

## Committee of the Whole (1) Report

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**DATE:** Tuesday, June 09, 2020

**WARD(S):** 1

**TITLE: NASHVILLE DEVELOPMENTS (SOUTH) INC.  
ZONING BY-LAW AMENDMENT FILE Z.19.015  
SITE DEVELOPMENT FILE DA.19.063  
VICINITY OF HUNTINGTON ROAD AND MAJOR MACKENZIE  
DRIVE**

**FROM:**

Bill Kiru, Acting Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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**Purpose**

To seek approval from the Committee of the Whole for Zoning By-law Amendment File Z.19.015 and Site Development File DA.19.063 for the subject lands shown on Attachment 2. The Owner proposes to amend the “RVM2(H) Residential Urban Village Zone” with the Holding Symbol “(H)” of Zoning By-law 1-88 to permit the site-specific zoning exceptions identified in Table 1, and to rezone a portion of the subject lands from “OS2 Open Space Park Zone” to “RVM2(H) Residential Urban Village Zone” with the Holding Symbol “(H)”, to permit the development of 32 townhouse and 40 back-to-back townhouse units, as shown on Attachments 3 to 6.

**Report Highlights**

- The Owner proposes to develop the subject lands with 32 townhouse and 40 back-to-back townhouse units on a private common element road
- Zoning By-law Amendment and Site Development Applications are required to permit the development
- The Development Planning Department supports the approval of the applications as the proposal is consistent with the Provincial Policy Statement 2020, conforms to the 2019 Growth Plan, York Region Official Plan 2010 and the Vaughan Official Plan 2010, and is compatible with the surrounding area

## **Recommendations**

1. THAT Zoning By-law Amendment File Z.19.015 (Nashville Developments (South) Inc.) BE APPROVED to amend the “RVM2(H) Residential Urban Village Zone” with the Holding Symbol “(H)” of Zoning By-law 1-88, subject to site-specific Exception 9(1376), to rezone a portion of the subject lands from “OS2 Open Space Park Zone” to “RVM2(H) Residential Urban Village Zone” with the Holding Symbol “(H)”, and permit the site-specific zoning exceptions identified in Table 1 of this report.
2. THAT Site Development File DA.19.063 (Nashville Developments (South) Inc.) BE DRAFT APPROVED AND SUBJECT TO THE CONDITIONS identified on Attachment 1, to the satisfaction of the Development Planning Department, to facilitate the development of 32 townhouse and 40 back-to-back townhouse units accessed by a private common element condominium road.
3. THAT Site Development File DA.19.063 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 72 residential units (220 persons equivalent) in accordance with the Inflow and Infiltration Reduction Pilot Project agreement between York Region, the Huntington Landowners Trustee Inc., and the City of Vaughan.

## **Background**

The 1.4 ha vacant subject lands (‘Subject Lands’) are located on the east side of Huntington Road, north of Major Mackenzie Drive, as shown on Attachment 2, and are comprised of Block 1111 (1.34 ha) in Plan of Subdivision File 19T-10V004 (Nashville Developments Inc. et al) and Part 1 of Block 231, Plan 65M-4373 (0.06 ha).

Registration of Block 1111 is pending the final design and alignment of the Huntington Road by-pass located southwest of the Subject Lands, as shown on Attachment 2, and is the only Block within Plan of Subdivision File 19T-10V004 not registered.

The adjacent land uses consist of semi-detached dwellings to the north, townhouse dwellings to the east, a mix of single-detached and townhouse dwellings to the south, and agricultural lands to the west. A TransCanada Pipeline Limited (‘TransCanada’) right-of-way traverses the north boundary of the Subject Lands, as shown on Attachment 2.

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

The City on October 11, 2019, circulated a Notice of Public Hearing (the ‘Notice’) to all property owners within 150 m of the Subject Lands and to the Kleinburg and Area Ratepayer’s Association. A copy of the Notice was also posted on the City’s website at [www.vaughan.ca](http://www.vaughan.ca) and notice signs were installed on the Subject Lands along each street frontage in accordance with the City’s Notice Signs Procedures and Protocols.

Vaughan Council, on November 19, 2019, ratified the recommendation of the Committee of the Whole to receive the Public Hearing report of November 5, 2019, and to forward a comprehensive technical report to a future Committee of the Whole meeting. The following deputations and written submissions were received by the Development Planning Department and at the Public Hearing:

#### Deputations

- J. MacIntyre, Malone Given Parsons Ltd., Renfrew Drive, representing the Owner

#### Written Submissions

- L. P., no address given, email dated October 17, 2019
- A. Guaiani, East's Corners Boulevard, email dated October 28, 2019
- J. Singh, Beaconsfield Drive, email dated May 4, 2020
- D. Merenda, Beaconsfield Drive, email dated May 5, 2020

The following is a summary of, and responses to, the comments received at the Public Hearing of November 19, 2019, and written submissions received by the Development Planning Department:

#### a) Increased Density and Traffic from Back-to-Back Townhouse Dwellings

The increased density resulting from back-to-back townhouse units will contribute to traffic in the area.

#### Response

The back-to-back townhouse units are considered Multiple Dwellings by site-specific Exception 9(1376) of Zoning By-law 1-88. The Multiple Dwellings building type is permitted as-of-right by the "Mid-Rise Residential" designation in Vaughan Official Plan 2010 ('VOP 2010'), Volume 2, Section 12.7 - Block 61 West - Nashville Heights, and site-specific Exception 9(1376). The "Mid-Rise Residential" designation and site-specific Exception 9(1376) permits a range of building types, including single-detached, semi-detached, various forms of townhouses, and low and mid-rise buildings. VOP 2010 also permits a maximum floor space index ('FSI') of 3 times the area of the lot; whereas an FSI of 1 times the area of the lot is proposed.

The permitted building types in the "Mid-Rise Residential" designation is intended to provide a transition from arterial roads to areas designated "Low-Rise Residential". The proposed back-to-back townhouse units are a mid-range built form at a density permitted on the Subject Lands and provide a transition from Huntington Road to the adjacent areas designated "Low-Rise Residential".

b) Adequacy of Provided Parking

The development will result in increased overflow parking in the area and parking on the street.

Response

The parking proposed on the Subject Lands meets the residential and visitor parking requirements of Zoning By-law 1-88. In addition, as a result of feedback provided through the Public Hearing, three (3) additional visitor parking spaces are proposed.

c) Desire for Additional Park Space / Community Facility

Park space or a community facility should be provided on the Subject Lands instead of paying cash-in-lieu of the dedication of parkland.

Response

The Subject Lands were identified as a residential block through Draft Plan of Subdivision File 19T-10V004. Parkland allocation was reviewed through this process, and the lands currently known as East's Corner Park and Secord Park were dedicated as parkland to service the neighbourhood. The Parks Planning Department advised additional parkland is not required on the Subject Lands. As such, cash-in-lieu of the dedication of parkland will be provided to satisfy the parkland dedication requirements in accordance with Section 42 of the *Planning Act* and the City of Vaughan's Cash-in-Lieu of Parkland Policy, should the Applications be approved. The Subject Lands were also not identified as a location for a community facility through Draft Plan of Subdivision File 19T-10V004.

d) Proposed Building Setback to Huntington Road

The proposed 3 m building setback to Huntington Road is too small compared to the required 15 m setback.

Response

The townhouse dwellings abutting Huntington Road are designed to have frontages facing Huntington Road to animate the street. This design objective would not be achieved if the required 15 m building setback is maintained. The Development Planning Department has reviewed the design of the dwellings and are satisfied with the built form and building setback.

The Development Planning Department on May 26, 2020, mailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals requesting notice of further consideration of the applications.

### **Previous Reports/Authority**

Previous reports related to the Applications are available at the following web links:

[Nov 15, 2011 CoW Nashville Developments Inc. et al \(Item 16, Report No. 50\)](#)

[Nov 5, 2019 CoW \(PH\) Nashville Developments \(South\) Inc. \(Item 1, Report No. 35\)](#)

### **Analysis and Options**

***Zoning By-law Amendment and Site Development Applications have been submitted to permit the development of 32 townhouse and 40 back-to-back townhouse units***

Nashville Developments (South) Inc. (the 'Owner') has submitted the following applications (the 'Applications') to permit the development shown on Attachments 3 to 6 (the 'Development'):

1. Zoning By-law Amendment File Z.19.015 to amend site-specific Exception 9(1376) of Zoning By-law 1-88 as follows, together with the site-specific zoning exceptions identified in Table 1 of this report:
  - a) Permit a Street Townhouse Dwelling to have frontage on a private common element road; and
  - b) Rezone a portion of the Subject Lands from "OS2 Open Space Park Zone" ('OS2 Zone') to "RVM2(H) Residential Urban Village Zone" with the Holding Symbol "(H)" ('RVM2(H) Zone').
2. Site Development File DA.19.065 to facilitate the development of 32 townhouse and 40 back-to-back townhouse units on a private common element road, with 21 visitor parking spaces.

### ***The Development is consistent with the Provincial Policy Statement, 2020***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement, 2020 (the 'PPS'). The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS recognizes that local context and character is important.

The Development Planning Department is of the opinion that the Development is consistent with the PPS, specifically Sections 1.1.3.1, 1.1.3.2, 1.1.3.4, 1.4.3 and 1.6.6.2 regarding focusing development to settlement areas, efficient land use patterns, appropriate development standards to facilitate intensification, redevelopment and compact form, providing a range and mix of housing options, and utilization of municipal sewage and water services within settlement areas.

The Subject Lands are located within a Settlement Area as defined by the PPS. The Development is consistent with the policies of the PPS as it would make efficient use of the Subject Lands by minimizing land consumption and providing a range and mix of housing options as a transition to nearby lower-density housing types.

***The Development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019***

The Provincial Growth Plan: A Place to Grow - Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan') is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Development conforms to the policy framework of the Growth Plan as the built form would efficiently utilize the Subject Lands and existing infrastructure. The Development provides housing at a density supportive of the Growth Plan objectives, specifically Sections 1.2.1, 2.2.1(2)(a) and 2.2.2(2) regarding the achievement of complete communities, supporting a range and mix of housing options, directing the majority of growth to settlement areas.

The Subject Lands are located within a Settlement Area and a Delineated Built-up area as defined by the Growth Plan. The Development would more efficiently utilize existing municipal water and wastewater systems than lower density housing options and support the development of a complete community. The Development conforms to the Growth Plan.

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

The York Region Official Plan, 2010 ('YROP') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Towns and Villages" on Map 1, "Regional Structure" of the YROP. The "Towns and Villages" designation permits new development subject to comprehensive secondary plans based on availability of water and wastewater services, integration with the existing community, best efforts to achieve a minimum density of 50 residents and jobs per hectare and encouraging development within the built-up area that is consistent with the Intensification policies of the YROP.

The Development will utilize existing water and wastewater services in the area, yield a residential density of 51.4 units (or 157 residents) per hectare, and is consistent with the Intensification policies of the YROP. The Development conforms to the YROP.

York Region has indicated Zoning By-law Amendment File Z.19.015 is considered a matter of local significance and have no objection to its approval. Technical comments are identified in the Regional Implications section of this report.

***The Development conforms to VOP 2010***

The Subject Lands are designated “Mid-Rise Residential” and permits a maximum building height of 10-storeys and an FSI of 3 times the area of the lot by VOP 2010, Volume 2, Section 12.7 - Block 61 West - Nashville Heights. The “Mid-Rise Residential” designation within Nashville Heights is generally located along arterial, collector and primary roads, and comprises of a range of lot sizes and built forms to provide a transition to the surrounding areas designated “Low-Rise Residential”.

Section 12.7.3.2 of VOP 2010 states the permitted residential density in the “Mid-Rise Residential” designation shall range from a minimum of 25 units per hectare to a maximum of 150 units per hectare. The following building types are permitted in the “Mid-Rise Residential” designation:

- Detached Houses
- Semi-Detached Houses
- Townhouses
- Stacked Townhouses
- Low-Rise buildings
- Mid-Rise buildings
- Public and Private Institutional Buildings

The Development consists of 32 townhouse and 40 back-to-back townhouse units that are identified as permitted building types in the “Mid-Rise Residential” designation of Section 12.7 of VOP 2010. The Development would yield a residential density of 51.4 units per hectare and an FSI of 1.0 times the area of the lot in accordance with Section 12.7.3.2 of VOP 2010. The Development will provide an appropriate transition from Huntington Road to the adjacent areas designated “Low-Rise Residential” and conforms to VOP 2010.

***Rezoning a portion of the Subject Lands from the OS2 Zone to the RVM2(H) Zone and the addition of Site-Specific Amendments to Zoning By-law 1-88 are required to permit the Development***

The Subject Lands are zoned RVM2(H) Zone and OS2 Zone, and subject to site-specific Exception 9(1376) of Zoning By-law 1-88, as shown on Attachment 2. Site-specific Exception 9(1376) permits Multiple Dwellings and Street Townhouse Dwellings on the Subject Lands. The proposed back-to-back townhouse units are considered Multiple Dwellings under site-specific Exception 9(1376) and are a permitted building type. The remaining townhouse units without frontage on Moody Drive, Killington Avenue or Huntington Road require a site-specific exception to the definition of a Street Townhouse Dwelling to permit the lots to have frontage on a private common element road instead of a public street.

The Owner is proposing to rezone a portion of the Subject Lands from OS2 Zone to RVM2(H) Zone, as shown on Attachment 3, and to amend the RVM2(H) Zone of Zoning By-law 1-88, subject to site-specific Exception 9(1376), to permit the following site-specific zoning exceptions identified in Table 1:

Table 1:

	Zoning By-law 1-88 Standards	RVM2(H) Zone and site-specific Exception 9(1376) Requirements	Proposed Exceptions to the RVM2(H) Zone and site-specific Exception 9(1376) Requirements
a.	Definition of a Street Townhouse Dwelling	Means a townhouse dwelling in which each dwelling unit is situated on its own lot, which abuts a public street	Means a townhouse dwelling in which each dwelling unit is situated on its own lot, which abuts a public or private street
b.	Minimum Setback to Huntington Road (Blocks 6, 7, and 8)	15 m	3 m 1.4 m (Block 8, Unit 1 only)
c.	Minimum Setback Requirements for Street Townhouse Dwellings (Blocks 3 to 8, and 11)	Front: 4.5 m Rear: 7.5 m Exterior Side: 4.5 m	<u>Blocks 3 and 4</u> Front: 4 m Rear: 2.2 m Exterior Side: 1.5 m  <u>Blocks 5 to 8</u> Front: 3 m Rear: 4 m Exterior Side: 1.5 m  <u>Block 11</u> Front: 2.7 m Rear: 4 m Exterior Side: 1.5 m
d.	Minimum Setback Requirements for Multiple Dwellings (Blocks 1, 2, 9 and 10)	Front (Garage): 5.8 m Rear: 4.5 m Exterior Side: 2.4 m	Front (Garage): 5.6 m Rear: 0 m Exterior Side: 2.2 m
e.	Maximum Building Height	11 m	12 m
f.	Maximum Garage Width for a Lot Having a Frontage Less than 11 m	3.038 m	3.15 m



	<b>Zoning By-law 1-88 Standards</b>	<b>RVM2(H) Zone and site-specific Exception 9(1376) Requirements</b>	<b>Proposed Exceptions to the RVM2(H) Zone and site-specific Exception 9(1376) Requirements</b>
g.	Parking Space Dimensions for Street Townhouse Dwellings	2.7 m width x 6 m length	2.7 m width x 5.75 m length (Block 11, Unit 10 only)
h.	Parking Space Dimensions for Multiple Dwellings	2.7 m width x 5.8 m length	2.7 m width x 5.68 m length (Block 9, Unit 10 only)
i.	Minimum Loading Space Requirements of Multiple Dwellings	One (1) loading space measuring 3.5 m width x 9 m length with a vertical clearance of 4.2 m	No loading spaces shall be required
j.	Minimum Lot Area	162 m <sup>2</sup>	145 m <sup>2</sup>
k.	Permitted Yard Encroachments for Architectural Features, Balconies, Porches, and Cold Cellars located entirely under Porches	May encroach a maximum 2.5 m into the required yard	May encroach a maximum 2 m into the required interior side yard or yard abutting a public street or private road, but may be located no closer than 0.3 m from the property line
l.	Width of Driveway (Joint Ingress and Egress) to a Private Road	7.5 m	7.8 m (north-east entrance) 8.5 m (south entrance)
m.	Minimum Distance Between the Intersection of Street Lines and the Nearest Driveway (Intersection of Killington Avenue and Moody Drive to Block 1, Units 5 and 6)	15 m	11.6 m

The Development Planning Department has reviewed and supports the proposed rezoning and site-specific zoning exceptions to facilitate the Development for the following reasons:

a) Rezoning a portion of the Subject Lands from OS2 Zone to RVM2(H) Zone

Part 1 of Block 231 must be rezoned from the OS2 Zone to RVM2(H) Zone to be used for additional visitor parking for the Development consistent with the existing zoning on the balance of the Subject Lands. The Development Planning Department has no objection to the proposed rezoning.

b) Definition of Street Townhouse Dwelling

A condominium tenure is proposed for the Development, where the private road would form part of a common element. The Development includes freehold lots having access from a private common element condominium road. This exception will ensure zoning compliance for the future freehold lots. The Transportation Division of the Development Engineering ('DE') Department have no objection to the design of the private road.

c) Minimum Yard Setbacks, Encroachments and Building Height

The compact built form of the Development will provide a transition from Huntington Road to the adjacent lower density areas. The proposed building setbacks, encroachments and heights for the townhouse and back-to-back townhouse units are considered appropriate for the building types proposed. The frontages of the townhouse units abutting Huntington Road will address and animate the street. The required 15 m setback will not achieve the design objective for Huntington Road.

d) Minimum Parking Space Dimensions, Width of Joint Ingress and Egress to a Private Road and Minimum Distance Between the Intersection of a Street and the Nearest Driveway

The proposed parking space lengths apply only to Unit 10 within Blocks 9 and 11 and are considered minor reductions to the requirements of site-specific Exception 9(1376).

The proposed access driveway widths and the distance between the intersection of Killington Avenue and Moody Drive to the driveways of Units 5 and 6 within Block 1 will maintain appropriate turning movements of vehicles onto the private common element road and Moody Drive. The Transportation Division of the DE Department has no objection to the proposed parking space lengths, driveway widths or distance of the intersection to the driveways of Unit 5 and 6 within Block 1.

e) Minimum Number of Loading Spaces

Site-specific Exception 9(1376) permits a range of dwelling types, including Multiple Dwellings in a form which may require the need for a loading space. The

proposed back-to-back townhouse units are considered Multiple Dwellings in site-specific Exception 9(1376); however, the units will have direct vehicular access onto either the private common element road or Moody Drive, with waste collection administered at the street curb. Therefore, a loading space is not required to service the Development.

In consideration of the above, the Development Planning Department is satisfied that the proposed rezoning and site-specific exceptions are appropriate, maintain the intent of the “Mid-Rise Residential” designation of Section 12.7 of VOP 2010, and will result in a development that is compatible with the surrounding area.

***The Holding Symbol “(H)” shall remain on the Subject Lands***

Site-specific Exception 9(1376) includes an existing Holding Symbol “(H)” on the Subject Lands, and shall not be removed from until the following conditions have been met:

- Adequate water supply and sewage capacity has been allocated for the Subject Lands
- The design for Huntington Road has been completed, in consultation with York Region, to identify all necessary land requirements

The Owner will be required to submit a separate Zoning By-Law Amendment Application at a later date to remove the Holding Symbol “(H)” from the Subject Lands once the above conditions have been satisfied, in accordance with site-specific Exception 9(1376).

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

The Development shown on Attachments 3 to 6 consists of 32 townhouse and 40 back-to-back townhouse units. Most of the units in the Development will gain vehicular access from the private common element road, ranging in width from 6 m to 8.5 m, and private driveways; however, Units 1 to 6 in Block 1 and Units 1 to 5 in Block 2 will front onto Moody Drive and gain vehicular access from the public road. Two points of access are proposed to the private common element road, one from Killington Avenue to the north-east, and the other from Moody Drive to the south, as shown on Attachment 3. A third point of access is proposed to the southern parking area from Moody Drive and not connected to the private road.

Pedestrian connections are proposed throughout the Subject Lands, connecting the Development to existing sidewalks on Moody Drive, Killington Avenue and East’s Corners Boulevard. Blocks 5 to 8 will have direct pedestrian access to a future sidewalk on Huntington Road and Block 11 will have direct pedestrian access to an existing sidewalk on Killington Avenue. A community mailbox is located on the southwest corner of the Subject Lands in proximity to the visitor parking spaces. The Development will be

served by two parks; Secord Park and East's Corner Park located approximately 200 m and 600 m from the Subject Lands, respectively.

Each lot will accommodate two (2) parking spaces, one on the driveway and one within the garage, for a total of 144 residential parking spaces. Twenty-one (21) visitor parking spaces will be provided, including eleven (11) visitor parking spaces located along the north property line of the Subject Lands, nine (9) parking spaces on the south portion of the Subject Lands, and one (1) accessible parking space centrally located to the west of Block 9, as shown on Attachment 3.

The nine (9) visitor parking spaces located on the south portion of the Subject Lands are within Part 1 of Block 231, as shown on Attachment 2. Block 231 was conveyed to the City through Plan of Subdivision File 19T-10V004 as surplus lands for landscaping. The Subdivision Agreement for Plan of Subdivision File 19T-10V004 includes a clause stating Block 231, or a part thereof, can be conveyed back to the Owner if the City determines the lands are no longer required. Part 1 of Block 231 is proposed to be conveyed back to the Owner to provide surplus visitor parking for the Development. The process to convey these lands is in progress and must be completed prior to the execution of the Site Plan Agreement to the satisfaction of the City. A condition to this effect is included in Attachment 1.

#### Landscape Plan

Landscape screening is proposed along the north parking area and private tree plantings are proposed on each residential Parcel-of-Tied-Land ('POTL'), as shown on Attachment 4. There are existing boulevard trees along Killington Avenue, and additional trees will be planted along Moody Drive in front of Blocks 1, 2 and 4. Two (2) existing boulevard trees on Moody Drive will be removed to accommodate the access driveways and the rest of the existing trees will remain.

As a result of the proposed south parking area, the Owner must provide an updated arborist report and tree protection plan identifying all trees within Part 1 of Block 231 and within 6 m of its boundary, as City owned trees are located within this area and will be impacted. Additional landscaping is required to screen the proposed parking area from the Huntington Road By-pass and existing residential units on the south and east side of Moody Drive, and shall be reflected on a revised Landscape Plan.

#### Building Elevations

The proposed three-storey building elevations for both the townhouse and back-to-back townhouse units shown on Attachments 5 and 6 include a range of dark brown to light grey brick and light stone veneer with wood panel trim. The townhouse units will be designed to have dual frontages to address the public roads surrounding the Development including Huntington Road, Moody Drive and Killington Avenue.

#### Sustainability Performance Metrics

The Development achieves an overall application score of 31 points, satisfying the minimum required Sustainability Performance Metrics target.

The Owner must satisfy all outstanding comments prior to the execution of the Site Plan Agreement and the Development Planning Department must approve the final site plan, landscape plan and details, landscape cost estimate, arborist report, tree preservation plan and building elevations. A condition to this effect is included in Attachment 1.

***A Draft Plan of Condominium is required to establish the common elements of the Development***

The Owner has submitted Draft Plan of Condominium File 19CDM-19V006 to establish the common elements of the Development, including, but not limited to, the private road, pathways, landscaped areas, visitor parking and internal service connections and infrastructure. The parking area within Part 1 of Block 231 will form part of the common elements maintained and owned by the future condominium corporation, along with all other on-site visitor parking spaces.

The Owner also submitted Part Lot Control Exemption File PLC.19.008 to create individual freehold lots (POTLs) within each proposed block. These applications will be considered by the Committee of the Whole and Council once the Plan of Subdivision for Block 1111 of Draft Plan of Subdivision File 19T-10V004 and the Site Plan Agreement for Site Development File DA.19.063 have been registered.

***The DE Department has no objection to the Development, subject to the comments in this report and Conditions of Approval***

The DE Department has provided the following comments:

Draft Plan of Subdivision File 19T-10V004

The majority of the Subject Lands represent unregistered Block 1111 within Phase 1A of Draft Plan of Subdivision File 19T-10V004. The completion of a Subdivision Agreement, satisfaction of all associated conditions, and subsequent registration of a Plan of Subdivision for Block 1111 is required prior to the execution of a Site Plan Agreement. A condition to this effect is included in Attachment 1.

Water and Sanitary Servicing, Storm Sewer and Stormwater Management

The majority of the Development will utilize private service connections from the common element condominium; however, Units 1 to 6 of Block 1 and Units 1 to 5 of Block 2 will obtain public services directly from Moody Drive.

The Owner shall provide securities for their contribution towards the Nashville Watermain Local Improvement Project watermain cost.

Environmental Site Assessment

Previous Environmental Site Assessment ('ESA') reports pertaining to the Subject Lands were reviewed and included as part of Draft Plan of Subdivision File 19T-

10V004. The Subject Lands were included in a Ministry of the Environment (currently known as the Ministry of the Environment, Conservation and Parks) Record of Site Condition ('RSC') filed in September of 2010. Given the amount of time elapsed and that lands are proposed to be conveyed to the City for the completion of the Huntington Road By-pass, the Owner shall provide an updated Phase One ESA, prior to the conveyance of the land required for the Huntington Road By-pass. Further investigation shall be required if recommended by the Phase 1 ESA. The Owner shall provide Reliance on all submitted ESA reports. Conditions to this effect are included in Attachment 1.

The DE Department shall approve the final site servicing and grading plan, stormwater management plan, sediment and erosion control plan, stormwater management report and traffic impact study ('TIS'). A condition to this effect is included in Attachment 1.

***Sewage and Water Allocation is available for the Development***

Vaughan Council on February 21, 2018, endorsed the City's latest annual servicing capacity allocation strategy report. York Region in September 2019 also assigned short-term growth capacity (2019-2026) to Vaughan. Accordingly, servicing capacity to Site Development File DA.19.063 is available and unrestricted for the 72 residential units. An allocation resolution is included in the Recommendations section of this report.

***The Financial Planning and Development Finance Department has no objection to the Applications***

The Owner shall pay applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board. A clause for the payment of Development Charges shall be included as a standard condition in the Site Plan Agreement.

***The Office of the Infrastructure Development Department, Real Estate Services and the Parks Planning Department have no objection to the Applications, subject to the payment of cash-in-lieu of the dedication of parkland***

The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with Section 42 of the *Planning Act* and the City of Vaughan's Cash-in-Lieu Policy. The Owner shall submit an appraisal of the Subject Lands prepared by an accredited appraiser for approval by the Office of the Infrastructure Development Department, Real Estate Services, and the approved appraisal shall form the basis of the cash-in-lieu payment. A condition to this effect is included in Attachment 1.

The Owner is required to satisfy all requirements regarding conveyance of Part 1 of Block 231, as shown on Attachment 2, to the satisfaction of the Parks Planning Department. A condition to this effect is included in Attachment 1.

***The Environmental Services Department, Waste Management Division has no objection to the Applications***

The Environmental Services Department, Waste Management Division has no objection to the Applications. Waste collection will be privately administered to the Development, including the units fronting onto Moody Drive.

***Toronto and Region Conservation Authority has no objection to the Applications***

The Subject Lands are within the Toronto and Region Conservation Authority's ('TRCA') Regulated Area. The Owner submitted a Functional Servicing Report ('FSR') prepared by Schaffers Consulting Engineers, dated April 2020, to identify a water balance mitigation strategy and Low Impact Development ('LID') practices to be utilized to maintain on-site water infiltration levels acceptable by the TRCA. The Owner shall agree in the Site Plan Agreement to carry out the water balance mitigation strategy as described in the FSR. A condition to this effect is included in Attachment 1.

***The various utilities have no objection to the Applications***

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

***TransCanada has no objection to the Applications***

The Subject Lands abut a TransCanada right-of-way along its north boundary. A minimum 7 m setback to any permanent structure and a 3 m setback from any accessory structure to the right-of-way is required in accordance with site-specific Exception 9(1376). The Development complies with the minimum required setbacks to the right-of-way. TransCanada has no objection to the Applications, subject to the inclusion of associated conditions in the Site Plan Agreement identified on Attachment 1.

***The Ministry of Transportation Ontario has no objection to the Applications***

The Ministry of Transportation Ontario ('MTO') has reviewed the Applications and has no comments as the Subject Lands are outside of the MTO's Permit Control Area. The proposed Highway 427 Extension will be located west of the Subject Lands however, it will not impact the Development.

***Canada Post has no objection to the Development, subject to the Conditions of Approval***

The Development will be serviced by centralized mail delivery provided through Canada Post Community Mailboxes. Canada Post has no objection to the Applications, subject to their conditions of approval identified in Attachment 1.

***The School Boards have no objection to the Applications***

The York Region District School Board and York District Catholic School Board have advised that they have no objection to or any conditions of approval for the Applications.

The Conseil Scolaire de District Catholique Centre-Sub have not provided comments on the Applications.

### **Financial Impact**

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

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

York Region has indicated that Zoning By-law Amendment Z.19.015 is considered a matter of local significance and have no objection to its approval.

York Region, on February 19, 2020, provided the following comments for Site Development Application DA.19.063:

- The existing Regional 750 mm diameter trunk watermain on Huntington Road is within close proximity of the Development. All drawings showing works in close proximity of the Region's infrastructure shall be revised to include the following note:  
"Integrity of the Regional 615 mm diameter trunk water main must be protected at all times."
- A detailed roundabout analysis is required for the Huntington Road By-pass
- A revised Transportation Impact Study ('TIS') is required to address all transportation comments identified in York Region's comment memo dated February 19, 2020
- The Owner shall agree to advise all potential purchasers of the existing and future introduction of transit services in the area and shall contact the York Region Transit Contact Centre for route and future plan maps

The Owner shall satisfy all comments identified by York Region prior to the execution of a Site Plan Agreement. A condition to this effect is included in Attachment 1.

### **Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.19.015 and Site Development File DA.19.063 in consideration of the applicable Provincial policies, York Region and City Official Plan policies, the requirements of Zoning By-law 1-88, the comments received from City Departments, external public agencies, the public, and the surrounding area context.

The Development Planning Department is of the opinion that the Applications are consistent with the PPS, conforms to the Growth Plan, the YROP and VOP 2010, and are compatible with the surrounding area context. On this basis, the Development Planning Department can support the approval of the Applications, subject to the recommendations in this report and the Conditions of Approval in Attachment 1.

**For more information**, please contact: Chris Cosentino, Planner, at extension 8215



## **Attachments**

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Site Plan and Proposed Zoning
4. Landscape Plan
5. Building Elevations - Block 9 (Back-to-Back Townhouse)
6. Building Elevations - Block 11 (Townhouse)

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