for a total of 135 residential units (413 persons equivalent).”
9. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-17V006 (Islington Steeles Ventures Inc.) shall include the following clauses:
 - a) “The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City’s Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

Background

The Subject Lands (the “Subject Lands”) are located on the west side of Islington Avenue, north of Steeles Avenue West, as shown on Attachments #2 and #3, and are municipally known as 7082 Islington Avenue. The Subject Lands include valleylands to the west, which are identified as “Other Lands Owned by Applicant, Not Part of this Application”, as shown on Attachment #5. Through the review of the Applications, these lands are intended to be dedicated to the appropriate public authority, which is later discussed in this report.

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

On August 25, 2017, a Notice of Public Hearing was circulated to all property owners within 150 m of the Subject Lands. A copy of the Notice of Public Hearing was also posted on the City’s website at www.vaughan.ca and Notice Signs were installed on the Subject Lands in accordance with the City’s Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Hearing) was held on September 19, 2017, to receive comments from the public, and the Committee of the Whole. The Recommendation of the Committee of the Whole to receive the Public Hearing report of September 19, 2017, was ratified by Vaughan Council on September 26, 2017.

No written submissions regarding the Applications were received by the Development Planning Department. The following individuals made deputations at the Public Hearing on September 19, 2017, regarding the Development:

- a) A. Volpentesta, America Avenue, Woodbridge
- b) R. Lorello, Treelawn Boulevard, Woodbridge

The following comments were provided through the deputations at the Public Hearing on September 19, 2017. The Development Planning Department offers the following responses below to the comments in the relevant sections in this report.

- a) Notice to the public was not provided beyond 150 m

The Sonoma Heights Ratepayers association advised that they were not properly notified of the proposed Development. The Development Planning Department and Office of the City Clerk staff confirm that Public Notices were circulated on August 25, 2017, to all property owners within 150 m of the Subject Lands, and to the West Woodbridge Homeowners' Association. The *Planning Act* requires that public notice be provided to property owners within 120 m of the Subject Lands. The City of Vaughan standard for notice of circulations is 150 m, which exceeds the minimum requirement of the *Planning Act*.

- b) The proposed building height and density will have a negative impact on the existing community and is unsuitable for this area

Comments were provided that the proposed apartment buildings will have a potential negative impact on the existing community, and that such approvals will set a negative precedent for the area.

The Subject Lands are located within a mixed-use area which is comprised with low-rise and mid-rise built forms. The Development consists of a 135, low-rise residential (Back-to-Back and Block Townhouse Dwellings), and four residential apartment buildings with 760 units. The current as-of-right zoning on the Subject Lands permits 7 apartment buildings ranging in height from 8 to 12-storeys, a total of 1,040 units, and a maximum Floor Space Index ("FSI") of 2.75 times the area of the Subject Lands. These land use permissions are recognized by VOP 2010.

The proposed Development, if approved, would reduce the number of apartment units permitted on the Subject Lands from 1,040 to 895 units, the number of apartment buildings from 7 to 4, and the FSI from 2.75 to 2.2 times the area of the lot calculated over the entirety of the Subject Lands. The Development adds

to the variety of built forms and housing options and reduces the overall number of units permitted on the site.

The Subject Lands are bounded by the valleylands and an existing York Region pumping station to the west, the Canadian National Railway (“CNR”) and Canadian Pacific Railway (“CPR”) rail lines to the north, Islington Avenue to the east, and mixed-uses and including a dwelling, a gas station, retail store, and the Steeles Avenue West right-of-way to the south. The proposed building heights are considered appropriate and compatible with the area in consideration of the immediate surrounding land use context and including existing residential apartment buildings with similar heights to the west of the Subject Lands (south-east corner of Steeles Avenue and Kipling Avenue). There are also existing commercial buildings, a 7-storey nursing home, and 9-storey residential apartment on Friuli Court, located on the east side of Islington Avenue. The appropriateness of the building height increase is further discussed in the Analysis section of this report.

c) The Development will increase additional traffic onto Islington Avenue

Comments were provided regarding the potential for increased traffic onto Islington Avenue. The Owner has submitted a Transportation Study (“TIS”) and an Addendum Letter (dated June 13, 2015, and March 13, 2017), which concludes that the Development can be adequately accommodated by the existing transportation network with minimal traffic impact onto adjacent public roadways. York Region has reviewed the preliminary findings of the TIS, which concludes that there are no increased safety risks to the residents in the community, but advises that the TIS must be finalized to the satisfaction York Region. Should any traffic calming measures be warranted, the Owner is required to sign and construct traffic calming/management measures to the satisfaction of York Region. In addition, the proposed Development for a total of 895 units is less than the number of units (1,040) permitted by the current in-effect zoning for the Subject Lands.

d) The Development will inhibit proper access for emergency vehicles

The public provided comments regarding the primary access onto Islington Avenue and having an appropriate access for emergency vehicles. The Development includes one full-movements access from Islington Avenue, and will be served by private common element roads. A widened driveway access on Islington Avenue is proposed, which provides a median between the full movement access, and presents itself with the two-way traffic access. The driveway accesses have been designed to accommodate two-way traffic accesses in the event of an emergency.

The proposed plan includes a minimum 8 m wide common element road, which will allow for emergency vehicle access. Internal laneways are designed with a 6 m wide road width. The proposed configuration of the common element private

road and the intersection design at Islington Avenue will be finalized through the review of the related Site Development Application.

The Development Planning Department, on May 11, 2018, mailed a courtesy notice of this Committee of the Whole meeting to all individuals who made deputation at the Public Hearing, or who requested notification regarding the Applications.

Previous Reports/Authority

[Vaughan Council, April 20, 2009, Item 25, Committee of the Whole, Report No. 23](#)

Analysis and Options

Official Plan and Zoning By-law Amendment Applications have been submitted to permit the proposed Development

The Owner has submitted the following applications (the “Applications”) to permit the proposed Development (the “Development”) consisting of 4 apartment buildings (760 units) and 135 Back-to-Back Townhouse units, as shown on Attachments #3 to #10:

1. Official Plan Amendment File OP.15.007 to amend the Vaughan Official Plan 2010 (“VOP 2010”) to:
 - i) redesignate the Subject Lands from “Mid-Rise Mixed-Use” with a maximum building height of 12-storeys and an FSI of 2.75 times the area of the Subject Lands, to “Low-Rise Residential” (Phase 1) to permit Back-to-Back Townhouse dwellings, and “High-Rise Residential” (Phase 2) to permit apartment buildings with an FSI of 4.7, and a maximum building height of 19 to 22-storeys, on the portion of the Subject Lands designated “High-Rise Residential; and,
 - ii) to amend various Townhouse and High-Rise development criteria as described in this report.
2. Zoning By-law Amendment File Z.15.030 to rezone the Subject Lands from “RA3(H) Apartment Residential Zone” with the Holding Symbol “(H)”, subject to site-specific Exception 9(1232), “OS1 Open Space Conservation Zone”, and “OS2 Private Park Zone”, as shown on Attachment #2, to “RT1(H) Residential Townhouse Zone”, “RA3(H) Apartment Residential Zone” both with the Holding Symbol “(H)”, and the “OS1 Open Space Conservation Zone”, as shown on Attachment #4, together with site-specific zoning exceptions identified in Table 1 of this report; and,
3. Draft Plan of Subdivision File 19T-17V006 to create a residential draft plan of subdivision, as shown on Attachment #5 which includes a residential block, a trail connection block, open space buffer block, and reserves.

The Development is consistent with the Provincial Policy Statement (the “PPS”)

The PPS 2014 provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides direction to support strong communities, a strong economy and a clean and healthy environment.

The PPS includes policies on key issues that affect communities including:

- The efficient use and management of land and infrastructure
- Protection of environment and resources
- Ensuring appropriate opportunities for employment and residential development, including support for a mix of uses

Part V - “Policies” of the PPS states (in part) the following:

Settlement Areas:

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

a) *Densities and a mix of land uses which:*

- *Efficiently use land and resources;*
- *Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- *Support active transportation; and,*
- *Are transit-supportive, where transit is planned, exists or may be developed.*

b) *A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”*

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

1.1.3.4 “Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”

Housing:

1.4.3 “Planning Authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by (in part):

- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) Promoting densities for new housing which efficient use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) Establishing development standards for residential intensification, redevelopment and new residential development which will minimize the cost of housing and facilitate compact form, while mainlining appropriate levels of public health and safety.”*

Natural Heritage:

2.1.1 “Natural features and areas shall be protected for the long term.”

2.1.2 “The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”

2.1.8 “Development and site-alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5 and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.”

The Development is consistent with the intent of the settlement areas and housing policies of the PPS, which promote the efficient use of land and support a healthy community. The valleyland portion of the Subject Lands are immediately adjacent to the Steeles Avenue West right-of-way. The Subject Lands are located between approximately 50 m to 325 m from the Steeles Avenue West right-of-way, which is a Regional Rapid Transit Corridor, and is also served by the Toronto Transit Commission (“TTC”), and are located within proximity to existing retail and service commercial uses. The location of the Subject Lands supports alternate modes of transportation such as transit, cycling and walking. The Development minimizes land consumption, proposes housing typologies (Back-to-Back and Street Townhouses, and residential apartments) that will help meet projected housing needs, add to the variety of housing units available, and utilizes existing servicing and infrastructure. The Development will help to provide for the long-term protection of the surrounding natural environment by bringing

the proposed 4.5 m wide trail connection, 7 m wide open space buffer and subsequently, as part of the Site Development Application (File DA.18.015), the valleyland portion identified as “Other Lands Owned by the Applicant”, which are not part of these Applications, into public ownership.

The Development conforms to the Places to Grow Act – The Growth Plan for the Greater Golden Horseshoe 2017 (the “Growth Plan”)

The Growth Plan came into effect in May of 2017, and is intended to guide decision making on the development of land by encouraging a compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types. The Growth Plan encourages the concentration of population and employment growth within the settlement areas, and promotes the development of complete communities that offer a mix of housing types, access to local amenities, and connections to municipal water and wastewater systems.

Part 2.2 Policies on Where and How To Grow states (in part) the following:

Section 2.2.1 Managing Growth

“2. *Forecasted growth to the horizon of this Plan will be allocated based on the following: c) within settlement areas, growth will be focused on:*

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
- iv. areas with existing or planned public service facilities;”*

“4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to (in part):*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*

- ii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,*
- e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) *integrate green infrastructure and low impact development.”*

Section 2.2.6 Housing

- “2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and,*
 - d) *planning to diversity their overall housing stock across the municipality.”*
- “4. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”*

Section 4.2.2 – Natural Heritage System

- “3. *Within the Natural Heritage System: a) new development or site alteration will demonstrate that: there are no negative impacts on key natural heritage features or key hydrologic features or their functions”.*
- “6. *The municipality shall continue to protect any other natural heritage features in manner that is consistent with the PPS.”*

The Subject Lands are located within a Built-Up Area where the Growth Plan encourages intensification to contribute to the establishment of complete communities where existing infrastructure and municipal services are available. The Development is consistent with the policy framework as envisioned by the Growth Plan by making a more efficient use of the Subject Lands, incorporating a more compact built-form, low-

impact development and efficient form of ground related residential development (i.e. Back-to-Back Townhouses) within a Built-Up Area at a density that is transit-supportive, ensures the protection of the valleyland features. The Development also includes apartment units, which together with the Street Townhouse and Back-to-Back Townhouse units provides a range of housing options on the Subject Lands.

The Applications to permit the Development conform to the York Region Official Plan (“YROP 2010”)

The Subject Lands are designated “Urban Area” by the YROP 2010, which permits a range of residential, industrial, commercial and institutional uses. Access to the Subject Lands is proposed from Islington Avenue, a Regional Road with a planned 36 m right-of-way, and a planned regional cycling connection (Map 10 - “Regional Cycling Network”), and Steeles Avenue West is a Regional Rapid Transit Corridor also served by the TTC.

Chapter 5 - “Policies” of the YROP 2010 states (in part) the following:

High-Quality, Sustainable Communities

“Section 5.2.3 That communities be designed to ensure walkability through interconnected and accessible mobility systems”.

“Section 5.2.4 That development requiring Regional approval shall be supported by a transportation study that assesses impacts on the Region’s transportation system and surrounding land uses. Significant development shall prioritize walking, cycling and transit.”

“Section 5.2.8 to employ the highest standard of urban design, which:

- a) provides pedestrian scale, safety, comfort, accessibility and connectivity;*
- b) complements the character of existing areas and fosters each community’s unique sense of place;*
- c) promotes sustainable and attractive buildings that minimize energy use;*
- d) promotes landscaping public spaces and streetscapes;*
- e) ensures compatibility with and transition to surrounding land uses;*
- f) emphasizes walkability and accessibility through strategic building placement and orientation;*
- g) follows the York Region Transit-Oriented Development Guidelines, and,*
- h) creates well-defined, centrally-located urban public spaces.”*

Natural Areas - Regional Greenlands System

Section 5.3.8 - "That the Regional Greenlands System shall be protected and enhanced and include pedestrian-accessible green spaces and passive parks, where appropriate."

The YROP 2010 encourages a broad range of housing types within efficient and mixed-use compact communities at an overall transit-supportive density. The range of housing includes different forms, types and tenures to satisfy the needs of the Region's residents. YROP 2010 identifies that the housing stock in the Region is primarily comprised of detached units, and recognizes that the housing market is faced with demands for a broader variety of housing forms to meet the needs of different households. YROP 2010 also encourages pedestrian scale, safety, comfort and mobility, and the enrichment of the existing area with attractive buildings, landscaping and public streetscapes.

The Development offers a variety of housing types including Back-to-Back Townhouse, Block Townhouse, and residential apartment units at a density that is transit-supportive, and is located on and in proximity to existing public transit networks. The Development would diversify the range of housing typologies found within the community, and create an urban interface with pedestrian connectivity to Islington Avenue. The Development is located outside the valleylands system identified as "Other Lands Owned by Applicant", which are not part of these Applications, which is located within the Regional Greenlands System, and its protection will be ensured through the dedication of these lands into public ownership.

York Region on April 24, 2018, exempted Official Plan Amendment File OP.15.007 (Islington Steeles Ventures Inc.) from approval by the Regional Planning Committee of the Whole and Council. This allows the amendment to come into effect following its adoption by the City and the expiration of the required appeal period, should the Applications be approved. York Region provided additional comments which required the submission of a final Traffic Impact Study ("TIS") as a condition of draft approval for the related Draft Plan of Subdivision File 19T-17V006. A condition to this effect is included in the Attachment #1 of this report. York Region has indicated they have no objection to the Applications, subject to their conditions of approval in Attachment #1b) of this report.

Amendments to Vaughan Official Plan 2010 (VOP 2010) are required to permit the Development

The Subject Lands are designated "Mid-Rise Mixed Use" and "Natural Areas" by VOP 2010, and are located within a "Community Area" by Schedule 1 - Urban Structure. Schedule 13 - Land Use Plan of VOP 2010, which permits a maximum building height of 12-stories and an FSI of 2.75 on the Subject Lands.

The "Mid-Rise Mixed-Use" designation permits a mix of residential, retail, community and institutional uses. Stacked Townhouses, Townhouses, Low and Mid-Rise Buildings

are permitted provided they are located within 70 m of an area designated “Low-Rise Residential”. The Subject Lands are not located within 70 m of a “Low-Rise Residential” designation. Stacked Townhouses, Townhouses and Low-Rise Buildings are therefore, not permitted building types in this designation. Townhouses generally should not exceed 3-storeys in building height. A High-Rise Building exceeding 12-storeys in building height is not permitted within the designation.

An Official Plan Amendment is required to redesignate the Subject Lands from “Mid-Rise Mixed-Use” and “Natural Areas” to “Low-Rise Residential”, “High-Rise Residential” and “Natural Areas” to permit Back-to-Back Townhouse, and Block Townhouse Dwellings with a maximum building height of 4-storeys, and High-Rise Buildings with a maximum building height of 22-storeys.

The Owner has submitted an Official Plan Amendment to address the requested amendments to VOP 2010 as follows:

i) Permitted Building Types and Maximum Building Height

Sections 9.2.2.1.a) and 9.2.2.1.c) of VOP 2010 permits the following Building Types: detached house; semi-detached house; Townhouse and Public and Private Institutional Buildings up to a maximum of 3-storeys in height. Pursuant to Section 9.2.3.2.a) of VOP 2010, a Townhouse is defined, in part, as *“a Low-Rise Residential Building with up to a maximum of 3-storeys in height, situated on a single parcel and part of a row of at least three but no more than six attached residential units, and shall generally front on a public street.”* Back-to-Back Townhouses are not defined by VOP 2010.

Phase 1 of the Development consists of 37, Street Townhouse dwellings within 6 residential blocks, and 98 Back-to-Back Townhouse dwellings within 8 residential blocks, for a total of 135 Townhouse units, which are accessed by common element private roads. A Back-to-Back Townhouse is not identified as a permitted building type within the “Low-Rise Residential” designation.

Townhouses are permitted building types within the “Low-Rise Residential” and “High-Rise Residential” designation. Back-to-Back Townhouses are not identified as a permitted uses or building types by VOP 2010. The Development represents a compact built-form, includes private roof-top terraces, and additional livable area within the dwelling to accommodate larger family households. For design and built-form purposes, a 4-storey building height is also proposed for the Street Townhouse dwellings, which will also provide additional livable area for larger households.

The proposed Back-to-Back Townhouse Dwellings will establish a residential Development which offers consistency in scale and building setbacks. The variety of building and unit types will not adversely impact the surrounding community as the Subject Lands are bound to the west by valleylands, Islington Avenue to the east, a rail line to the north, and a mix of residential and

commercial uses and the Steeles Avenue West right-of-way to the south, as shown on Attachment #3. The proposed building height and low-rise built form is consistent with the objective to accommodate low-rise residential housing stock in community areas while still achieving intensification within the built-up areas of the City and offering an appropriate range and mix of housing units.

The proposed Back-to-Back Townhouse Dwellings are also consistent with the “Low-Rise Building” typology, which are permitted building types within the “Low-Rise Residential” designation by VOP 2010. The proposed Back-to-Back Townhouse Dwellings are consistent with the built-form, and satisfies the intent of the development criteria in Section 9.2.3.4 of VOP 2010 for Low-Rise Buildings, in that the Back-to-Back Townhouse Dwellings will not exceed 4-storeys in height, have been adequately set back from all lot lines with an appropriate amount of front yard landscaping, roof top amenity space, and private driveways. Based on this analysis of the development criteria, the proposed Back-to-Back Townhouse Dwellings are consistent with the Low-Rise Building Type and meets the development criteria within the “Low-Rise Residential” designation.

Section 9.2.3.6.a) of VOP 2010 defines a High-Rise Building, (in part) as:

“a building over 12-storeys in height, up to a maximum building height as permitted through policy 9.2.1.4 and Schedule 13.”

However, Schedule 13 of VOP 2010 permits a maximum building height of 9 to 12-storeys on the Subject Lands.

The Development includes 4, apartment buildings with a maximum height of 22-storeys (75 m), containing 760 residential apartment units which will form part of Phase 2 of the overall Development. The in-effect Official Plan policies and zoning on the Subject Lands permit 7 apartment buildings with 1,040 residential units with a maximum building height of 12-storeys. Since the number of apartment buildings on the Subject Lands have been reduced (from 7 to 4), some of the remaining balance of residential units have been redistributed into taller buildings, thereby, increasing the density only on the portions of lands proposed to be designated “High-Rise Residential”. Although the Development will have an FSI of 2.2 calculated over the entirety of the Subject Lands an FSI of 4.7 is proposed on the “High-Rise Residential” portion of the Subject Lands only. The proposed FSI is appropriate for the Development. The apartment buildings will include studio, 1-bedroom and 2-bedroom units.

The in-effect Official Plan and Zoning By-law permits retail uses on the Subject Lands as-of-right. The Owner proposes to redesignate the Subject Lands to “Low-Rise Residential” and “High-Rise Residential” designation on the Subject Lands, which would not permit the existing retail permissions. However, the Subject Lands are located within proximity to existing retail uses in the area. The

proposal to remove the existing retail uses is therefore considered to be appropriate given the surrounding area.

ii) Development criteria respecting “Townhouse” and “High-Rise” Buildings

The proposed amendments address the “Townhouse” and “High-Rise Buildings” development criteria with respect to the number of units within a block/row, minimum facing distances between the apartment buildings, minimum setbacks from any property line, and frontage onto a private common element road. An Urban Design and Sustainability Brief prepared by RN Design, Architectural Site Plan, Townhouse Elevations, and Perspective Renderings prepared by Quadrangle Architects Limited have been submitted which illustrates how the Development addresses the built form, urban design and public realm policies of VOP 2010, specifically to address policies within Section 9.2.3.2 of VOP 2010.

Sections 9.2.3.2.a) and Section 9.2.3.2.d) permits Townhouses to be (in part):

“situated on a single parcel and part of a row of at least three but no more than six attached residential units... and that townhouses shall generally front on a public street.”

Section 9.2.3.2.e) also states (in part):

“the facing distance between blocks of Townhouses that are not separated by a public street, should generally be 18 m”.

VOP 2010 does not specifically identify the Back-to-Back Townhouse dwelling as a permitted building type. The site plan includes a range of 10 to 16 residential units within each block of Back-to-Back Townhouse, as shown on Attachment #4. The configurations of the Back-to-Back Townhouse units appear as 5 to 8 units fronting on a street, maintaining the intent of the VOP 2010 to reduce the overall length of the building.

The proposed Street Townhouse dwellings contain up to a maximum of 7 units in a row, whereas 6 in a row are permitted. The additional unit occurs only within Blocks 13 and 14, as shown on Attachment #4, and therefore, maintains the intent of VOP 2010.

The Development represents a compact Low-Rise built form, which offers a transitional built-form between the proposed “High-Rise Residential” and “Low-Rise Residential” portions of the Subject Lands.

A future Part Lot Control application will be submitted to establish parcels of tied-land (“POTLS”) for individual ownership, and thus each Townhouse dwelling will be situated on its own lot, should the Applications be approved. The future lots in the Development will have frontage on common element private roads, which are comprised of 6 m wide internal laneways, and an 8 m wide main ring road, which

will have access from Islington Avenue. A median is proposed between the widened driveway entrance at Islington Avenue and will provide a secondary access in the event of an emergency. As the Townhouse Blocks will be separated by a 6 m internal laneway, the proposed 16.5 m facing distance between units is considered appropriate, given there are walkways and landscaping treatments along the street to provide privacy for these units.

Section 9.2.3.6.d) ii) and iii) provides the following development criteria (in part):

ii) “the portions of High-Rise Buildings shall be setback a minimum of 15 m away from any property line; and;

iii) where more than one High-Rise Building is located on the same lot, the distance between any portions of the High-Rise Buildings above 12-storeys should generally be at least 30 m.”

The Owner has submitted a Sun and Shadow Impact Study prepared by Quadrangle Architects Limited, which supports the Development. In consideration of reducing shadow impacts, the apartment buildings include reduced floor plates, and greater separation distances between the podium of each buildings. The Development achieves the objective of successfully maintaining intensification within the built-up area of the City.

The Development includes a 2 m building setback to the residential apartment buildings (Towers “2” and “3”), from the property line abutting Islington Avenue, whereas Section 9.3.2.6.d) ii) requires a 7.5 m setback from a property line. The 2 m setback has been designed to provide a pedestrian-oriented scale street presence along Islington Avenue. A 6-storey podium includes a double height private amenity area which serves the apartment buildings, and through the micro-climate design, the shading, landscaping and placement will provide for a comfortable pedestrian experience.

A minimum distance of 20 m between the portions of High-Rise Buildings above 12-storeys (Towers “1” and “2”, and Towers “3” and “4”) is proposed. The minimum facing distance between Towers “2” and “3” is 28 m. VOP 2010 provides for a minimum distance of 30 m between the portions High-Rise Buildings above 12-storeys. Towers “1” and “2”, and, Towers “3” and “4” are oriented in a manner to avoid full building walls facing each other. The proposed separation distances and building orientations will provide resident privacy, and where separation distances are less than 25 m, the Owner has indicated that bedroom units will not be located where there are facing towers. The Development therefore meets the intent of the development criteria for High-Rise Buildings.

The Urban Design Guidelines for Infill Development do not apply to the Subject Lands

Vaughan Council on October 19, 2016, approved the Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods (the “Guidelines”), which help to clarify VOP 2010 policy that apply to low-rise neighbourhoods. The guidelines are typically applied to Detached, Semi-Detached and Townhouses, which are located in a stable Community Area. In accordance with Map 1 of the Guidelines, the Subject Lands are located within a Community Area, but outside of the established Community Areas where the Guidelines apply.

The Applications were submitted to the City and deemed complete on December 15, 2015, which therefore, pre-dates the applicability of the Guidelines. However, the intent of the Guidelines has been considered, and the Development has respect for the following provisions within the Guidelines:

- The front entrances to the Street Townhouse dwellings are oriented to face the common element private road;
- Consistent front yard setbacks are proposed for the “Low-Rise Residential” portion of the Subject Lands;
- Townhouse Blocks provide a 1.5 m minimum interior side yard setback;
- Townhouse Blocks are separated by a minimum of 3 m;
- Townhouse Blocks (Blocks 9 to 14) have private backyards;
- The existing healthy, mature trees within the OS1 Zone buffer block, as shown on Attachment #3, will be retained;
- The centralized 1,180 m² amenity area, as shown on Attachment #3, is in a prominent visible and easily accessible location;
- Visitor parking spaces are located along the main ring road, and can be easily and universally accessed via pedestrian landscaped walkways; and,
- A minimum 1.5 m wide landscaping buffer is provided to buffer laneways and driveways from side lot lines.

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

To facilitate the Development, the Owner proposes to amend VOP 2010 to increase the maximum building height from 12-storeys to 22-storeys and establish a permitted density (“FSI”) of 4.7 times the area of Phase 2 of the Subject Lands. Pursuant to Section 37 of the *Planning Act*, the policies of VOP 2010, and the “City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*”, Vaughan Council may authorize an increase in building height and/or density in return for the provision of community benefits. The Owner has agreed to provide community benefits in exchange for increased building height.

Section 10.1.2.9 of VOP 2010 includes policies to permit bonusing for increased building height and/or density in return for the provision of community benefits in the form of facilities, services or other matters provided that the following criteria are met:

a) Good Planning

The Development must represent good planning, be consistent with the other objectives of VOP 2010 and be consistent with the applicable built form and neighbourhood compatibility objectives.

In Section 3 of the City's *Guidelines for the Implementation of Section 37 of the Planning Act*, "good planning" includes addressing all other policies contained in VOP 2010, including urban design policies and objectives; the relationship of the Development to its context; the adjacent streets; the creation of a good public realm; improvements to the public realm adjacent to the site, and including off-site improvements and adequate infrastructure. Following a series of discussions with the Owner to ensure that the objectives were met, the Development as shown in Attachments #4 to #11, is considered to represent good planning.

The Development is located on a unique parcel of land that is bounded by rail lines, valleylands, and a major arterial road. The surrounding area is comprised of low and mid-rise buildings with mixed-uses. The Development respects the neighbouring context by offering a wider range of housing typologies within the low and high-rise built forms. The siting of the towers along Islington Avenue offers an enhanced streetscape experience with the location of the amenity areas at ground level.

The Development provides opportunities to improve the public realm by offering a localized trail connection into the valleylands system and ensures the protection of all naturalized areas, by providing a 7 m wide open space buffer to the adjacent valleylands, which has been approved by the TRCA. The Development also conforms to the policies of VOP 2010 regarding the natural environment.

The design of the buildings will accommodate townhouse and apartment built-forms that conform to the applicable urban design policies, given the unique topography of the Subject Lands. The Development is consistent with the PPS, conforms to the Growth Plan, and the YROP 2010. The Development represents good planning in consideration of the overall context of the Subject Lands. Therefore, the proposed increase to the maximum building height in return for the provision of community benefits is appropriate.

b) Community Benefits

The community benefits must bear a reasonable planning relationship to the increase in building height and/or density of the Development. In accordance with Section 37 of the *Planning Act*, Vaughan Council may authorize an increase in

building height and/or density of Development, in return for the provision of community benefits. VOP 2010 identifies the following benefits that may qualify:

- Upgrades to community facilities that are above the City's standard level of service;
- Enhanced public access to natural heritage features, ravines and valleylands supported by the "TRCA" involving off-site improvements/upgrades; and,
- Parkland and/or parkland improvements, or cash-in-lieu of parkland or parkland improvements that are over and above the City's standard levels of service.

In discussion with the Parks Development Department the following community benefits, which would benefit from a Section 37 contribution on and off site have been identified:

- City-wide trail improvements and/or development relating to the Vaughan Super Trail;
- Development of playground facilities on-site; and,
- Off-site sports facilities including soccer and basketball.

Further discussions will be required to determine the most appropriate allocation of the Section 37 benefit with respect to the Subject Lands. The Owner has agreed to provide a cash-contribution in the amount of \$330,000.00 towards, but not limited to, upgrades to community facilities that are above the City's standard level of service, enhanced public access to natural heritage features, ravines and valleylands supported by the TRCA, involving off-site improvements/upgrades. The potential for developing playground facilities and off-site sports facilities will also be explored. The finalization of the allocation of the Section 37 contribution will be determined to the satisfaction of the Development Planning Department. This contribution may be prioritized for the improvements to the local City-wide trail to connect to the Vaughan Super Trail located on the valleylands portion of the Subject Lands.

c) Adequate Infrastructure

It is the City's intent to deliver the planned and orderly development of this phased Development through the provisions for adequate infrastructure. The capacity for a sanitary sewage can be accommodated through a public owned sanitary connection to the Regional Pine Valley Sanitary Trunk Sewer. The water servicing connection can also be accommodated by way of a connection to the City's watermain located on the east side of Islington Avenue. The allocation of servicing capacity from the York Sewage Servicing/Water Supply System for Phase 2 will be determined upon submission of a future Site Development application.

The Owner's Section 37 contribution will benefit all future residents of the Development. Should the Applications be approved, the Owner and the City shall execute a Section 37 Density Bonusing Agreement to permit an increase to the maximum permitted building height from 12-storeys to 22-storeys, prior to the enactment of the implementing site-specific Zoning By-law. The Owner shall pay to the City the Section 37 Agreement surcharge fee, in accordance with the Tariff of Fees By-law 018-2018 for Planning Applications. A condition to this effect is included in the Recommendations of this report.

The proposed site-specific zoning exceptions would permit a Development that is compatible with the existing and surrounding land-uses and represents good planning

The Subject Lands are currently zoned "RA3(H) Apartment Residential Zone", with the Holding Symbol "(H)", subject to site-specific Exception 9(1323), and "OS1 Open Space Conservation Zone", which permits the following on the Subject Lands:

- 7 apartment buildings
- A maximum building height of 12-storeys
- 1,040 residential units (including live/work units)
- A minimum amenity area of 30,500 m²
- A minimum landscape area of 20,000 m²
- A combined 5,562 m² of commercial uses on the ground, main and second floors of two apartment buildings that front onto Islington Avenue.

The Owner is proposing to rezone the subject lands from "RA3(H) Apartment Residential Zone" with the Holding Symbol "(H)", subject to site-specific Exception 9(1323), and "OS1 Open Space Conservation Zone", to "RT1(H) Residential Townhouse Zone" and "OS1 Open Space Conservation Zone", in the manner shown on Attachment #4, and to permit the following site-specific zoning exceptions:

Table 1

	Zoning By-law 1-88 Standard	OS1 Open Space Conservation Zone Requirements	Proposed Exceptions to the OS1 Open Space Conservation Zone
a.	Permitted Uses and Structures Within the OS1 Zone	No building or structure other than for conservation or flood control projects is permitted	To permit the following uses in the OS1 Open Space Conservation Zone (OS1 Zone abutting the Rail Line) only: <ul style="list-style-type: none"> • Conservation Uses - Conservation Project and Forestry Project;

	Zoning By-law 1-88 Standard	OS1 Open Space Conservation Zone Requirements	Proposed Exceptions to the OS1 Open Space Conservation Zone
			<ul style="list-style-type: none"> • A portion of an underground parking garage (Tower “1”); • At-grade visitor parking only; • Bicycle parking; and, • Hard and soft landscaping; <p>To permit the following use in the OS1 Open Space Conservation Zone (OS1 Zone for 4.5 m wide trail connection) only:</p> <ul style="list-style-type: none"> • A portion of the underground parking garage for Tower “4” only.
b.	Minimum Interior Side Yard Setback for Below-Grade Structures	No requirements for below-grade structures in the OS1 Zone	<p>Permit a below-grade structure to encroach into the OS1 Zone as follows:</p> <ul style="list-style-type: none"> • 3 m (north interior side lot line) • 1 m (south interior side lot line) • 0 m (front lot line)
	Zoning By-law 1-88 Standard	OS2 Open Space Park Zone Requirements	Proposed Exceptions to the OS2 Open Space Park Zone Requirements
a.	Permitted Uses and Structures Within the OS1 Zone	No building or structure other than for conservation or flood control projects is permitted	<p>To permit the following uses only within the OS2 Open Space Park Zone:</p> <ul style="list-style-type: none"> • An amenity area of 1,180 m²; • Bicycle racks; and,

	Zoning By-law 1-88 Standard	OS2 Open Space Park Zone Requirements	Proposed Exceptions to the OS2 Open Space Park Zone Requirements
			<ul style="list-style-type: none"> A portion of the underground parking garage for Towers “1” and “2” only.
b.	Minimum Interior Side Yard Setback for Below-Grade Structures	No requirements for below-grade structures in the OS2 Zone	<p>Permit a below-grade structure to encroach into the OS2 Zone as follows:</p> <ul style="list-style-type: none"> 0 m (rear lot line abutting Towers “1” and “2”)
	Zoning By-law 1-88 Standard	RT1 Residential Townhouse Zone Requirements	Proposed Exceptions to the RT1 Residential Townhouse Zone
a.	Definition	Zoning By-law 1-88 does not include a definition for “Back-to-Back Townhouse Dwelling units”	<p>Back-to-Back Townhouse Dwelling “means a Low-Rise Residential building, up to a maximum of 4-storeys in height, and part of a row or block of residential units. A block of back-to-back townhouse units shall consist of two rows sharing a common back wall. Each back-to-back townhouse dwelling shall have its own at-grade entrance with frontage on a common element private road”</p>
b.	Definition “Dwelling Street Townhouse”	Means “a townhouse dwelling in which each dwelling unit is situated on its own lot, which abuts a public street”.	Means “a townhouse dwelling in which each dwelling unit is situated on its own lot or parcel of tied land (“POTL”), which abuts a public street or private common element road”.
c.	Definition - “Lot”	Means “a parcel of land fronting on a public street”.	Means “a parcel of land fronting on a public road or private common element road.”

	Zoning By-law 1-88 Standard	RT1 Residential Townhouse Zone Requirements	Proposed Exceptions to the RT1 Residential Townhouse Zone
d.	Definition - "Street Line"	Means "the dividing line between a lot and a street or the dividing line between a lot and a reserve abutting the street".	Means "the dividing line between a lot and a street or a private common element road."
e.	Permitted Encroachments (Exterior Stairs, porches and balconies)	A maximum encroachment of 3 m is permitted for front or exterior side yard porch steps, a minimum 1.5 m no encroachment zone shall be maintained inside the property line	To permit a maximum encroachment of 3.5 m into a required front yard, exterior side yard, and to permit an minimum encroachment of 0.5 m for steps located in the exterior side yard; and a minimum 0.5 m no encroachment zone shall be maintained inside the property line
f.	Interior Steps Within a Garage	Not permitted	To permit one step within the interior of a garage
g.	Minimum Landscaping within Front or Exterior Side Yard	i) Minimum 33% front yard landscaping ii) Minimum 60% soft landscaping	i) Minimum 30% front landscaping ii) Minimum 50% soft landscaping
h.	Minimum Landscape Strip Width Abutting Outdoor Parking Areas	3 m	0 m
i.	Minimum Height of Outdoor	1.2 m	0 m

	Zoning By-law 1-88 Standard	RT1 Residential Townhouse Zone Requirements	Proposed Exceptions to the RT1 Residential Townhouse Zone
	Screening Abutting Parking Areas		
j.	Minimum Lot Frontage	6 m	5.49 m for Blocks 9 to 14 only
k.	Minimum Lot Area	162 m ² /unit	93.9 m ² /unit: for Lots 4 to 6 (Block 14); Lots 9 to 13 (Block 13); Lots 16 to 19 (Block 12); Lots 28 to 31 (Block 10); Lots 34 (Block 9); Lots 38 to 52 (Block 8) and Lots 54 to 135, (Blocks 1 to 7), excluding Lot 77
l.	Minimum Front Yard Setback	4.5 m	3 m (Blocks 1, 2, 3, 5, 6, 7, 8 and 9)
m.	Maximum Interior Garage Width	i) 3.048 m maximum interior garage width ii) 5 m maximum interior garage width	i) 3.18 m (for all lots, except Lots 32, 33, and 53) ii) 5.61 m (Lot 33 only - Block 9)
n.	Minimum Exterior Side Yard Setback	4.5 m	2.5 m (Block 1) 2.7 m (Block 2) 1.4 m (Block 3) 1.9 m (Block 5) 2 m (Block 6) 1.5 m (Blocks 7 and 8)
o.	Minimum Rear Yard Setback	7.5 m	0 m (Blocks 1 to 8) 2.7 m (Block 9 only)

	Zoning By-law 1-88 Standard	RT1 Residential Townhouse Zone Requirements	Proposed Exceptions to the RT1 Residential Townhouse Zone
			2.2 m (Block 10 only) 6.5 m (Block 11 only) 6 m (Block 12 only)
p.	Minimum Lot Depth	27 m	12.5 m (Blocks 1 to 8)
q.	Maximum Building Height	11 m	13.6 m (4-storeys) (Blocks 1 to 8) 12.5 m (Blocks 9 to 14)
r.	Minimum Visitor Parking Requirement	Not Required	0.2 visitor spaces per dwelling 27 spaces for Phase 1
s.	Minimum Parking Space Dimension	2.7 m x 6 m (parallel parking spaces)	2 m x 6.7 m (parallel parking spaces)
t.	Minimum Driveway Width	Zoning By-law 1-88 does not provide minimum driveway width requirements for lots with frontages less than 6 m	2.7 m
u.	Maximum Number of Townhouses in a Block	A maximum of 6 townhouse units shall be constructed in a row	Permit a maximum of 16 units within a block of back-to-back townhouse dwellings
	Zoning By-law 1-88 Standard	RA3 Apartment Residential Zone Requirements	Proposed Exceptions to the RA3 Apartment Residential Zone
a.	Definition - "Lot"	Means "a parcel of land fronting on a public street".	Means "a parcel of land fronting on a public road or private common element road."

	Zoning By-law 1-88 Standard	RA3 Apartment Residential Zone Requirements	Proposed Exceptions to the RA3 Apartment Residential Zone
b.	Definition - "Street Line"	Means "the dividing line between a lot and a street or the dividing line between a lot and a reserve abutting the street".	Means "the dividing line between a lot and a street or a private common element road."
c.	Minimum Lot Area	67 m ² /unit	50 m ² /unit
d.	Minimum Front Yard Setback	7.5 m	2 m (Towers 2 and 3)
e.	Minimum Interior Side Yard Setback	11 m	2 m (Towers 2 and 3) 0 m (Tower 4)
f.	Minimum Rear Yard Setback	7.5 m	3 m (Tower 1) 0 m (Tower 4)
g.	Maximum Building Height	44 m	65 m (19-storeys) for Towers 1 and 4 75 m (22-storeys) for Towers 2 and 3
h.	Maximum Driveway Width	7.5 m	15 m (at Islington Avenue)
i.	Minimum Landscape Strip width	6 m	2 m (abutting Islington Avenue)

	Zoning By-law 1-88 Standard	RA3 Apartment Residential Zone Requirements	Proposed Exceptions to the RA3 Apartment Residential Zone
j.	Minimum Landscaping Abutting an Outdoor Parking Area	Landscape plantings with a minimum height of 1.2 m is required	0 m
k.	Minimum Residential Parking and Visitor Parking	<p><u>Towers 1 and 2</u> 383 units @ 1.5 residential spaces/unit = 575 spaces 383 units @ 0.25 visitor spaces/unit =96 spaces</p> <p><u>Towers 3 and 4</u> 377 units @ 1.5 residential spaces/unit = 566 spaces</p> <p>377 units at 0.25 visitor spaces/unit = 95 spaces Total: 1,332 spaces</p>	<p><u>Towers 1 and 2</u> 383 units @ 1 residential spaces/unit =383 spaces 383 units @ 0.2 visitor spaces/unit = 77 spaces</p> <p><u>Towers 3 and 4</u> 377 units @ 1 residential spaces/unit = 377 spaces</p> <p>377 units at 0.2 visitor spaces/unit = 76 spaces Total: 913 spaces</p>
l.	Minimum Amenity Area	11 m ² / unit	10 m ² /unit

The proposed phasing will facilitate a Development which accommodates the Owner's construction schedule for Phase 1. The Development Planning Department can support the zoning exceptions in Table 1 on the following basis:

Permitted Uses

An amendment to the OS1 Open Space Conservation Zone is required to permit portions of the underground parking structure for Towers "1" and "4", the safety berm, the 4.5 m wide trail connection at Islington Avenue, at-grade visitor parking, hard and soft landscaping, and any future playground areas. The portion of lands to be zoned OS1 along the northerly limit (abutting the rail line) of the Subject Lands, do not contain any natural heritage features, and will be privately maintained as an amenity area by the future condominium corporation. The amendment to permit the underground garage (below-grade) for Phase 2, to encroach beneath the proposed amenity area and the pedestrian walkway would not impact the development above-grade. The uses

proposed within the OS1 Zone, abutting the rail line and within the walkway blocks, and the amenity area contained within the OS2 Zone are required to facilitate this compact Development and can be supported.

Definitions

The proposed Back-to-Back Townhouse dwellings located a private common element road are not specifically defined in Zoning By-law 1-88. The proposed definition will permit the proposed use on a lot with frontage on a private common element road and for the creation POTLs for individual ownership. The proposed amendments to these definitions are required to implement the Development on a private common element road.

Building Height

The proposed building height and number of units within the Development are considered to be appropriate to accommodate a compact Development, and will offer a variety in housing type options. Given the unique shape of the lot, the proposed building height for the Townhouse dwellings will maximize the efficient use of the Subject Lands by providing additional liveable area. Staff have assessed the transitional relationship between the Development (Townhouse Block 2 and Tower “1”) to determine any potential impacts associated with height, shadow and privacy concerns. The proposed Back-to-Back Townhouses will be separated by a 6 m wide private road, a 3.5 m wide landscape strip, and a 2 m wide lay-by parking space. This provides for a minimum facing separation distance of 16.5 m to the podium of Tower “1”, which allows for pedestrian or vehicular connection between buildings with appropriate separation between habitable windows to eliminate privacy concerns. The portions of the Tower above the 3 to 6-storey podium also maintains a minimum setback of 3 m. The proposed distances and setbacks will provide appropriate privacy and microclimate conditions for the adjacent Townhouse blocks.

The proposed building height for the residential towers is also suitable given the location of the Subject Lands. Staff have assessed the relationship of the building heights between all 4 residential towers to ensure any potential impacts associated with privacy concerns. A minimum distance of 20 m between each facing tower, between Towers “1” and “2” and between Towers “3” and “4” will be provided, and the staggering of the tower locations on either side of the road will mitigate privacy concerns. The additional building height for the towers is suitable and is appropriate in consideration of the area context where high-rise buildings are existing in other areas along Steeles Avenue West. Based on the existing surrounding lands, staff can support the proposed building heights.

Minimum Yard Setbacks, Lot Frontage, Lot Area, Lot Depth, Amenity Areas, Encroachments, Minimum and Maximum Interior Garage Widths, Landscape Strip Widths, and Driveway Widths

The amendments to the lot frontage, lot area, and lot depth requirements recognize the creation of the Development blocks and POTLs for the Back-to-Back and Block Townhouses, and the residential apartment buildings, which are suitable building types that will facilitate a compact built form. The proposed driveway width from Islington Avenue (frontage) has been widened to accommodate a median between 4 lanes, which will provide a secondary access for emergency access purposes.

The proposed building setbacks for Towers “1” and “2” along Islington Avenue are appropriate and will create an active streetscape, as indoor amenity areas for the towers are proposed at ground-level, and will maximize the efficient use of the Subject Lands. The towers are appropriately set back from Islington Avenue and from all other lot lines, including the safety berm required for from the CNR and CPR right-of-way to the north of the Subject Lands.

The Development includes a 1,180 m² amenity area, which is intended to serve the Phase 2 development, and is to be zoned “OS2 Open Space Park Zone” as shown on Attachments #5 and #7. The Development Planning Department recommends that the 1,180 m² amenity area be constructed, to a temporary condition to the satisfaction of the City, as part of Phase 1 to serve the future residents of the low-rise portion of the Development. The Owner shall also provide a programming plan which shall identify the interim condition and ultimate condition (as part of Phase 2), which will be determined through the review of the related Site Development Application(s), to the satisfaction of the Urban Design and Cultural Heritage Division.

In consideration of the conceptual design of Phase 2, portions of the underground parking garage may extend into the amenity area below-grade. The implementing Zoning By-law will include and identify the requirement for the 1,180 m² amenity area within Phase 1, will not be used for any other purpose other than amenity area, but may include portions of an underground parking garage beneath the amenity area (below-grade). A condition to this effect is included in the Recommendations of this report.

The proposed Back-to-Back Townhouse dwellings are compact in built-form and will not have a rear yard setback. The proposed minimum front yard, lot area, lot frontages setbacks to the garages, covered porches and porch steps, will maximize the efficient use of the Subject Lands. The reduced lot frontage for Blocks 9 to 14 are also appropriate for this compact Development, and can be supported as front yard landscaping can still be accommodated.

The proposed landscape/amenity area will create a comfortable built form and pedestrian realm that is appropriate for this Development. The landscape width along Islington Avenue is appropriate in consideration of the additional municipal right-of-way and walkway that exists between the privately-owned lands and Islington Avenue. A common element amenity area is proposed, as shown on Attachment #4, and roof top amenity areas are also proposed for the Back-to-Back Townhouse dwellings. The front yard landscaping for the Townhouse blocks will permit paired driveways, resulting in a more attractive streetscape.

Landscaping within all other areas including the OS1 Zone buffer areas will include enhanced buffer plantings and provide an appropriate buffer to the valleylands. Continuous landscape pedestrian walkways and pedestrian cross-intersections are proposed throughout the Subject Lands and provide a pedestrian linkage to the common private outdoor amenity area.

The amendments required to permit increased driveway widths, and maximum and minimum interior garage widths are considered minor and accommodate a compact built-form.

Minimum Visitor and Residential Parking Space Requirements and Dimensions

The proposed visitor parking spaces located on the private common element road abut enhanced landscaped strips/buffers. Only slight variations are required to the minimum parking space dimensions to the lay-by parking spaces located along the main private common element ring road.

The residential parking spaces for the RT1 Zone complies with the requirements of Zoning By-law 1-88 at 2 spaces/unit for Phase 1 for a total of 270 residential parking spaces. A total of 27 visitor parking spaces (0.2 spaces per unit) are proposed to serve Phase 1, whereas visitor parking is not required in an RT1 Zone by Zoning By-law 1-88. However, typical visitor parking rates for a Townhouse development in Zoning By-law 1-88 is 0.25 spaces per unit. The Development includes a total of 913 parking spaces to serve the Phase 2 Development. A total 760 residential parking spaces and 153 visitor parking spaces for the residential apartment buildings, will be provided at a rate of 1 residential space per unit, respectively. In accordance with the Parking Study, the proposed parking supply for the Development can accommodate the expected parking demand. The Transportation Division of the Development Engineering "DE" Department supports the proposed parking supply.

It is also noted that Zoning By-law 1-88 does not include zoning categories to implement common element Street Townhouse or Back-to-Back Townhouse development. As a result, outdated zone categories with provisions intended to implement more traditional forms of townhouse development are used to implement this form of Development. Similarly, for the apartment building (Phase 2) portion of the Development of the Subject

Lands, the high density and zoning categories available in Zoning By-law 1-88 (i.e. RA3 Zone), contemplate apartment buildings utilizing an “apartment in the park” traditional design rather than contemporary zoning which provides for built-form close to the street and more modern development standards. This results in the large number of zoning exceptions identified in Table 1.

The Development was considered by the Design Review Panel (the “DRP”)

The Design Review Panel (the “DRP”) considered the proposed Development on March 30, 2017, and provided the following comments on the overall site:

Organization:

- Reconsider the street and mews system to create a street hierarchy with front entrances facing the street;
- Public amenity space should be anchored to the street;
- The relationship to the surrounding open space should be improved with attention to views and vistas from the public circulation network;
- Create a pedestrian friendly frontage along Islington Avenue with a better distribution of visitor parking internally and relocate loading within the buildings;
- The design concept should have a better transition and spatial relationship to the existing church.

Architecture and Massing

- A greater mix of units and building types, including mid rise, should be pursued to act as a transition between the townhouse blocks and the towers;
- A stronger built form relationship to Islington Avenue should be established, and the proposed 45 degree angled residential apartment towers should be redesigned to address the street.

Open Space and Pedestrian Connections

- Explore a possible trail connection/boardwalk to the Humber River valley lands to the west and connecting it to the amenity scape.

The Owner has responded to the DRP’s comments by reorienting the townhouse units to face the streets, eliminating the stacked townhouse typology and replacing it with both back-to-back and traditional townhouse units. The towers and the podium have been redesigned to provide a stronger address to Islington Avenue. The visitor parking and loading bays have been relocated internal to the site and buildings to provide a better pedestrian environment. The trail connection to the future Humber trail has been incorporated as per the recommendation of the Parks Development Department.

The architectural comments will be addressed through the Site Plan process for Phase 1 and 2. Phase 2 will be required to be presented for further consideration at a future DRP meeting.

Staff are satisfied that the Owner has addressed the comments by DRP through the current proposed Development, subject to the Recommendations of this report.

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

Section 29(2) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application to the Committee of Adjustment within two years of the day on which a Zoning By-law comes into effect. It also permits Council to pass a resolution to allow an applicant to apply for a minor variance(s) within 2 years of the passing of a by-law.

The Owner has demonstrated to the satisfaction of this Department how Phase 2 of the Development, which includes the 4 residential apartment buildings underground parking structure will function in the context of the Subject Lands. The Development Planning Department has no objection to the proposal. However, additional zoning exceptions may be required through the finalization of the Applications.

Should Council approve Zoning By-law Amendment File Z.15.030, the Development Planning Department has included a Recommendation to permit the Owner to apply for a Minor Variance application(s), if required, prior to the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization and construction of the subject Development. For any relief that is not considered minor, the Owner is may be permitted to apply for a Zoning By-law Amendment to obtain Committee of the Whole approval.

The Development Planning Department has no objection to the approval of the proposed Draft Plan of Subdivision File 19T-17V006, subject to the Conditions of Approval of this report

The proposed Draft Plan of Subdivision, as shown on Attachment #5 includes:

Townhouse and Apartment Block (Block 1)	4.639 ha
Buffer Block (Block 2)	0.275 ha
0.3 m Reserves (Blocks 3, 4, and 5)	0.005 ha
4.5 m wide Trail Connection (Block 6)	0.019 ha
<u>3.5 m wide Trail Connection (Blocks 7)</u>	<u>0.015 ha</u>
Total	4.953 ha

The Development Planning Department has no objection to the approval of the proposed Draft Plan of Subdivision shown on Attachment #5, subject to the Conditions of Draft Approval included in Attachment #1. The primary purpose of the Draft Plan of Subdivision is to create a residential development Block (Block 1) for the overall Development.

In order to facilitate the creation of the individual townhouse lots, the Owner must submit a Part Lot Control Exemption application for Blocks 1 to 14, and for the residential Towers “1”, “2”, “3” and “4” to create the future Parcels of Tied Land (“POTLs”), should the Applications be approved.

The Owner has provided written confirmation to the City regarding their intention to dedicate to the TRCA or the City, the valleylands, shown as “Other Lands Owned by Applicant, Not part of these Applications”, as shown on Attachments #2 and #5. As further discussions are required to delineate the location of the private sanitary connections, which are proposed to traverse through the valleylands, the Owner is required to enter into an Agreement with the City, prior to the execution of the Site Plan Agreement for Phase 1 of the Development, agreeing to dedicate the valleylands. The Agreement shall identify a date for when the lands must be dedicated, and shall acknowledge that privately-owned services will be provided through these lands, which shall be owned and solely maintained by the Condominium Corporation(s), and that any required easements (i.e. Blanket Easements) be identified and included as an amendment to the Draft Plan. A condition is included in the conditions of Draft Plan approval in Attachment #1.

The Owner must submit a Draft Plan of Condominium application to establish the condominium tenure of the Development

Should Council approve the Applications, the proposed condominium tenure for the Development will be created through a future Draft Plan of Condominium application(s), which is subject to approval by Council. The future condominium corporation(s) will be responsible for the maintenance of all common element areas in the development, including but not limited to, underground parking, private road, landscaping, below-grade (strata) arrangements for the trail connection, sanitary and storm water connections, and amenity areas.

The Development Engineering (“DE”) Department has no objection to the Development, subject to conditions of approval

The DE Department has reviewed the Draft Plan of Subdivision and advises that further details respecting the storm water management, site servicing and grading are required. The DE Department has indicated that approval from York Region and the Toronto and Region Conservation Authority (“TRCA”) are required for service connections through the valleylands (“Other Lands Owned by Applicant Not part of this Application”) to the west. The DE Department advises that a Subdivision/Service Agreement is required prior to issuance of final approval at the site plan stage and/or the construction of any external servicing. The DE Department also advises that the following studies are required prior to approval of a Site Development Application for the Subject Lands or portion (phase) thereof:

- a Record of Site Condition (the “RSC”);
- a revised Traffic Impact Study (the “TIS”);

- a final Parking Study;
- a final Noise and Vibration Feasibility Study; and,
- a final Functional Servicing and Stormwater Management Report (the “FSR”)

a) Environmental

The Owner submitted a Phase One and Two Environmental Site Assessment, Remedial Action Plan, Reliance Letter, and Soil Investigation, which has reviewed by the City’s Peer Reviewer, given the complexity of the site. Staff advise that the Owner will be required to obtain a Ministry of Environment and Climate Change (“MOECC”) Record of Site Condition (the “RSC”) due to the change to a more sensitive land use. The City shall rely on the MOECC’s RSC process to ensure the reports and ultimately the lands are deemed to be suitable for the proposed development.

As remediation is required for the Subject Lands, and in accordance with the City’s contaminated site policies, a Holding Symbol (“H”) is required and will be included in the implementing Zoning By-law, and removal of the Holding Symbol for the Subject Lands, on portion thereof, is contingent upon the submission of a MOECC RSC registered on the Environmental Site Registry. Environmental Engineering staff have no objection to the Development. A condition to this effect is included in the Recommendations of this report, and is to be included within the implementing Zoning By-law, should the Applications be approved.

b) Transportation

The Owner has submitted a Parking Study prepared by CGE Transportation Consulting, dated March 29, 2018. The Transportation Division is working with the Owner to finalize the Parking Study, which must be approved to the satisfaction of the Development Engineering Department. A condition to this effect is included in the conditions of approval in Attachment #1.

c) Water Distribution

The proposed water connection will be provided through the existing 250 mm diameter City of Vaughan watermain located along the east side of Islington Avenue. Internally, the Development is to be serviced by a single 250 mm diameter looped domestic and fire line via the connection above with a water meter chamber internal to the property line. The DE Department advises that given the number of units proposed within the apartment buildings, a Water Supply Analysis Report will be required to demonstrate adequate water supply. A revised water service connection scheme may also require separate connections for the Towers.

d) Storm Water Management

A storm connection and outlet is proposed via a controlled release to a proposed outlet to the valleylands, via a proposed headwall. An external 675 mm diameter concrete storm sewer is proposed to the north-easterly portion of the Subject Lands to capture and pipe drainage along the future safety earth berm adjacent to the CPR railway, and of which all drainage will be redirected to the Humber River valleylands.

Further discussions are required to determine the ownership of the proposed 675mm diameter storm sewer, the two proposed headwall outlets and the requirement of a possible conveyance easement on behalf of the City over this storm sewer. Additional details regarding rainfall runoff and on-site retention are required for the proposed cistern tanks located in the proposed apartment buildings on the Phase 2 portion. Confirmation of the ownership of the step-pool channels from the proposed outlets will be required. Should the City assume ownership of these stepped channels, further review and approval will be required from the Environmental Services Department.

The proposed storm connection, and details regarding stormwater quantity, quality, erosion, and infiltration design is subject to review and approval by the TRCA. Quality control will be met through the implementation of an oil-grit separator and various low-impact development ("LID") measures, which is also subject to review and approval by the TRCA. The Owner is required to satisfy all requirements of the TRCA, prior to Site Plan approval.

e) Sanitary Servicing

The Owner has submitted an FSR prepared by Urbantech West, dated February 9, 2018, to illustrate the proposed servicing scheme to service the Development.

The sanitary service connection will be provided through an existing 300 m diameter gravity sewer within the Humber River Valleylands portion of the Subject Lands, which outlets to an existing 825 mm diameter Pine Valley Trunk Sewer. A proposed 250 mm diameter sanitary sewer will extend from the extent of the Regional Pine Valley Trunk Sewer and traverse the valleylands with a connection to the existing 300 mm diameter sewer to the tableland portion of the Subject Lands.

The Owner is required to demonstrate to the City staff that the extension of the sanitary sewer service through the valleylands is acceptable, subject to review/comments from York Region, and the TRCA. The ownership of the leg of the sanitary sewer within the valleylands must also be determined. York Region

has advised that the proposed sanitary sewer within the valleylands be placed in the ownership of the City. The DE Department is not prepared to accept the ownership of the leg of the sanitary sewer. However, the DE Department advises that the City may accept the ownership of the existing 15.7 m length, and 300mm diameter stub and future control manhole. However, the Owner and future Condominium Corporation(s) will be responsible for the ownership and maintenance of the sanitary sewer through the valleylands. The Owner will be required to enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise from the City, and specifically the construction of any proposed municipal services external to the developable portion of the site.

The Owner is required to finalize all sanitary sewer, water, and stormwater connections to the satisfaction of the DE Department, as a condition of Draft Plan approval. Given the conceptual nature of the proposed downstream sanitary connection, it is recommended that a Holding Symbol (“H”) be applied to the Subject Lands until such time as the proposed sanitary sewer extension and connection is resolved to the satisfaction of the City. A condition to this effect is included in the Recommendations of this report.

f) Allocation of Sewage and Water Capacity

Vaughan Council on February 21, 2018, endorsed the City’s latest annual servicing capacity allocation strategy report. The report confirmed servicing capacity is available to support continued urban growth throughout the City. The subject Official Plan and Zoning By-law Amendment Files OP.15.007 and Z.15.030 were reserved servicing capacity for 161 residential townhouse units (493 persons equivalent) in the report. The unit count for the ground-related portion (Phase 1) has changed from 161 residential townhouse units to 135 residential townhouse units. Accordingly, servicing capacity for the related Site Development File DA.18.015 is available and unrestricted. Therefore, the following resolution to allocate capacity to the subject developments may be recommended for Council approval:

“IT IS HEREBY RESOLVED THAT Site Development File DA.18.015 (Islington Steeles Ventures Inc.) be allocated servicing from the York Sewage Servicing/Water Supply System for a total of 135 residential units (413 persons equivalent).”

Water and sewer allocation will be required for Phase 2 of the overall Development, which is subject to a future Site Development application. This is included as a condition of approval for the removal of the Holding Symbol (“H”) on the Phase 2 portion of the Subject Lands, in the Recommendations of this report.

g) Environmental Noise & Vibration Report

The Owner has submitted a preliminary Noise and Vibration Feasibility Study prepared by HGC Engineering, dated September 2015, along with an addendum letter dated December 14, 2017. A detailed Noise Study is to be conducted upon submission of a Site Development application. Potential road and railway noise analysis and mitigation must adhere to the current MOECC Guidelines to the satisfaction of the City of Vaughan.

The final Noise and Vibration Feasibility Report must be reviewed and approved to the satisfaction of the City. The report shall include all appropriate and necessary warning clauses for future purchasers/occupants within the corresponding Subdivision/Servicing Agreement. Warning clauses included in a schedule in all Offers of Purchase and Sale or Lease for all lots/units must be included to the satisfaction of the City. The report should also include all structural detail and design of any noise mitigation measures, if required, which shall be certified by a Professional Engineer licensed in the Province of Ontario.

The DE Department has no objection to the Applications subject to the conditions of Draft Plan approval in Attachment #1.

The Parks Development Department has no objection to the Development, subject to conditions in this report, and requires a blanket easement across the private valleylands and a 4.5 m wide trail connection

The Parks Development Department has no objection to the Applications and have identified the following, which require further discussion and additional details to be provided prior to the approval of the Phase 1 Site Development Application (File DA.18.015) for the Subject Lands or portion (phase) thereof:

Pedestrian Path/Walkway (the “trail connection”)

Parks Development staff have identified the requirement for a 5 or 6 m wide pedestrian pathway/walkway connection (the “trail connection”) from Islington Avenue through the Subject Lands and connecting to the adjacent valleyland system. The City has agreed to accept a minimum 4.5 m wide trail connection, which must be free and clear of all charges and encumbrances above and below-grade. This 4.5 m wide trail will be zoned “OS1 Open Space Conservation Zone”, as shown on Attachment #4, and will be publicly owned.

However, the City recognizes that the underground garage for Phase 2, as currently conceptually designed, encroaches (below-grade) into the minimum 4.5 m wide lands to be dedicated to the City. As a result, Block 7, as shown on Attachment #5, has been created to recognize a maximum encroachment of 4.5 m. The portion of Block 7 that may be subject to an encroachment by the future underground garage, will be solely

owned by the future Condominium Corporation(s). Should the ultimate underground garage design result in a lesser encroachment into Block 7, the balance of the lands below-grade will be dedicated to the City.

Block 6, as shown on Attachment #5, located within the 4.5 m wide trail connection, will be dedicated to the City, which is free and clear of any encumbrances above and below-grade. In order for the 4.5 m wide trail connection to be publicly accessible at-grade, the Owner is required to convey an easement to the City (for public access, construction and maintenance) over Block 7.

A Site Development Application for Phase 2 of the Development has not been submitted to the City. The Owner has advised that the encroachment of the underground parking garage may potentially be improved within Block 7, or relocated entirely outside of the 4.5 m trail connection below-grade. Prior to approval of a Site Development Application for the Phase 2, or portion thereof (i.e. Tower "4"), the Owner has agreed to enter into an Agreement with the City to dedicate any unencumbered portion of Block 7 (below-grade) to the City. A condition to this effect is included in the Recommendations of this report, and included as a condition of Draft Plan approval.

The Owner is required to construct this trail connection (lit to the edge of the pathway entering the valleylands), in accordance with City standards and requirements. A complete trail must be constructed as part of the Phase 1, and shall be built in an interim condition consisting of limestone screening and hardscaping. A 1.5 m high black vinyl chain-link fence must also be installed to delineate the boundary of the proposed trail connection. The City recognizes that in order to accommodate the Phase 2 works, the trail connection may be altered and/or removed in its entirety, which shall be at no cost to the City. The Owner is required to re-construct the trail connection to its ultimate design in accordance with the approved Trail Feasibility Report, to the satisfaction and at no cost to the City. A condition to this effect is included as a condition of Draft Plan approval.

A Letter of Credit (the "LC") in favour of the City for the full cost (interim and ultimate condition) of the trail connection along and the remainder of the local valleyland trail will be required. Should the Owner fail to construct the trail connection, the City will draw upon the LC to develop the trail connection as part of Phase 1 of the Development. The LC will be released upon full completion of the trail connection. A condition to this effect is included in the conditions of Draft Plan approval in Attachment #1.

Blanket Easement ("the Blanket Easement") and Trail Feasibility Study

The Parks Development Department has identified a requirement for a Blanket Easement in favour of the City of Vaughan on the valleyland portion (identified as "Other Lands Owned by Applicant"), which are not part of these Applications, and the buffer block on the Subject Lands for the purposes of constructing and maintaining a publicly accessible trail in the valleyland system, which will connect to an existing York Region service road. A Blanket Easement will not be required if the valleylands are dedicated to

the City. However, a Blanket Easement will be required should the valleylands be in the ownership of the TRCA.

The Owner must continue to work with the Parks Development Department to determine the final alignment and construction of this local trail. The Owner is required to finalize the Trail Feasibility Study, prepared by Nak Design Strategies, dated April 4, 2018, which shall include cost estimates for all proposed alignments for this future trail. A condition to this effect is included in the Recommendations of this report, as a condition of Draft Plan of Subdivision approval.

The Parks Development Department has provided a list of potential Section 37 benefits, as previously identified in this report. The Parks Development Department has no objection to the Applications subject to the conditions identified in the Recommendations of this report, and the conditions of Draft Plan approval identified in Attachment #1 of this report.

Cash-in-lieu of parkland is required for this Development

The Office of the City Solicitor, Real Estate Department has advised that for residential high-density development, the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment. A condition to this effect is included in the Recommendations of this report.

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

The TRCA has reviewed the Applications, and has no objection to the proposal in-principle. The TRCA advises that additional design details are to be provided from the Owner, to the satisfaction of the TRCA. The TRCA recommends that the Holding Symbol ("H") be applied, until such time as these details have been provided to the satisfaction of the TRCA. A condition to this effect is included in the Recommendations of this report. The TRCA has identified outstanding items which may be addressed through the fulfillment of conditions of Draft Plan approval:

a) Open Space Buffer (7 m)

As part of the previous approval, the TRCA agreed to reduce the environmental buffer on the Subject Lands from 10 m to 7 m as the valley does not contain a mature vegetation community and based on the building setbacks. A fence enclosure must be added along the development side of the buffer to protect the valleylands. A condition to this effect is included in Attachment #1 of this report.

b) Stormwater Outfall

The TRCA has identified concerns regarding proposed outfall into the valleylands system. Additional details regarding the stormwater management system, pertaining to water discharge as it leaves an outlet pipe is required. The Owner is required to work with the TRCA to establish an appropriate stormwater management design, to the satisfaction of the TRCA. The TRCA acknowledges that privately owned water and sanitary service connections are proposed through the privately owned valleylands. The Owner is required to grant the TRCA and/or the City an easement over the future block to be created for the proposed water and sanitary service connections through the valleylands, which are to be privately maintained by a future Condominium Corporations.

c) Valleylands

The “Other Lands Owned by the Applicant”, which are not part of these applications, are identified as the valleylands and are zoned “PB1 Parkway Belt West Zone” by Zoning By-law 1-88, as shown on Attachment #3, which contains features including natural features, natural hazards and buffers. The TRCA recommends that these lands be conveyed into public ownership for their long term protection and management. The TRCA recommends that all-natural areas be dedicated to the TRCA, or the City of Vaughan, free of all charges and encumbrances, to the satisfaction of the TRCA, inclusive of the “Other Lands Owned by the Applicant”, save and except the lands containing privately owned infrastructure, and any easements required for maintaining such infrastructure.

As discussed previously, the Owner intends to dedicate the “Other Lands Owned by Applicant” to the appropriate authority, prior to final approval and execution of the related Site Development Agreement. In consideration that the related Site Development File DA.18.015 has not been finalized to establish the final location of the private servicing connections traversing through the valleylands, the Owner has agreed to enter into an Agreement with the City to dedicate the portions of the valleylands, prior to the execution of the related Site Plan Agreement, which will not be privately owned for the sanitary services. A condition is included in the conditions of Draft Plan approval in Attachment #1.

The Environmental Services Department - Solid Waste Management has no objection to the proposed Development, subject to the conditions of this report

The Environmental Services Department Solid Waste Management has no objection to the proposed waste collection on the site. Upon a successfully completed Application, site inspection and executed Agreement as determined by the City, the Condominium Corporation(s) will be eligible for municipal waste collection services. Should the Condominium Corporation(s) be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection

services shall be privately administered and shall be the responsibility of the Condominium Corporation(s). The following clause shall be included within the future Condominium Agreement:

“Prior to final approval, upon a successfully completed application, site inspection and executed registration of an Agreement with the Vaughan Environmental Services Department, Solid Waste Management Division, as determined by the City, the Condominium Corporation(s) will be eligible for municipal waste collection services. Should the Condominium Corporation(s) be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation(s).”

The Ministry of Transportation (the “MTO”) has no objection to the Draft Plan of Subdivision, subject to the conditions of this report

The MTO advises that Ministry permits are required for all buildings located within 46 m from Highway 407 and the future Highway 407 Transitway property line and the radius of 396 m measured from the intersecting centre point of Highway 407 and Islington Avenue, prior to any construction being undertaken. The MTO advises that the 407 Transitway Environmental Assessment (“EA”) assignment is still evaluating alignment options around Islington Avenue. The Ministry 14 m setback will be required from the future Highway 407 Transitway right-of-way. An access from Pine Valley Transitway station will be investigated for both Islington Avenue and Pine Valley Drive. The MTO has no objection to the proposed Draft Plan of Subdivision, subject to conditions of Draft Plan approval in Attachment #1. The Owner shall satisfy all requirements of the MTO. A condition to this effect is included in the Recommendations of this report.

The Canadian Pacific Railway (the “CPR”) Corporation and the Canadian National Railway (the “CNR”) Corporation have no objection to the proposed development, subject to the conditions in this report

The CNR has reviewed the Development and has indicated they have no objection to the proposal. The Owner has submitted a Derailment Plan, which includes a 3 m high safety earth berm, and a minimum building setback of 25 m to the safety earth berm. A 1.83 m high chain-link fence will also be installed along the northerly interior lot line abutting the railway right-of-way. A condition to this effect is included in the conditions of Draft Plan approval in Attachment #1.

The CNR advises that the Owner must register on title of the Subject Lands, an agreement and environmental easement with appropriate covenants for the maintenance of mitigation measures, to the satisfaction of the CNR. The Owner is required to contact CNR directly to satisfy this condition. A condition of Draft Plan approval is included in Attachment #1.

The City of Toronto has no objection to the proposed Development

The City of Toronto Engineering and Construction Services Department has reviewed the proposed development and has no objection to the proposal in principle. The current development proposes a single access from Islington Avenue, which is outside the City of Toronto's jurisdiction, and no water or sanitary connections are to any City of Toronto infrastructure.

All school boards have no objection to the proposed Development

The York Region District School Board and York Region Catholic District School Board have reviewed the Applications and have no objection to the Development.

The Canada Post Corporation has no objection to the Development

The Canada Post Corporation has no objection to the Development. The Owner is requested to contact Canada Post Corporation in advance of any construction to discuss a suitable mailbox/mailroom location. A condition to this effect is included in the Recommendations of this report.

All utility companies have no objection to the Development

Enbridge Gas, Hydro One, Bell Canada and Alectra Utilities Corporation (formerly PowerStream Inc.) have no objection to the approval of the proposed development, subject to the Owner coordinating servicing, connections, easements and locates with the above noted utilities prior to commencement of site works.

Financial Impact

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

Broader Regional Impacts/Considerations

York Region has reviewed the Applications and has determined that the proposed amendments are a matter of local significance, and does not adversely affect Regional planning policies or interest. On April 24, 2018, York Region exempted the Official Plan Amendment Application from approval by the Regional Committee of the Whole and Council.

York Region has provided the following comments regarding the Draft Plan of Subdivision:

a) Waste Water Servicing

York Region advises the preferred sanitary connection from the proposed Development to the Regional Pine Valley Sanitary Trunk Sewer, should be owned by the City of Vaughan. As the sewer traverses through the valleyland portion of the Subject Lands, the valleylands should be conveyed to the TRCA.

b) Water Servicing

York Region has identified a 600 mm diameter Islington Avenue watermain located on the west side of Islington Avenue, which may provide a potential connection from the water main stub. Should the Owner wish to connect to the Regional watermain at this location, the Owner is to provide additional documentation to the Regional Environmental Services Department, Infrastructure Asset Management Branch for review and approval.

c) Transportation

York Region advises that the Traffic Impact Study ("TIS") must be submitted to ensure consistency with the Region Transportation Mobility Plan Guidelines for Development Applications (November 2016) to the satisfaction of York Region. A condition to this effect is included in the conditions of Draft Plan approval in Attachment #1.

The Owner is required to satisfy all York Region requirements subject to the above comments and subject to their conditions of approval contained in Attachment #1.

Conclusion

The Development Planning Department has reviewed Official Plan Amendment File OP.15.007, Zoning By-law Amendment File Z.15.030, and Draft Plan of Subdivision File 19T-17V006 in consideration of the applicable Provincial Policies, Regional and City Official Plan policies, the requirements of Zoning By-law 1-88, the comments received from City Departments and external public agencies, the public, and the surrounding area context. The Development Planning Department is satisfied that the proposed Development is appropriate and compatible with the existing and permitted uses in the surrounding area for the reasons set out in this report.

On this basis, the Development Planning Department can support the approval of the Official Plan Amendment File OP.15.007, Zoning By-law Amendment File Z.15.030, and Draft Plan of Subdivision File 19T-17V006 applications subject to the Recommendations in this report, and the Conditions of Draft Approval set out in Attachment #1.

For more information, please contact Natalie Wong, Planner, Extension 8866.

Attachments

1. Conditions of Draft Plan of Subdivision Approval File 19T-17V006
2. Context Location Map
3. Location Map
4. Proposed Site Plan & Zoning
5. Proposed Draft Plan of Subdivision File 19T-17V006
6. Landscape Master Plan
7. Phasing Plan
8. Proposed Typical Back-to-Back Townhouse Dwelling Elevations
9. Proposed Typical Townhouse Dwelling Elevations
10. Townhouse Rendering
11. Conceptual Tower Elevations

Prepared by

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/LG

ATTACHMENT NO. 1

STANDARD CONDITIONS OF DRAFT APPROVAL

**DRAFT PLAN OF SUBDIVISION 19T-17V006 (“THE PLAN”)
ISLINGTON STEELES VENTURES INC. (“THE OWNER”)
PART OF LOT 20, CONCESSION 6, CITY OF VAUGHAN (“THE CITY”)**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL
BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF
SUBDIVISION 19T-17V006 (“THE PLAN”), ARE AS FOLLOWS:**

The Owner shall satisfy the following Conditions of Approval:

1. The Conditions of Approval of the City of Vaughan as set out on Attachment No. 1a).
2. The Conditions of Approval of York Region as set out on Attachment No. 1b) and dated April 24, 2018.
3. The Conditions of Approval of the Toronto and Region Conservation Authority as set out on Attachment No. 1c) and dated April 23, 2018.
4. The Conditions of Approval of Canada Post as set out on Attachment No. 1d) and dated July 20, 2017.
5. The Conditions of Approval of Ministry of Transportation as set out on Attachment No. 1e) and dated June 22, 2017.
6. The Conditions of Approval of Alectra Utilities Corporation. as set out on Attachment No. 1f) and dated June 22, 2017.
7. The Conditions of Approval of Enbridge Gas Distribution. as set out on Attachment No. 1g) and dated June 20, 2017.
8. The Conditions of Approval of Canadian Pacific Railway, as set out in Attachment No. 1h) and dated February 7, 2018.
9. The Conditions of Approval of Canadian National Railway Properties, as set out in Attachment No. 1i) and dated July 27, 2017.

Clearances

1. Final approval for registration may be issued in phases to the satisfaction of the City, subject to all applicable fees provided that:

- a. phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure, schools and other essential services; and,
 - b. all commenting agencies agree to registration by phases and provide clearances, as required in the Conditions in Attachment Nos. 1a), 1b), 1c), 1d), 1e), 1f), 1g), 1h), and 1i) for each phase proposed for registration; and furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
2. The City shall advise that the Conditions on Attachment No. 1a) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
3. York Region shall advise that the Conditions on Attachment No. 1b) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
4. The Toronto and Region Conservation Authority shall advise that the Conditions on Attachment No. 1c) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Canada Post shall advise that the Conditions on Attachment No. 1d) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
6. The Ministry of Transportation shall advise that the Conditions on Attachment No. 1e) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
7. Alectra Utilities Corporation (formerly PowerStream Inc.) shall advise that the Conditions on Attachment No. 1f) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
8. Enbridge Gas Distribution Inc. shall advise that the Conditions on Attachment No. 1g) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
9. Canadian Pacific Railway shall advise that the Conditions on Attachment No. 1h) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
10. Canadian National Railway Properties shall advise that the Conditions in Attachment No. 1i) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

ATTACHMENT NO. 1a)

CITY OF VAUGHAN

City of Vaughan Conditions

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by Weston Consulting., File Number: 6923, dated May 3, 2018.
2. The lands within this Plan shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of the *Planning Act*.
3. The Owner shall pay any and all outstanding application fees to the Vaughan Development Planning Department, in accordance with the in-effect Tariff of Fees By-law.
4. The Owner shall enter into a Subdivision Agreement with the City to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payment of development levies, the provision of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
5. A Holding Symbol ("H") shall be applied to the Plan until such time as the proposed sanitary sewer extension and connection is resolved to the satisfaction of the City.
6. The Owner may be required to enter into a conveyance easement agreement with the City and/or TRCA for the portion of the storm sewer traversing the valleylands to the south for the discharging of storm flow from the existing development.
7. The Owner may be required to enter into a conveyance easement agreement with the City and/or TRCA, and subject to approval from the York Region, for the sanitary sewer extension which will extend from the developable portion of the site and traverse the valleylands to the south and connect to the existing sanitary sewer located within the valley adjacent to the existing wastewater pumping station.
8. Prior to final approval of the Plan, the City and York Region shall confirm that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the Plan.
9. Prior to final approval of the Plan, the City and York Region shall confirm that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the Plan.
10. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the Plan.

11. The proposed development cannot be developed until adequate access and municipal services are available to service the subject lands or demonstrated that alternative arrangements have been made for their completion to the satisfaction of the City.
12. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost of any external municipal services, temporary and/or permanently built or proposed, that have been designed and oversized by others to accommodate the development of the Plan.
13. The Owner shall agree in the subdivision agreement to design, purchase material and install a streetlighting system in the Plan in accordance with City Standards and specifications. The Plan shall be provided with decorative streetlighting to the satisfaction of the City.
14. The Owner acknowledges that the final engineering design(s) may result in minor variations to the Plan (e.g. in the configuration of road allowances and lotting, number of lots etc.), which may be reflected in the final Plan to the satisfaction of the City.
15. Prior to final approval of the Plan, the Owner shall submit to the satisfaction of the City, a listing prepared by an Ontario Land Surveyor of all the lot and block areas, frontages and depths in accordance with the approved Zoning By-law for all the lots and blocks within the Plan.
16. The Owner shall convey the following lands to the City or the Toronto and Region Conservation Authority ("TRCA"), where appropriate, free of all charge and encumbrances:
 - Block 2 for open space purposes
 - Block 6 for trail connection purposes
17. Prior to the execution of the related Site Development Agreement for Phase 1 (File DA.18.015), the Owner shall enter into an Agreement with the City to dedicate the valleylands identified as "Other Lands Owned by Applicant", identified on the Plan, to the City or the Toronto and Region Conservation Authority ("TRCA"), at no expense to the City or TRCA, free and clear of all charges and encumbrances. The Agreement shall identify a date for when the lands must be dedicated, and shall acknowledge that privately-owned services will be provided through these lands, which shall be owned and solely maintained by the Condominium Corporation, and that any required easements must be identified and included as an amendment to the Draft Plan, to the satisfaction of the City.
18. For park/open space block(s)/buffer blocks that are being conveyed to the City, prior to final approval of the Plan, and/or conveyance, and/or release of applicable portion

of Municipal Services Letter of Credit, the Owner shall implement the following to the satisfaction of the City.

- a) Submit a Phase Two Environmental Site Assessment (“ESA”) report in accordance with Ontario Regulation (“O. Reg”) 153/04, as amended, assessing all park/open space/buffer block(s) in the Plan for contaminants of concern to the satisfaction of the City. On-site sampling of park/open space/buffer block(s) shall be conducted only after the City has certified the rough grading of the park/open space/buffer block(s), but prior to the placement of topsoil and landscaping. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
 - b) Should remediation of any portions of the park/open space/buffer block(s) within the Plan be required to meet applicable standards set out in the Ministry of Environment and Climate Change (“MOECC”) document “Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*”, as amended, submit a Remedial Act Plan (“RAP”) and a complete copy of the satisfactory registration of the Record of Site Condition (“RSC”) filed on the Environmental Site Registry including the acknowledge letter from MOECC, covering the remediated park/open space/buffer block(s) within the Plan.
 - c) Submit a signed and stamped certificate letter prepared by the Owner’s Environmental Qualified Person/Professional (“QP”) stating that they covenant and agree that the park/open space/buffer block(s) to be dedicated to the City were remediated in accordance with O. Reg. 153/04, as amended, and the accepted RAP, if applicable, are suitable for the intended land use, and meet the applicable standards set out in MOECC document “Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*”, as amended.
 - d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable
19. That the portion of the lands zoned OS1 Open Space Conservation Zone containing the 7 m wide open space buffer (Block 2), shall be dedicated into public ownership, either to the TRCA or the City of Vaughan, free of all charges and encumbrances.
 20. That the portion of the lands zoned OS1 Open Space Conservation Zone containing the trail connection block (Block 6) running from Islington Avenue westwards to the eastern edge of the valleyland block, be dedicated into public ownership, to the City of Vaughan, free of all charges and encumbrances.

21. Prior to Plan registration, the Owner shall grant an easement to the City over the above-grade portion of the trail connection block (Block 7), for the purposes of public access and the construction and maintenance of a future trail connection over the portion of the easement lands.
22. Prior to the approval of a Site Development Application for Phase 2, or portion thereof (Tower “4”), and for the lands to be zoned “RA3(H) Apartment Residential Zone” with the Holding Symbol (“H”) only, the Owner shall enter into an Agreement with the City to dedicate any unencumbered portion of Block 7 (below-grade) of the 4.5 m wide trail connection to the City.
23. Prior to the Plan registration, the Owner agrees to convey a Blanket Easement (the “Blanket Easement”) on the whole of the valleylands (“Other Lands Owned by Applicant”) and buffer, for the purposes of public access and the construction and maintenance of a future trail connection over the portion of the blanket easement lands. Prior to Plan registration, the Owner agrees to convey a Blanket Easement over the whole of the valleylands, in favour of the City of Vaughan for the purposes of public access and the construction and maintenance of a future trail connection and associated structures (the “trail connection”) over a portion of the valleylands. The Owner and City agree that the Blanket Easement remain on the valleylands all to the satisfaction of the City, until the following items are addressed:
 - i) A reference plan showing the location of the trail connection and associated structures on a portion of the Blanket Easement Lands, is prepared by the City and deposited on title;
 - ii) The trail connection is constructed; and,
 - iii) An easement for the trail connection has been registered on title. Upon occurrence of the items i) and ii), the City shall register a Transfer, Release and Abandonment of the Blanket Easement.

All costs associated with the works as noted above as it relates to the Blanket Easement, and Transfer, Release and Abandonment of the Blanket Easement shall be borne by the Owner.

24. The Owner is to submit a revised trail feasibility report including cost estimates and other associated details regarding the proposed trail alignment including grading plans and associated landscaping details.
25. Prior to the registration of the Plan, the Owner shall design and agree to construct a 4.5 m wide pedestrian lit path from Islington Avenue to the valleyland buffer and off-road pedestrian trail into the valleyland and connecting to the existing servicing road/easement in accordance with the approved Trail Feasibility Report, to the

satisfaction of and at no cost to the City. The Owner will be responsible for obtaining approvals, including any associated application fees from any applicable regulatory bodies including but not limited to the Toronto and Region Conservation Authority (“TRCA”), and the Ministry of Natural Resources and Forestry (“MNR”) for the development and construction of said trail. If required, and to accommodate the Phase 2 works, the trail connection, as referenced above, may be altered and/or removed in its entirety at no cost to the City. The Owner will re-construct the trail to its ultimate condition in accordance with the approved Trail Feasibility Report, to the satisfaction of and at no cost to the City.

26. The Owner is to provide the City with a Letter of Credit totaling the complete costs to build the lit trail connection on City property and the valleyland trail connection, which shall be held for the estimate construction costs for the proposed site works, which shall include but is not limited to all required geotechnical reports, construction testing, surveying, and all required construction costs to build said lit path and trail. The Owner is responsible for the total cost of the design and construction of all works to complete the lit pedestrian pathway, off-road pedestrian trail and associated landscape works, including but is not limited to any works of a temporary nature. Portions or the total sum of the Letter of Credit may be drawn upon by the City as necessary, to complete the above noted pedestrian path and trail works, in the case where the Owner does not fulfill Condition #25 above and/or if deemed necessary by the City.
27. The Owner is required to erect a 1.5 m high black vinyl chain link fence on both sides of the trail connection abutting the walkway boundary with all fencing material, including foundations, wholly on the lot as per City Walkway Standard to delineate the boundary of the walkway.
28. The Owner shall agree in the subdivision agreement that construction access shall be provided only in a location approved by the City and York Region.
29. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued until the Owner has provided proof that a restriction has been registered that prevents the transfer of the lot and/or block without the consent of the City where such transfer is to be restricted by any other provision of the Subdivision Agreement.
30. The Owner shall agree in the Subdivision Agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the Plan, to the satisfaction of the City.
31. The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the

dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.

32. Prior to final approval of the Plan, the Owner shall provide easements as may be required for utility, drainage or construction purposes, which shall be granted to the appropriate authority(ies), free of all charges and encumbrances.
33. The Owner shall agree to create easements for maintenance purposes for all lots providing less than 1.2 m side yards, or having roof encroachments, prior to the transfer of the land.
34. The Owner shall agree to remove any driveways and buildings on site, which are not approved to be maintained as part of the Plan; any modification to off-site driveways required to accommodate this Plan shall be co-ordinated and completed at the cost of the Owner.
35. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued for any lots and/or blocks until the Owner's consulting engineer certifies, to the satisfaction of the City, that the lot grading complies with the City of Vaughan lot grading criteria and the driveway(s) as shown on the Plan submitted for the construction of the building(s) on the subject lots and/or blocks conform in terms of location and geometry (i.e. width, etc.) with the approved or amended and subsequently approved Construction Drawings.
36. The Owner shall agree that all lots or blocks to be left vacant shall be graded, seeded, fenced with temporary fencing maintained and signed to the satisfaction of the City to prohibit dumping and trespassing.
37. Prior to the initiation of grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall prepare and implement a detailed erosion and sedimentation control plan(s) addressing all phases of the construction of the municipal services and house building program including stabilization methods, topsoil storage locations and control measures to the satisfaction of the City. The Owner shall prepare the erosion and sediment control plan(s) for each stage of construction (pre-stripping/earthworks, pre-servicing, post-servicing) in accordance with the Toronto and Region Conservation Authority (TRCA) Erosion and Sediment Control Guidelines for Urban Construction, dated December 2006 and implement a monitoring and reporting program to the satisfaction of the City.

38. Prior to the initiation of the grading or stripping of top soil and final approval, the Owner shall submit a top soil storage plan detailing the location, size, slopes stabilization methods and time period, for approval by the City. Top soil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on either the park, open space and/or buffer block(s).
39. Prior to final approval of the Plan, and/or conveyance of land, and/or any initiation of grading or construction, the Owner shall implement the following to the satisfaction of the City:
 - a) Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Phase Three ESA Report in accordance with O. Reg. 153/04, as amended, for the lands within the Plan. The sampling and analysis plan prepared as part of the Phase Two ESA, Phase Three ESA, and RAP shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
 - b) Should a change to a more sensitive land use as defined under O. Reg. 153/04, as amended, or remediation of any portions of lands within the Plan be required to meet the applicable Standards set out in the MOECC document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended, submit a complete copy of the satisfactory registration of the Record of Site Condition (RSC) filed on the Environmental Site Registry including the acknowledgement letter from the MOECC, covering all lands within the Plan.
 - c) Submit a signed and stamped certificate letter prepared by the Owner's Environmental Qualified Person/Professional (QP) stating that they covenant and agree that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the City and the Region were remediated in accordance with O. Reg. 153/04, as amended, and the accepted RAP, if applicable, are suitable for the intended land use, and meet the applicable standards set out in the MOECC document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended.
 - d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.
40. Prior to final approval of the Plan, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations of the report including pavement design structure for ideal and non-ideal conditions to

the satisfaction of the City.

41. Prior to the initiation of grading, and prior to the registration of the Plan, or any phase thereof, the Owner shall submit to the City for review and approval a detailed engineering report(s) that describes the storm drainage system for the proposed development within the Plan, which shall include:
 - a) plans illustrating how this drainage system will tie into the surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
 - b) the location and description of all outlets and other facilities;
 - c) stormwater management techniques which may be required to control minor and major flows; and,
 - d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.

The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned report(s) to the satisfaction of the City.

42. All proposed watercourse-roadway crossings/culverts shall be constructed in conjunction with each corresponding development. The timing for construction of these works shall be to the satisfaction of the City.
43. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study that identifies, if any, local wells that may be influenced by construction and if necessary, outline a monitoring program to be undertaken before, during and after construction of the subdivision.
44. The Owner shall agree in the Subdivision Agreement to decommission any existing wells and driveways on the Plan in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the City.
45. The Owner shall agree in the Subdivision Agreement to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine

residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis as determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.

46. Prior to final approval of the Plan, a Water Supply Analysis Report shall be submitted to the satisfaction of the City, which shall include a comprehensive water network analysis of the water distribution system and shall demonstrate that adequate water supply for the fire flow demands is available for the Plan and each phase thereof.
47. The Owner shall agree to provide the following for the purpose of fire safety and firefighting operations:
 - a) hydrants for firefighting, municipal or private, as identified in the plans and code requirements to be installed;
 - b) hydrants shall be unobstructed and ready for use at all times;
 - c) access roadways shall be maintained and suitable for large heavy vehicles and kept unobstructed at all times during construction; and,
 - d) ensure designated firebreaks are identified on permit drawings;
 - e) on private roadways which are identified as a fire route, parking on the street is prohibited with exceptions of designated locations for visitor parking;
 - f) fire route to be posted prior to construction
 - g) consideration for sprinklers in residential dwellings;
 - h) placement of fire hydrants to be identified on all drawings; and,
 - i) temporary municipal address to be posted and visible for responding emergency vehicles satisfactory to the City.
48. The road allowances included within the Plan shall be dedicated as public highways without monetary consideration and free of all encumbrances.
49. The road allowances within this Plan shall be named to the satisfaction of the City and York Region. Proposed street names shall be submitted by the Owner for approval by Vaughan Council and shall be included on the first engineering drawings.
50. The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 m reserves. The pattern of streets and the layout of lots and blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
51. Any dead end or open side of a road allowance created by this Plan shall be terminated in 0.3 m reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.

52. Prior to final approval of the Plan, the Owner shall retain the services of a qualified Transportation Consultant to provide an updated transportation report/plan outlining the required York Region and City road improvements. The report/plan submitted to the City and York Region for review and approval, shall demonstrate that adequate road capacity is available for the proposed development, and shall explain all transportation issues and recommend mitigative measures for these issues. An updated transportation report shall include a traffic management/roadway detour plan for the proposed roadway improvements. The Owner shall agree in the Subdivision Agreement to implement the recommendations of the updated transportation report/plan and traffic management master plan to the satisfaction of the City.
53. Prior to final approval of the Plan, the Owner shall agree that any additional lands required for public highway purposes, where daylight triangles do not conform to the City Standard Design Criteria, will be conveyed to the City, free of all costs and encumbrances.
54. Prior to final approval of the Plan, the Owner shall provide drawings for the location and design of proposed bicycle parking at transit stops, school campuses, commercial sites, and other destinations within the Plan such as retail/entertainment, to the satisfaction of the Development Engineering Department.
55. The Owner shall agree in the Subdivision Agreement to provide information on sustainable transportation, via various media, to all purchasers and/or tenants within the Plan, including pedestrian, cycling facilities, transit routes, roundabouts, and carpooling and park-and-ride facilities (if applicable) to the satisfaction of the Development Engineering Department.
56. Prior to final approval of the Plan, the Owner shall submit an environmental noise and/or vibration report to the City for review and approval. The preparation of the noise/vibration report shall include the ultimate traffic volumes associated with the surrounding road network and railway according to the Ministry of Environment Guidelines. The Owner shall convey any required buffer block(s) for acoustic barrier purposes, free of all costs and encumbrances, to the satisfaction of the City. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in the approved noise/vibration report to the satisfaction of the City.
57. The Owner shall agree in the Subdivision Agreement to design, purchase material and install a street lighting system in the Plan in accordance with City standards and specifications. The Plan shall be provided with decorative street lighting to the satisfaction of the City.

58. Prior to final approval, the Owner shall provide a detailed tree preservation study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation based on the arborist report recommendations.
- a) In addition, the study shall quantify the value of the tree replacements using the Urban Design Tree Replacement Valuation.
 - b) The Owner shall not remove trees without written approval by the City.
 - c) The Owner shall enter into a tree protection agreement which will form a condition of the draft plan approval.
59. Prior to final approval, the Owner shall prepare an urban design brief in accordance with the City- Wide Urban Design Guidelines.
- a) The urban design brief is required to demonstrate an ability to achieve the performance standards outlined in the City-Wide Urban Design Guidelines with an overall master plan.
 - b) Deviations from the applicable standards are to be summarized with justification in the urban design brief. Acceptance of these deviations shall be at the discretion of the City.
60. Prior to the landscape plan review by Urban Design staff, a fee shall be provided by the owner to the Development Planning Department in accordance with recent council approved fee by-laws (commencing January 31, 2018); i.e. Tariff of Fees for Vaughan Planning Applications – Landscape Plan Review.
- a) This fee will include staff's review and approval of proposed streetscaping/landscaping within the development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management pond planting plans, natural feature edge restoration/management plans), and tree inventory/preservation/removals plans.
 - b) In addition, a fee will be applied for each subsequent inspection for the start of the guaranteed maintenance period and assumption of the development by the City of Vaughan.

61. Prior to final approval, the owner shall prepare a landscape master plan. The document shall address but not be limited to the following issues:
- Co-ordination of the urban design/streetscape elements including built form, fencing, and street tree planting.
 - The appropriate community edge treatment along Islington Avenue, including landscaping with low-maintenance plant material.
 - The appropriate edge restoration along the natural feature lands.
 - The appropriate landscaping for the CNR noise berm with low-maintenance plant material.
 - The pedestrian urban connections between streets, built forms, park lands, and natural feature lands.
 - Environmental report for the natural feature lands.
 - Sustainability design practices/guidelines.
62. Prior to the landscape plan review by Urban Design staff, a fee shall be provided by the owner to the Development Planning Department in accordance with recent council approved fee by-laws (commencing January 31, 2018); i.e. Tariff of Fees for Vaughan Planning Applications – Landscape Plan Review.
63. Prior to final approval, the Owner shall prepare architectural control design guidelines, including appropriate flankage elevations along Islington Avenue.
64. Prior to final approval, the Owner shall provide a buffer block abutting the natural feature lands in accordance with TRCA policies.
65. Prior to final approval, the Owner shall prepare a detailed edge management plan study for the perimeter of the natural feature lands. The study shall include an inventory of all existing trees within an 8 metre zone inside the staked edges, and areas where the natural feature land edges are disturbed, assessment of significant trees to be preserved and proposed methods of edge management and/or remedial planting shall be included. The owner shall not remove any vegetation without written approval by the City.
- The Owner shall provide a report for a 20 metre zone within all staked natural feature land edges to the satisfaction of the TRCA and City, which identifies liability and issues of public safety and recommends woodlot/forestry management practices and removal of hazardous and all other trees as identified to be removed prior to assumption of the subdivision.
66. The Owner shall agree in the subdivision agreement to warranty the landscape vegetation screen on the CN Railway landscape buffer for a period of five (5) years following the date of assumption of the Plan.

67. The Owner shall agree in the subdivision agreement to erect an appropriate fence barrier along the limits of the CN Railway lands, to the satisfaction of the City.
68. The Owner shall agree in the subdivision agreement to erect a permanent 1.5 metre high black vinyl chain-link fence or approved equal along the limits of the natural feature lands and associated buffer blocks.
69. The Owner shall agree in the subdivision agreement to erect permanent wood fence treatments for flanking residential blocks; to be co-ordinated with the environmental noise report and architectural control design guidelines.
70. The Owner acknowledges that the City of Vaughan has species at risk within its jurisdiction which are protected under the *Endangered Species Act, 2007*, S.O. 2007, c. 6., The Owner is required to comply with Ministry of Natural Resources and Forestry regulations and guides to protect these species at risk and their habitat. The Owner acknowledges that, notwithstanding any approvals made or provided by the City in respect to the Plan or the Subdivision Agreement, the Owner must comply with the provisions of the Act.
71. The Owner shall agree that should archaeological resources be found on the property during construction activities, all work must cease and both the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan's Development Planning Department (Urban Design and Cultural Heritage Division) shall be notified immediately.
72. The Owner shall agree that in the event human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The proponent shall contact the York Regional Police Department, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
73. The Owner shall include the following warning clauses as a schedule in all Offers of Purchase and Sale, or Lease for all lots/blocks within the entire Plan:
 - a) "Purchasers and/or tenants are advised that the planting of trees on City boulevards in front of residential units is a requirement of the City and a conceptual location Plan is included in the Subdivision Agreement. While every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice.

The City has NOT imposed an amount for a tree fee, or any other fee, which may be charged as a condition of purchase for the planting of trees. Any tree fee paid by purchasers for boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of a residential dwelling."
 - b) "Purchasers and/or tenants are advised that proper grading of all lots in

conformity with the subdivision grading plans is a requirement of this Subdivision Agreement. The City has taken a Letter of Credit from the Owner (Subdivision Developer) as a security to ensure all municipal services including, but not limited to lot grading, are constructed to the satisfaction of the City. Direct cash deposits from the Purchasers to the City and/or Owner, for lot grading purposes is NOT a requirement of this Subdivision Agreement. The City of Vaughan does not control the return of such deposits and purchasers/tenants must direct inquiries regarding this return to their vendor/landlord.”

- c) “Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs.”

- d) “Purchasers and/or tenants are advised that driveway widths and curb cut widths are governed by City of Vaughan Zoning By-law 1-88, as amended, as follows:

The maximum width of a driveway shall be 6.0 metres measured at the street curb, provided circular driveways shall have a maximum combined width of 9.0 metres measured at the street curb.

Driveways in either front or exterior side yards shall be constructed in accordance with the following requirements:

Lot Frontage (metres)	Maximum Width of Driveway (metres)
6.0 – 6.99 ¹	3.5
7.0 – 8.99 ¹	3.75
9.0 – 11.99 ¹	6.0
12.0 and greater ²	9.0

¹ The Lot Frontage for Lots between 6.0 – 11.99 m shall be comprised of a Minimum of 33% Landscaped Front or Exterior Side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior Side yard shall be soft landscaping in accordance with Paragraph 4.1.2.

² The Lot Frontages for Lots 12.0 m and greater shall be comprised of a Minimum of 50% Landscaped Front or Exterior Side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior Side yard shall be soft landscaping in accordance with Paragraph 4.1.2.”

- e) "Purchasers and/tenants are advised that mail delivery will be from a designated community mailbox as per requirements dictated by Canada Post. The location of the mailbox shall be shown on the community information plan provided by the Owner in its sales office."
- f) "Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including those from construction activities, may be of concern and occasionally interfere with some activities of the dwelling occupants."
- g) "Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of lots and blocks abutting public lands, including public highways, walkways or other similar public spaces, is a requirement of this Subdivision Agreement and that all required fencing and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 m reserve, as shown on the Construction Drawings."
- h) "Purchasers and/or tenants are advised that the City has taken a Letter of Credit from the Owner as a security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposits from the purchaser and/ or tenant to the City and/or Owner, for fencing, is NOT a requirement of this Subdivision Agreement."
- i) "Purchasers and/or tenants are advised that fencing along the lot lines of lots and blocks abutting public lands is a requirement of this Subdivision Agreement and that all required fencing, noise attenuation features and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3m reserve, as shown on the Construction Drawings."

The City has taken a Letter of Credit from the Owner as a security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposits from the purchasers to the City and/or Owner for fencing is NOT a requirement of this Subdivision Agreement.

The maintenance of the noise attenuation features or fencing shall not be the responsibility of the City or York Region, and shall be maintained by the Owner until assumption of the services of the Plan. Thereafter the maintenance of the noise attenuation features or fencing shall be the sole responsibility of the lot owner. Landscaping provided on Regional Road rights-of-way by the Owner or the City for aesthetic purposes shall be approved by York Region and maintained by the City with the exception of usual grass maintenance."

- j) "Purchasers and/or tenants are advised that this Plan is designed to include rear lot catchbasins. The rear lot catchbasin is designed to receive and carry only clean stormwater. It is the homeowner's responsibility to maintain the rear lot catchbasin in proper working condition by ensuring that the grate is kept clear of ice, leaves and other debris that would prevent stormwater from entering the catchbasin. The rear lot catchbasins are shown on the Construction Drawings and the location is subject to change without notice."
- k) "Purchasers and/or tenants are advised that the Owner has made a contribution towards recycling containers for each residential unit as a requirement of this Subdivision Agreement. The City has taken this contribution from the Owner to off-set the cost for recycling containers, therefore, direct cash deposits from the purchasers and/or tenants to the Owner for recycling container purposes is NOT a requirement of the City of Vaughan. The intent of this initiative is to encourage the purchasers and/or tenants to participate in the City's waste diversion programs and obtain their recycling containers from the Joint Operations Centre (JOC), 2800 Rutherford Road, Vaughan, Ontario, L4K 2N9, (905) 832-8562; the JOC is located on the north side of Rutherford Road just west of Melville Avenue."
- l) "Purchasers and/or tenants are advised that despite the inclusion of a landscape vegetation screen along the CN Railway safety berm, railway traffic will be visible. A screen wall will not be erected on the CN Railway berm. The landscape vegetation screen has been designed with a combination of mature deciduous and coniferous plant material intended to partially screen the view of passing trains. Despite the vegetative screen, portions of passing trains will still be visible to residents in the abutting neighbourhood. This landscape vegetation screen is not intended to mitigate railway noise in public outdoor areas within the residential neighbourhood. Noise mitigation features for dwelling units and the associated dwelling unit outdoor living areas have been implemented on the individual affected Blocks within the Plan of Subdivision in order to achieve sound levels within the limits recommended by the Ministry of the Environment."

Any additional warning clause as noted in the Subdivision Agreement shall be included in all Offers of Purchase and Sale or Lease for all lots and/or blocks within the Plan to the satisfaction of the City.

74. The Owner shall include the following warning clauses as a schedule in all Offers of Purchase and Sale, or Lease within the Plan:

- a) abutting or in proximity of any open space, buffers, valleylands, woodlots or stormwater facility:

- "Purchasers and/or tenants are advised that the adjacent open space, woodlot or stormwater management facility may be left in a naturally vegetated condition and receive minimal maintenance."
- b) abutting or in proximity of any parkland or walkway:
- "Purchasers and/or tenants are advised that the trail connection, open space and/or buffer may be a concern due to the noise and lighting generated by the active recreation nature of the park."
- c) encroachment and/or dumping:
- "Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot to the park, open space, buffer block, woodlot, and/or stormwater management facility are prohibited."
- d) gate of access point:
- "Purchasers and/or tenants are advised that the installation of any gate of access point from the lot to the park, open space, buffer block, stormwater management facility, watercourse corridor, and/or woodlot is prohibited."
- e) Canadian National Railway:
- "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as foresaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
- f) Canadian Pacific Railway:
- "Purchasers and/or tenants are advised that each dwelling affected by any noise and vibration attenuation measures, that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the Owner shall have the sole responsibility for and shall maintain these features."
 - "Purchasers and/or tenants are advised that where Canadian Pacific Railway (CPR) company, or its assigns or successors in interest, has a

right-of-way within 300 m from the subject lands, and there may be future alterations or expansions to the rail facilities or operations which may affect the living environment of the residents in the vicinity, notwithstanding any noise and vibration attenuating measures included in the development and individual dwelling(s); CPR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."

75. Prior to the transfer of any lot or block on the Plan, the Owner shall submit to the City satisfactory evidence that the appropriate warning clauses required by the Subdivision Agreement have been included in the Offers of Purchase and Sale or Lease for such lot or block.
76. The Owner shall cause the following to be displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City. No Building Permit(s) shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan.

- the plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines, etc.;
- the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval;
- the location of parks, open space, buffer blocks, stormwater management facilities and trails;
- the location of institutional uses, including schools, places of worship, and community facilities;
- the location and type of commercial sites;
- colour-coded residential for singles, semis, multiples, and apartment units; and,
- the following notes in BOLD CAPITAL TYPE on the map:

"For further information, on proposed and existing land uses, please call or visit the City of Vaughan, Development Planning Department, at 2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1; (905)832-8585."

"For detailed grading and berming information, please call the developer's engineering consultant, (name) at _____".

"This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers."

[In such circumstances, the Owner is responsible for updating the map and forwarding it to the City for verification.]

77. Notwithstanding the provisions generally included within the Subdivision Agreement, the City may issue model home Building Permit(s) provided that the land is zoned to the satisfaction of the City and the relevant conditions of the Subdivision Agreement are fulfilled.
78. Notwithstanding the provisions generally included within the Subdivision Agreement, the City may issue model home Building Permit(s) provided that the land is zoned to the satisfaction of the City and the relevant conditions of the Subdivision Agreement are fulfilled.
79. Where the Owner proposes to proceed with the construction of a model home(s) prior to registration of the Plan, the Owner shall enter into an agreement with the City, setting out the conditions, and shall fulfill relevant conditions of that agreement prior to issuance of a Building Permit(s).
80. Prior to final approval of the Plan, the Owner shall make the necessary arrangements at the expense of the Owner for the relocation of any utilities required by the development of the Plan to the satisfaction of the City.
81. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider to provide their services underground at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed Subdivision Agreement to the appropriate telecommunication provider.
82. Prior to final approval of the Plan, the Owner shall permit any telephone or telecommunications service provider to locate its plant in a common trench within the proposed Plan of Subdivision prior to release of the Plan for registration, provided such service provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision as and when each dwelling unit is constructed.
83. Prior to final approval, the Owner shall satisfy all technical, financial and other requirements of Alectra Utilities Corporation. (formerly PowerStream Inc.), its successors and assigns, regarding the design, installation, connection and/or expansion of electric distribution services, or any other related matters; the Owner shall enter into a development agreement with Alectra Utilities Corporation which addresses the foregoing requirements.

The Owner shall agree to design, purchase materials, and install a buried hydro distribution system, compatible with the existing and/or proposed systems in surrounding Plans, all in accordance with the latest standards and specifications of Alectra Utilities Corporation. and the City.

**Schedule of Conditions
19T-17V06 (SUBP.17.V.0032)
Part of Lot 26, Registrar's Compiled Plan 9691
7082 Islington Avenue
(Islington Steeles Ventures Inc.)
City of Vaughan**

Re: Weston Consulting, File No. 6923, dated December 21, 2017

Conditions to be Included in the Subdivision Agreement

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
2. The Owner shall protect and provide interconnections with adjacent properties for vehicular, pedestrian and cyclist access.

Conditions to be Satisfied Prior to Final Approval

3. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
4. York Region shall confirm that adequate water supply and sewage capacity are available and have been allocated by the City of Vaughan for the development proposed within this draft plan of subdivision or any phase thereof.
5. The Owner shall provide a revised Transportation Study consistent with the Region Transportation Mobility Plan Guidelines for Development Applications (November 2016) to the satisfaction of the Region.
6. The Owner shall provide direct shared pedestrian and cycling connections to Islington Avenue to support active transportation and transit.
7. The Owner shall provide a comprehensive Transportation Demand Management Plan including a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations. Estimated costs for any items that are provided by the Region shall be identified as "TBD" (To be determined).
8. The Owner shall provide a TDM communication strategy, to assist the Region to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards. The applicant is responsible for the coordination and for providing a venue for the distribution of PRESTO cards. Each event, approximately 4 hours of staff time, can serve approximately 100 residential units. The applicant shall coordinate specific event details with York Region/York Region Transit Staff allowing a minimum of 2 months' notice.

9. The Owner shall convey the following lands to York Region, free of all costs and encumbrances, to the satisfaction of the Regional Environmental Services Department, Capital Planning & Delivery Branch:
 - a) Part of Lot 26, Registrar's Compiled Plan 9691, in the City of Vaughan, in the Regional Municipality of York, more particularly described as Parts 1 to 8 on Reference Plan 65R-36250
10. The Owner shall convey the following lands to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor:
 - a) A widening across the full frontage of the site where it abuts Islington Avenue of sufficient width to provide a minimum of 18 metres from the centreline of construction of Islington Avenue, and
 - b) A 10 metre by 10 metre daylight triangle at the north-west and south-west corners of Islington Avenue and the proposed access to the Subdivision, and
 - c) A 0.3 metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts Islington Avenue and adjacent to the above noted widening(s), and
 - d) Additional required widening for the construction of the tapers and storages for the southbound right turn lane, and northbound left turn lane, at the intersection of Islington Avenue and the access to the subdivision.
11. The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
12. The Region requires the Owner submit a Phase One Environmental Site Assessment ("ESA") in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition, as amended ("O. Reg. 153/04"). The Phase One ESA must be for the Owner's property that is the subject of the application and include the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b) the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and any subsequent reports

or documentation must be provided to the Region in the Region's standard format and/or contain terms and conditions satisfactory to the Region.

The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MOECC full depth site condition standards applicable to the property; (ii) no pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner's certified written statement.

13. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
14. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.
15. The Regional Corporate Services Department shall advise that Conditions 1 to 14 inclusive, have been satisfied.



MEMORANDUM – PRELIMINARY TECHNICAL COMMENTS

**RE: Revised Official Plan Amendment OP.15.007 (LOPA.17.V.0028)
Zoning By-law Amendment Z.15.030
Draft Plan of Subdivision 19T-17V06 (SUBP.17.V.0032)
Part of Lot 26, Registrar's Compiled Plan 9691
7082 Islington Avenue
(Islington Steeles Ventures Inc.)
City of Vaughan**

Regional Transportation and Infrastructure Planning, Traffic Signal Operations, Development Engineering and YRT/Viva staff have reviewed the above noted Official Plan Amendment (OPA), zoning by-law amendment and draft plan of subdivision application, as well as the supporting documents and offer the following comments for these applications and any subsequent development applications. These comments are not an approval and are subject to modification. It is intended to provide information to the applicant regarding the Regional requirements that have been identified to date.

1. Transportation and Infrastructure Planning

- a) The Traffic Impact Study shall be revised to the satisfaction of the Region to be consistent with the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016) and address the following comments:
- Consolidating private accesses on the east side of Islington Avenue with the proposed access
 - Proposed access should be consistent with the Access Guidelines for Regional Road and intersection design shall be consistent with Regional design standards.
 - The number of proposed accesses onto Regional road should be consolidated, in accordance with Policy 7.2.53 of the Regional Official Plan.
 - Conduct sight distance analysis to confirm available sight for stopping and turning in and out of the proposed access
 - Provide a detailed design of the proposed access location demonstrating Regional design standards are satisfied, including taper and storage for turning lanes and radius
 - Conduct a traffic signal warrant analysis at the proposed access location in accordance with OTM book 12 and to the satisfaction of York Region. The signal warrant analysis shall be conducted for a 10-year horizon beyond the built year of the development.
 - Provide/obtain rail authority comments on access location in proximity to rail crossing

- If traffic signals are justified, review the need for auxiliary signal heads, active warning signs, and rail pre-emption
- Demonstrate that the proposed access satisfies the Region's access guidelines

2. Preliminary Comments for Subsequent Development Applications

- a) Prior to Site Plan Approval, the Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required road improvements for this subdivision. The report/plan, submitted to Development Engineering for review and approval, shall explain all transportation issues and shall recommend mitigative measures for these issues.
- b) Prior to Site Plan Approval, the location and design of the construction access for the subdivision work shall be completed to the satisfaction of Development Engineering and illustrated on the Engineering Drawings.
- c) Prior to Site Plan Approval, the Owner shall demonstrate, to the satisfaction of Development Engineering, that all existing driveway(s) along the Regional road frontage of this subdivision will be removed as part of the subdivision work, at no cost to York Region.
- d) Prior to Site Plan Approval, the Owner shall demonstrate, to the satisfaction of Development Engineering that elevations along the streetline shall be 0.1 to 0.2 metres above the centreline elevations of the York Region roadway, unless otherwise specified by Development Engineering.
- e) Prior to Site Plan Approval, the Owner shall submit drawings depicting the following to the satisfaction of York Region staff:
 - i. All existing woody vegetation within the York Region road right of way,
 - ii. Tree protection measures to be implemented on and off the York Region road right of way to protect right of way vegetation to be preserved,
 - iii. Any woody vegetation within the York Region road right of way that is proposed to be removed or relocated. However, it is to be noted that tree removal within York Region road right's of way shall be avoided to the extent possible/practical. Financial or other compensation may be sought based on the value of trees proposed for removal.
 - iv. A planting plan for all new and relocated vegetation to be planted within the York Region road right of way, based on the following general guideline:

“Tree planting shall be undertaken in accordance with York Region standards as articulated in Streetscaping Policy and using species from the York Region Street Tree Planting List. These documents may be obtained from the Forestry Section. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are proposed in

the York Region right-of-way by the Owner or the area municipality for aesthetic purposes they must be approved by Development Engineering and shall be maintained by the area municipality with the exception of the usual grass maintenance”,

- v. For landscape features not maintained to York Region’s satisfaction, the area municipality will be responsible for the cost of maintenance or removal undertaken by the Region.
- f) Prior to Site Plan Approval, the Owner shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of Development Engineering recommending noise attenuation features.
- g) Prior to Site Plan Approval, the intersection of Islington Avenue and the access to the Subdivision shall be designed to the satisfaction of Development Engineering with any interim or permanent intersection works including turning lanes, profile adjustments, illumination and/or signalization as deemed necessary by Development Engineering.
- h) Prior to Site Plan Approval, the Owner shall demonstrate, to the satisfaction of Development Engineering, that all local underground services will be installed within the area of the development lands and not within York Region’s road allowance. If a buffer or easement is needed to accommodate the local services adjacent to York Region’s Right of Way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.
- i) The draft plan of subdivision is potentially affected by the West Vaughan Sewage Servicing Class Environmental Assessment, which works are intended to commence in 2024. Please contact Alvaro Baca, Project Manager at 1-877-464-9675, extension 75091, to coordinate the construction of the works along Islington Avenue.
- j) The Owner acknowledges and agrees that revisions to the draft plan of subdivision may be required to incorporate the recommendations of the approved Environmental Assessment for the West Vaughan Sewage Servicing and the proposed alignment of the sanitary sewer trunk. These revisions shall be in conformity with the recommendations of the approved environmental assessment.

Appendix 'A': TRCA's Conditions of Draft Plan Approval and Comments on the Zoning By-law Amendment and Official Plan Amendment Applications

TRCA's Conditions of Draft Plan Approval

TRCA staff recommends approval of Draft Plan of Subdivision 19T-17V006, Part of Lot 26, Concession 7, Compiled Plan 9691, City of Vaughan, Regional Municipality of York, prepared by Weston Consulting, revised December 21, 2017, subject to the following conditions:

1. That prior to site alteration and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report (or reports) and plans to the satisfaction of TRCA in accordance with the Functional Servicing and Stormwater Management Report (prepared by Urbantech West, dated February, 2018), as may be amended to the satisfaction of TRCA and the City of Vaughan. This submission shall include:
 - i. A description of the storm drainage system (quantity and quality) for the proposed development;
 - ii. Plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., identifying if it is part of an overall drainage scheme, how external flows will be accommodated, the design capacity of the receiving system;
 - iii. Appropriate stormwater management techniques which may be required to control minor and major flows;
 - iv. Appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to the natural system, both aquatic and terrestrial;
 - v. Detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
 - vi. Proposed measures to promote infiltration and maintain water balance for the plan area;
 - vii. Proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be potentially impacted by the development;
 - i. A subsurface investigation (including assessment of groundwater levels) for the final design of site grading, underground structures and infrastructure, and low impact development measures. The recommendations of the subsurface assessment will be used to inform the final design and construction plans;
 - viii. An evaluation that addresses the need for groundwater dewatering during construction, including but not limited to details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements;
 - ix. Grading plans for the subject lands;
 - x. Cross-sections and details regarding areas where grading and filling is proposed in or adjacent to the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant'), including detailed cross sections for any proposed retaining walls adjacent to the Buffer (Block 2). The cross-sections and details shall include, but shall not be limited to, existing and proposed grades; limits of the natural features, hazards and buffers; transition to the adjacent tableland areas; interim and permanent stabilization of the slopes/disturbed areas; soil remediation; mitigation; tree protection; sediment and erosion controls; supporting geotechnical/soils analyses; and, compensation to the satisfaction of TRCA;

- xi. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction; and
 - xii. The location and description of all outlets and other facilities or works which may require permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended.
2. That prior to site alteration and prior to the registration of this plan or any phase thereof, the Owner prepare a tree protection and preservation plan for the site to the satisfaction of TRCA.
3. That prior to site alteration and prior to the registration of this plan or any phase thereof, the Owner prepare an updated/addendum Natural Heritage Evaluation / Environmental Impact Study that includes the valley lands ('Other Lands Owned by the Applicant') and all intended uses in those lands to the satisfaction of TRCA.
4. That prior to the registration of this plan or any phase thereof, the Owner prepare comprehensive edge management plans/restoration planting plans to the satisfaction of TRCA for the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant').
5. That prior to the registration of this plan or any phase thereof, the Owner prepare a plan that addresses the removal and restoration of historical, man-made intrusions in the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') to the satisfaction of TRCA, which must include but is not limited to the removal of paths, culverts, structures, fences, debris, etc. and the restoration of these areas to a natural state.
6. That prior to the registration of this plan or any phase thereof, the Owner shall prepare trail plans and details to the satisfaction of TRCA for areas within and adjacent to the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant').
7. That prior to the registration of this plan or any phase thereof, the Owner obtain all necessary permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA.
8. That the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') be dedicated to TRCA or the City of Vaughan, free of all charges and encumbrances, to the satisfaction of TRCA. It is TRCA's preference that there be an easement over all proposed public infrastructure within the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') and that all private infrastructure be retained in private ownership. Further discussions and arrangements to accommodate TRCA's concerns should occur to the satisfaction of TRCA.
9. That the implementing zoning by-law recognize the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') in an open space, environmental protection, or other suitable environmental zoning category, which has the effect of prohibiting development, to the satisfaction of TRCA.
10. That the implementing zoning by-law be prepared to the satisfaction of TRCA.
11. That the Owner provide a copy of the approved implementing zoning by-law to TRCA, when available, to facilitate the clearance of conditions of draft plan approval.
12. That the Owner agrees in the subdivision agreement, in wording acceptable to TRCA:
 - i. To carry out, or cause to be carried out, to the satisfaction of TRCA, the recommendations of the reports/strategies and details of the plans referenced in TRCA's conditions of draft plan approval;

- ii. To install and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to TRCA;
 - iii. To obtain all necessary permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA;
 - iv. To comply with the permits approved under Ontario Regulation 166/06, as may be amended, including the approved plans, reports and conditions to the satisfaction of TRCA;
 - v. To erect a permanent fence along all residential lots and blocks that abut the Buffer (Block 2), the valley lands ('Other Lands Owned by the Applicant') and in other areas as may be required to protect existing and future open space lands from unauthorized/non-programmed entry to the satisfaction of TRCA;
 - vi. To prohibit grading works within the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') unless approved by TRCA; and
 - vii. To prohibit retaining walls in or adjacent to the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') unless approved by TRCA.
13. That this draft plan of subdivision be subject to red-line revision(s) in order to meet the requirements of TRCA's conditions of draft plan approval, if necessary, to the satisfaction of TRCA.
 14. That the Owner provide a copy of the fully executed subdivision agreement to TRCA, when available, in order to expedite the clearance of conditions of draft plan approval.

TRCA's Comments on the Zoning By-law Amendment Application

TRCA's comments on Zoning By-law Amendment Application Z.15.030 can be found above within the conditions of draft plan approval for Draft Plan of Subdivision Application 19T-17V006.

DELIVERY PLANNING
1860 MIDLAND AVE 2ND FL
SCARBOROUGH ON M1P
e-mail: patrick.brown@canadapost.ca



(416) 751-0160 X 2019
(416)-755-9800 (fax)
5A1

ATTACHMENT NO. 1d)
CANADA POST

July 20, 2017
Page 1 of 2

July 20, 2017

THE CITY OF VAUGHAN
2141 MAJOR MACKENZIE DRIVE
VAUGHAN ON L6A 1T1

Attention: Natalie Wong - Planning Department

Dear Sir/Madam:

Re: 19T-17V006
RELATED FILES: OP.15.007 & Z.15.030
PAUL FEDERICO, ISLINGTON STEELES VENTURES INC.
7082 ISLINGTON AVENUE
CITY OF VAUGHAN WARD 2 POSTAL DELIVERY AREA WOODBRIDGE.

Thank you for the opportunity to comment on the above noted project. Canada Post requires the following, once the development proposal advances to either Site Plan of Application/Condominium or Subdivision.

BACK-TO-BACK TOWNHOUSE UNITS:

Canada Post requires that the owner/developer comply with the following conditions:

- The owner/developer agrees to include on all offers of purchase and sale, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
- The owner/developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale.
- The owner/developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan.

The owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:

- An appropriately sized sidewalk section (concrete pad) as per municipal standards, to place the Community Mailboxes on.
- Any required walkway across the boulevard, as per municipal standards.
- Any required curb depressions for wheelchair access.

The owner/developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residence as soon as the homes are occupied.

CONDOMINIUM MULTI-UNIT BUILDING:

As the building(s) in this project consist of more than two adjoining units, sharing a common indoor entrance, the developer/owner must supply, install and maintain a centralized mailbox facility to Canada Post's specifications. I have included a link below to our Delivery Standards Manual, to assist with the design of the mailroom/mailbox.

<http://www.canadapost.ca/cpo/mc/business/productsservices/atoz/standardsmanual.jsf>

I am requesting the developer/owner contact me well in advance of the construction start date, to discuss a suitable mailbox/mailroom location.

I trust that this information is sufficient, however, should you require further information, please do not hesitate to contact me at the above mailing address or telephone number.

Sincerely,

Patrick Brown

Patrick Brown
Delivery Planner
York Region

Wong, Natalie

From: Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>
Sent: Tuesday, September 12, 2017 3:54 PM
To: Wong, Natalie
Cc: Nunes, Paul (MTO)
Subject: Draft Plan of Subdivision application 19T-17V006 , 7082 Islington Ave. in the City of Vaughan
Attachments: 20170726155100307.pdf; 407 TW3 - alignment-H.jpg

Hi Natalie,

we have reviewed the above noted Draft Plan of Subdivision application and have following comments:

The owner must be made aware that Ministry permits are required for all buildings located within 46m from Highway 407 and future Hwy 407 Transitway property line and the radius of 396m measured from the intersecting centre point of Highway 407 and Islington Ave. prior to any construction being undertaken. Permits must be obtained from our office. Applications are also available on our web site at:

www.mto.gov.on.ca/english/engineering/management/corridor

As a Conditions of Draft Plan Approval, we will require the following:

1. Prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a copy of Stormwater Management Report, Site Grading and Servicing Plan, addressing the intended treatment of the calculated runoff (the Stormwater Management Report was already submitted and is approved)
2. Prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a copy of a detailed Traffic Impact Study prepared in accordance to the Ministry guidelines, addressing the anticipated traffic volumes and their impact on Hwy 407 interchange. How is the site traffic going to be distributed? Is there going to be only one access serving the development?
3. The 407 Transitway EA assignment is still evaluating alignment options around Islington Ave. Please see attached alignment options. It appears that option # 2 could have a small impact to the north side of the Draft Plan of Subdivision land. If option # 2 is selected than the Ministry 14m setback from the future Hwy 407 Transitway right of way, will be required. Please note that access from the Pine Valley Transitway station will be investigated for both: Islington Ave. and Pine Valley Drive.
4. If the development is constructed in phases, each phase will require a separate clearance letter from the Ministry.
5. Once the above conditions are addressed to the Ministry satisfaction, the Clearance Letter will be issued to the City and then the owner can register the Draft Plan of Subdivision and apply for Ministry permits. Ministry also request the approved copy of the M-Plan for our file.

Please forward a copy of this letter to the proponent.

Thank you

Margaret Mikolajczak, C.E.T.
Senior Project Manager
Ministry of Transportation
Corridor Management Section



COMMENTS:

- We have reviewed the Proposal and have no comments or objections to its approval.
- We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).
- We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by _____.
- We have reviewed the proposal and have the following concerns (attached below)
- We have reviewed the proposal and our previous comments to the Town/City, dated _____, are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or his agent, for this plan is required to contact Alectra to discuss all aspects of the above project. Alectra will require site plan drawings, draft m-plans, legal plans, architectural design drawings, electrical consultant's drawings, number of units/lots in the subdivision/development and type of the subdivision/development (i.e., single family residential, town homes, condominium town homes, industrial etc.), square footage of the buildings, the required voltage, amperage and building loads, along with the completed and signed Subdivision Application Information Form (SAIF). Alectra will then use this information to determine the type of available service in the area to supply this project and determine the design fee for the subdivision or development.

Once Alectra has received the design fee and requested information, Alectra will prepare the hydro design, obtain the owner's /developer's approval of the design and obtain the required approvals from the local municipality and prepare the cost of the electrical distribution system (EDS) installation. Alectra will provide the owner/developer with an "Offer to Connect" (OTC) agreement which will specify all the details and the responsibilities of each party.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic in-service date. The information from the SAIF is also used to allocate/order materials, to assign a technician to the project, and to place the project in the appropriate queue.

All proposed buildings, billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the Ontario Electrical Safety Code and the Occupational Health and Safety Act.

If there are any existing components of Alectra's electrical distribution system on the proposed project site, they will have to be relocated by Alectra at the Developer's cost. Any conflicts due to driveway locations or clearances to the existing overhead or underground distribution system will have to be relocated by Alectra at the Developer's cost.

We trust this information is adequate for your files.

Regards,
Mr. Tony D'Onofrio
Supervisor, Subdivisions & New Services
Phone: 1-877-963-6900 ext. 24419
Fax: 905-532-4401
E-mail: tony.donofrio@alectrautilities.com

Subdivision Application Information Form is available by calling 1-877-963-6900 ext. 31297



June 20, 2017

Natalie Wong, BES
Planner
City of Vaughan
Development Planning Division
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Natalie Wong,

Re: Draft Plan of Subdivision
Islington Steeles Ventures Inc. (c/o Paul Federico)
7082 Islington Avenue
City of Vaughan
File No.: 19T-17V006 Related: OP-15-007 & Z-15-030

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea30@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost.

In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details contact SalesArea30@enbridge.com.

The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Allison Sadler', with a long horizontal flourish extending to the right.

Allison Sadler

Municipal Planning Advisor
Long Range Distribution Planning

ENBRIDGE GAS DISTRIBUTION

TEL: 416-495-5763

MunicipalPlanning@enbridge.com

500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

AS/jh



PRINCIPAL MAIN LINE REQUIREMENTS

1. Berm, or combination berm and noise attenuation fence, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following:
 - a) Minimum total height 5.5 metres above top-of-rail;
 - b) Berm minimum height 2.5 metres and side slopes not steeper than 2.5 to 1.
 - c) Fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre (4 lb/sq.ft.) of surface area.

No part of the berm/noise barrier is to be constructed on railway property.

A clause should be inserted in all offers of purchase and sale or lease, and be registered on title or included in the lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for and shall maintain these features.

Dwellings must be constructed such that the interior noise levels meet the criteria of the appropriate Ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures, if required. The Railway may consider other measures recommended by the study.

2. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.
 3. Ground vibration transmission to be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
 - a) Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
 - b) Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from the compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
 - c) Other suitable measures that will retain their effectiveness over time.
 4. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
 5. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.
 6. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.
 7. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.
-

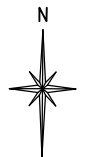
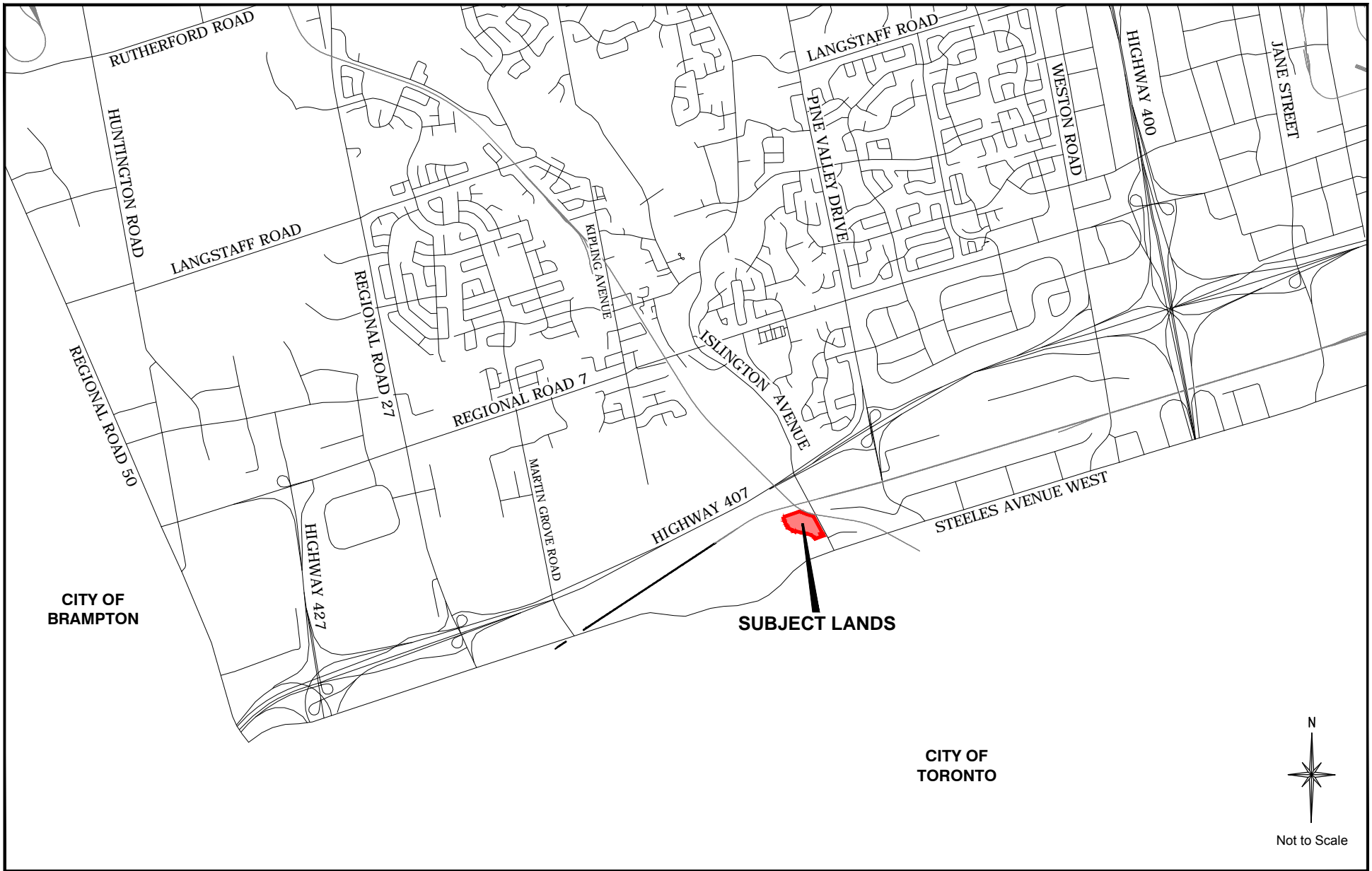


Railway Properties

1 Administration Rd
Concord, ON L4K 1B9
Telephone: 514-399-7627
Fax: 514-399-4296

PRINCIPAL MAIN LINE REQUIREMENTS

- A.** Safety setback of habitable buildings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.
 - B.** The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
 - C.** Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ± 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
 - D.** The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.
 - E.** The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
 - F.** Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.
 - G.** The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
 - H.** The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
 - I.** The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.
-



Not to Scale

Context Location Map

Location: Part of Lot 1,
Concession 7

Applicant:
Islington Steeles Ventures Inc.



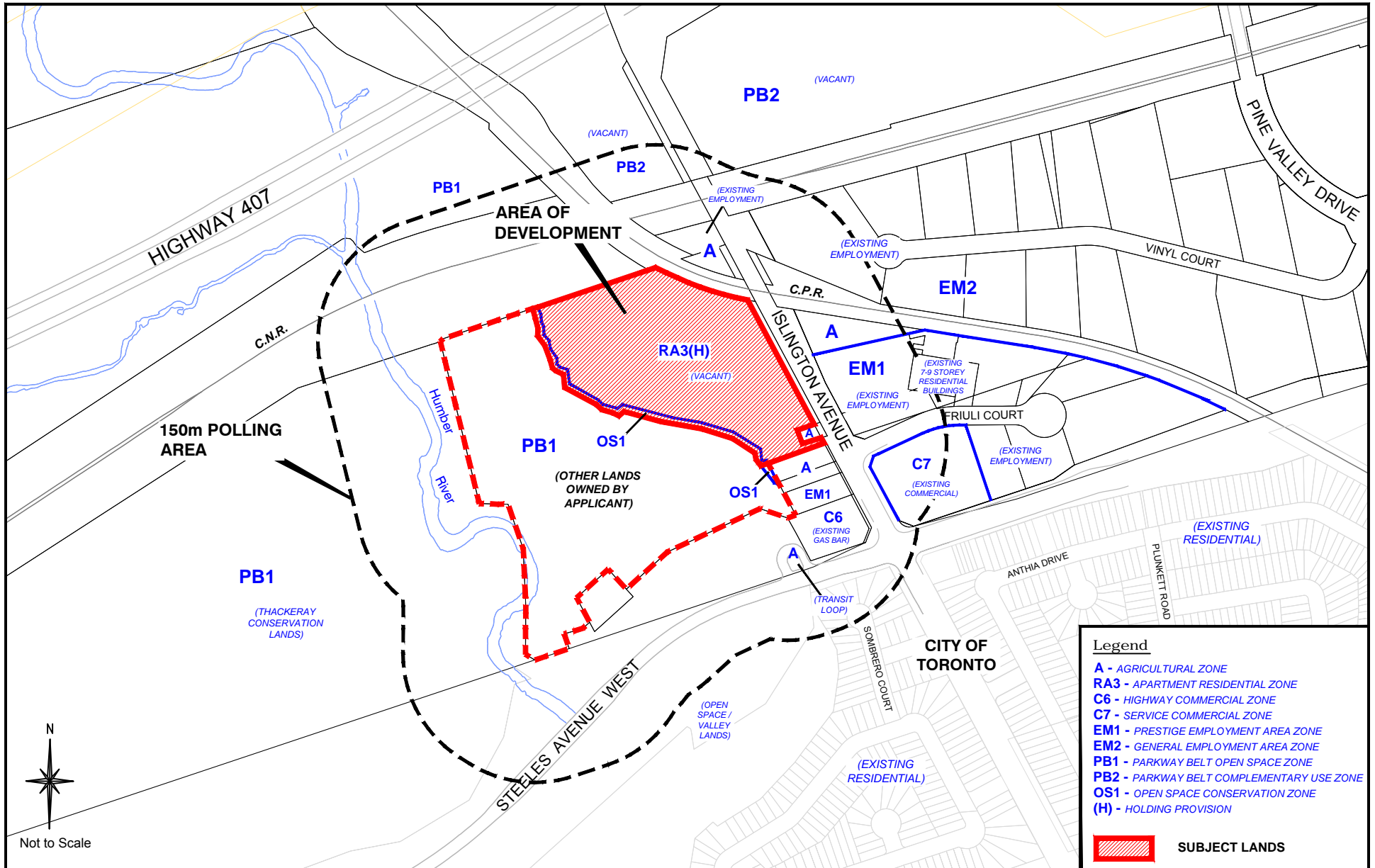
Attachment

Files: OP.15.007, Z.15.030, &
19T-17V006

Date:
June 5, 2018

2

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Location Map

Location: Part of Lot 1,
Concession 7

Applicant:
Islington Steeles Ventures Inc.

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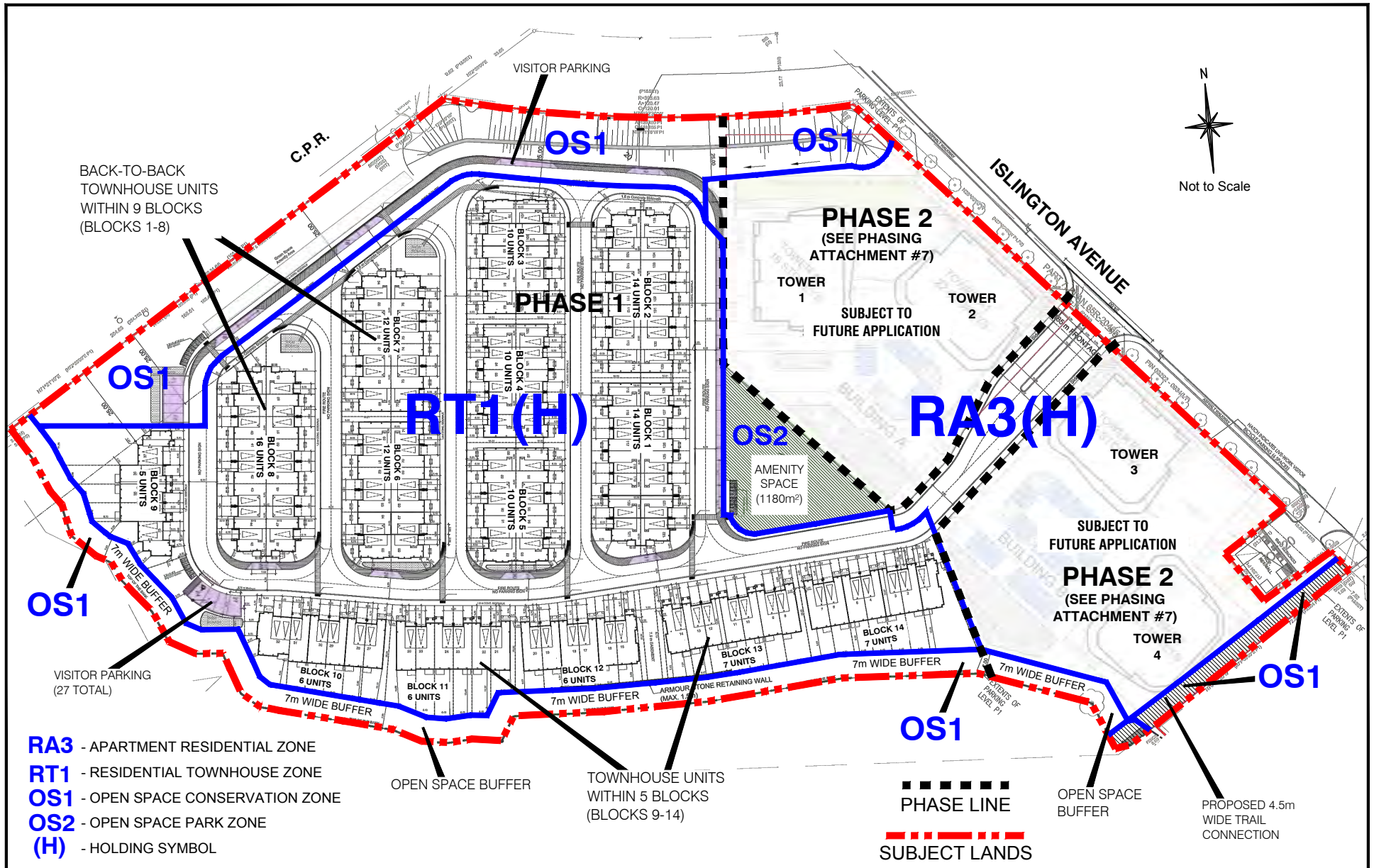


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Files: OP.15.007, Z.15.030, &
19T-17V006

Date:
June 5, 2018

3



Proposed Site Plan & Zoning

Location: Part of Lot 1,
Concession 7

Applicant:
Islington Steeles Ventures Inc.

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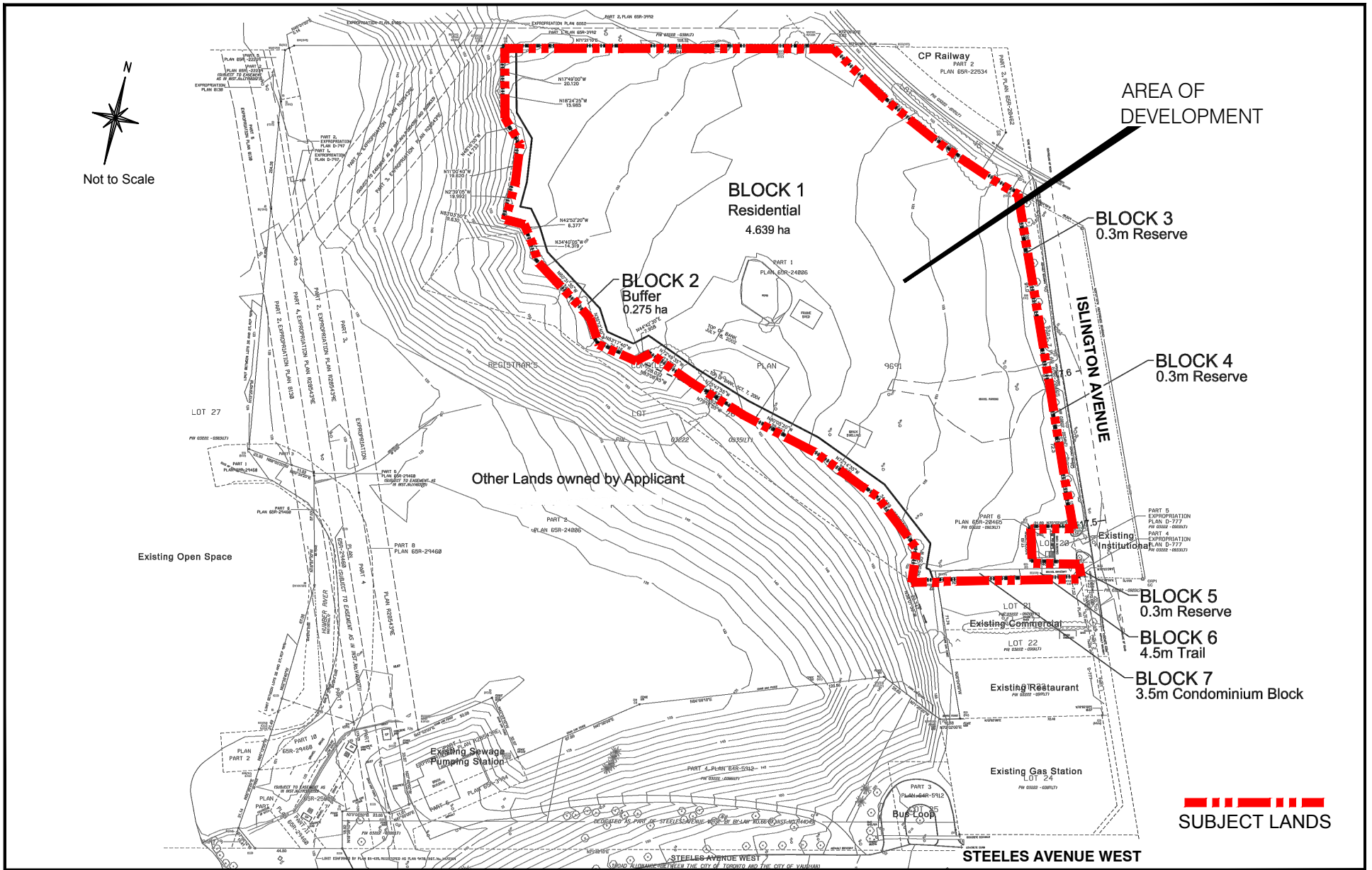


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Files: OP.15.007, Z.15.030, &
19T-17V006

Date:
June 5, 2018

4



Proposed Draft Plan of Subdivision
File 19T-17V006

Applicant: Islington Location: Part of Lot 1,
 Steeles Ventures Inc. Concession 7



Attachment

Files: OP.15.007, Z.15.030, &
 19T-17V006

Date:
 June 5, 2018

5



Landscape Master Plan

Location: Part of Lot 1,
Concession 7

Applicant:
Islington Steeles Ventures Inc.

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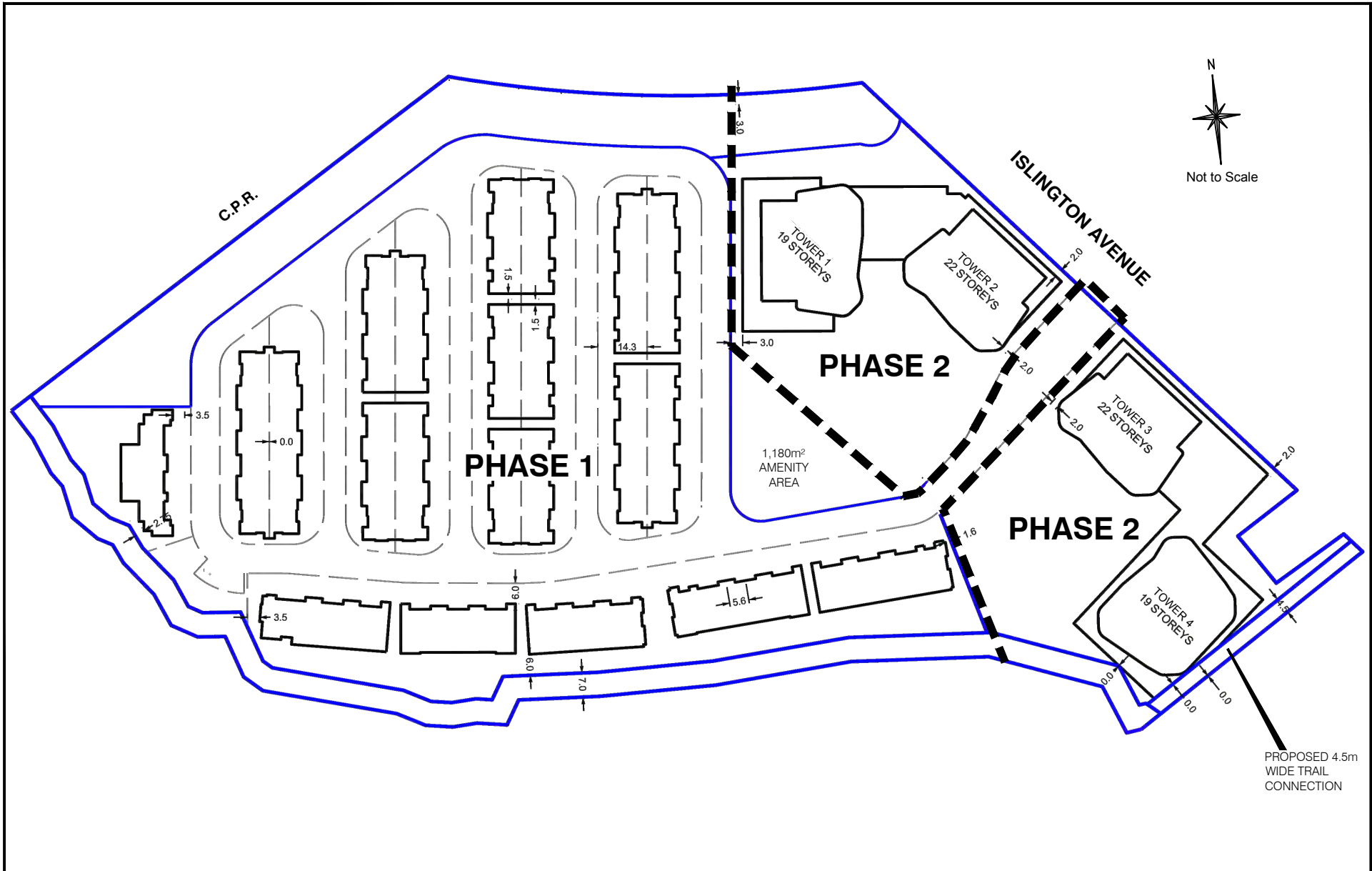


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Files: OP.15.007, Z.15.030, &
19T-17V006

Date:
June 5, 2018

6



Phasing Plan

Location: Part of Lot 1,
Concession 7

Applicant:
Islington Steeles Ventures Inc.

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Files: OP.15.007, Z.15.030, &
19T-17V006

Date:
June 5, 2018





FRONT ELEVATION - TYPICAL (BLOCK 1)

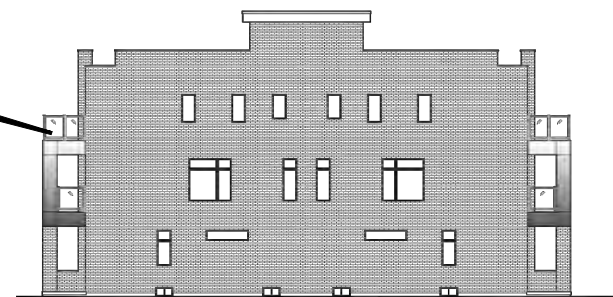
FROSTED GLAZED ALUMINUM GARAGE DOOR

SOLID WOOD DOOR



LEFT SIDE ELEVATION - TYPICAL (BLOCK 1)

GLASS RAILING



RIGHT SIDE ELEVATION - TYPICAL (BLOCK 1)



REAR ELEVATION - TYPICAL (BLOCK 1)

Not to Scale

Proposed Typical Back-to-Back Townhouse Dwelling Elevations

Applicant: Islington Location: Part of Lot 1,
Steeles Ventures Inc. Concession 7



Attachment

Files: OP.15.007, Z.15.030, &
19T-17V006

Date:
June 5, 2018

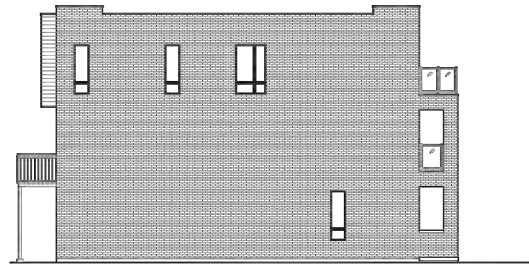
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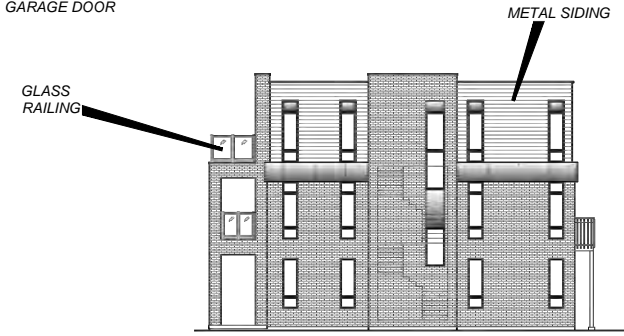
FRONT ELEVATION - TYPICAL (BLOCK 10)

FROSTED GLAZED
ALUMINUM
GARAGE DOOR

SOLID WOOD
DOOR



LEFT SIDE ELEVATION - TYPICAL (BLOCK 10)



RIGHT SIDE ELEVATION - TYPICAL (BLOCK 10)



REAR ELEVATION - TYPICAL (BLOCK 10)

Not to Scale

Proposed Typical Townhouse Dwelling Elevations

Applicant: *Islington* Location: *Part of Lot 1,*
Steeles Ventures Inc. Concession 7



Attachment
Files: *OP.15.007, Z.15.030, &*
19T-17V006

Date:
June 5, 2018

9



Townhouse Rendering

Location: Part of Lot 1,
Concession 7

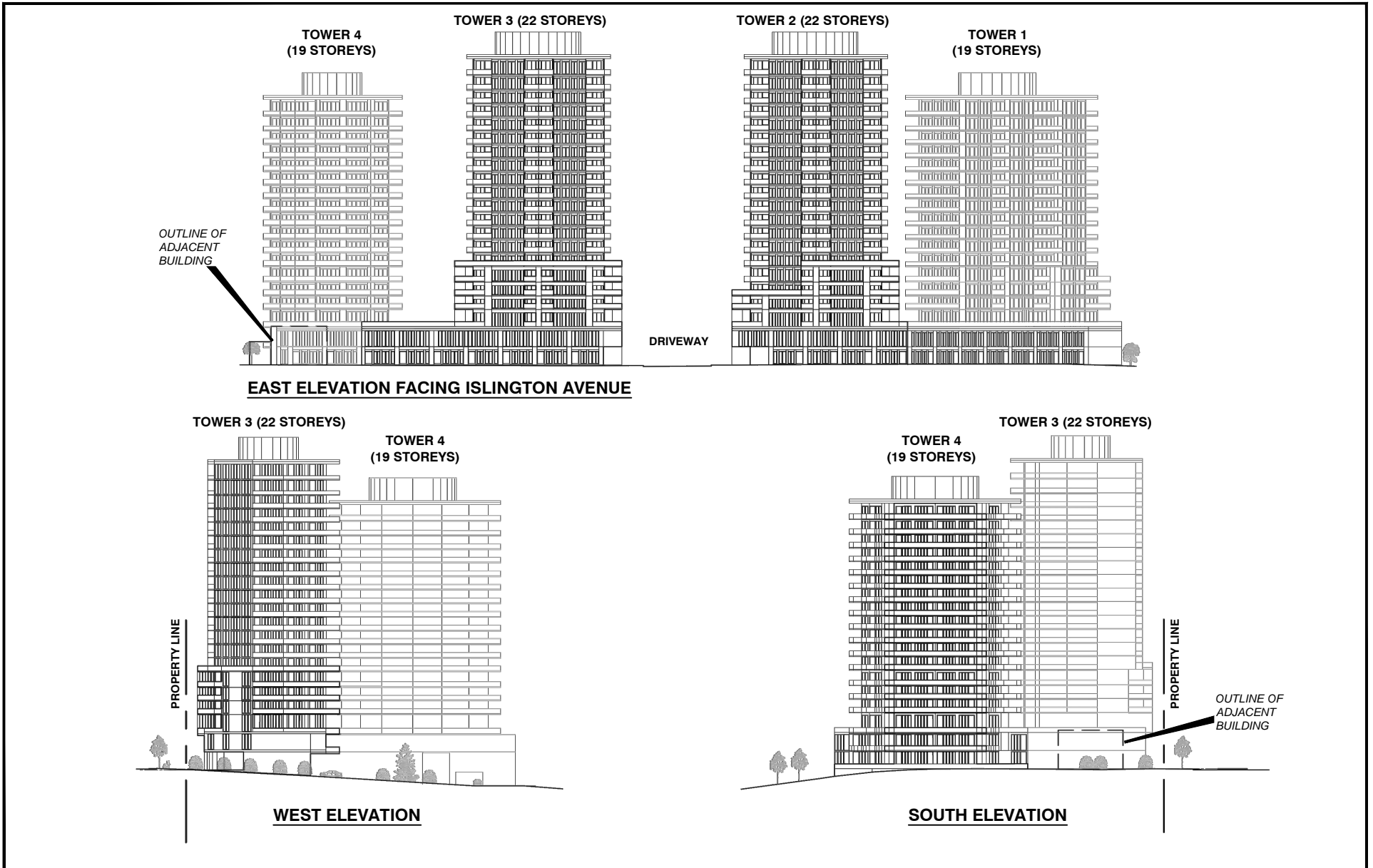
Applicant:
Islington Steeles Ventures Inc.

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Files: OP.15.007, Z.15.030, &
19T-17V006
Date:
June 5, 2018

10



Conceptual Tower Elevations

Location: Part of Lot 1,
Concession 7

Applicant:
Islington Steeles Ventures Inc.



Files: OP.15.007, Z.15.030, &
19T-17V006

Date:
June 5, 2018