

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 18, 2014**

Item 10, Report No. 6, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 18, 2014, as follows:

***By approving the recommendation set out in Communication C24 from the Commissioner of Planning, dated February 14, 2014, as follows:***

1. ***THAT the Report of the Commissioner of Planning and Director of Development Planning, dated February 4, 2014, with respect to Zoning By-law Amendment File Z.12.020 and Draft Plan of Subdivision File 19T-12V002, be amended as follows:***
  - a. ***Attachment #1 be deleted and replaced with the Pre-Conditions and Conditions of Approval attached hereto as Revised Attachment #1, specifically to delete City of Vaughan Conditions #1, #6, #7 and #48 and replace with the following revised Conditions #1, #6, #7 and #48:***
    - "1. ***The Plan shall relate to the Draft Plan of Subdivision, prepared by KLM Planning Partners Inc., dated January 17, 2014, as red-line revised (February 18, 2014), incorporating the following red-line revisions:***
      - a) ***modify the width of the east-west extension of Street "3" from a 17.5 m wide local road to a 15 m wide single-loaded road, in order to accommodate lay-by parking spaces within the remaining 2.5 m width adjacent to the stormwater management facility (Block 193, Registered Plan 65M-4145); and,***
      - b) ***include a 6 m wide right-of-way for a pedestrian trail from the Draft Plan of Subdivision into and through the stormwater management facility lands (Block 193, Registered Plan 65M-4145)."***
    - "6. ***The owner shall enter into a Subdivision Agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the city, with regard to such matters as the city may consider necessary, including payment of development levies, the provisions of roads, including lay-by parking on Street "3" and municipal services, landscaping, including a pedestrian trail into and within the stormwater management facility lands (Block 193, Registered Plan 65M-4145) and any required landscaping, and fencing. The said Agreement shall be registered against the lands to which it applies."***
    - "7. ***Prior to final approval of the Plan, the owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 40 to the satisfaction of the city. The Agreement shall be regarding but not limited to all cost sharing for the provision of parks, including a pedestrian trail into and within the stormwater management facility lands (Block 193, Registered Plan 65M-4145) and any required landscaping, cash-in-lieu of parkland, roads and municipal services within Block 40. The owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the Planning Act and the City's approved "Cash-in-lieu of Parkland Policy". This Agreement shall also include a provision for additional developers to participate within the Developers' Group Agreement when they wish to develop their lands."***
    - "48. ***Prior to final approval, the owner shall prepare a landscape master plan, and the plan shall address, but not be limited to, the following issues:***
      - a) ***The co-ordination of the urban design/streetscape elements as they relate to the approved urban design guidelines.***

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- b) The provision of edge treatments along Major Mackenzie Drive and Weston Road.*
  - c) The provision of landscaping in the exterior side yards to compensate for the reduced landscaping in the sight triangle.*
  - d) The provision of pedestrian urban connections between streets and built forms.*
  - e) The provision of a pedestrian trail into and within the stormwater management facility lands (Block 193, Registered Plan 65M-4145) and any required landscaping."*
- b. Attachment #3 be deleted and replaced with the Revised Location Map as shown on Revised Attachment #3, attached hereto.*
  - c. Attachment #5 be deleted and replaced with Draft Plan of Subdivision 19T-12V002 red-line revised (February 18, 2014) as shown on Revised Attachment #5, attached hereto.*
  - d. Add new Attachments #7 and #8, as attached hereto.*

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**ZONING BY-LAW AMENDMENT FILE Z.12.020  
DRAFT PLAN OF SUBDIVISION FILE 19T-12V002  
MAPLEQUEST (VAUGHAN) DEVELOPMENTS INC.  
WARD 3 – VICINITY OF WESTON ROAD AND MAJOR MACKENZIE DRIVE**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning and the Director of Development Planning, dated February 4, 2014, be approved;**
- 2) That staff provide a report to the Council meeting of February 18, 2014, with respect to the feasibility of providing layby parking along 'Street 3' and a pedestrian trail around the pond; and**
- 3) That the deputation of Mr. James Kennedy, KLM Planning Partners Inc., Jardin Drive, Concord, be received.**

**Recommendation**

The Commissioner of Planning and the Director of Development Planning recommend:

- 1. THAT Zoning By-law Amendment File Z.12.020 (Maplequest (Vaughan) Developments Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3, from A Agricultural Zone to the following zone categories in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 of this report:**
  - a) Rezone Block 1 to RT1(H) Residential Townhouse Zone with the addition of the Holding Symbol "(H)" to facilitate one block for future lots with a minimum lot frontage of 10 m, a minimum lot area of 140 m<sup>2</sup> and a minimum lot depth of 20 m for four street townhouse dwelling units.**

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- b) Rezone Blocks 2 to 44 inclusive to RT1(H) Residential Townhouse Zone with the addition of the Holding Symbol “(H)” to facilitate 43 blocks for future lots with a minimum lot frontage of 5.5 m, a minimum lot area of 140 m<sup>2</sup> and a minimum lot depth of 27.5 m for 222 street townhouse dwelling units.
  - c) Rezone Blocks 45 to 51 inclusive to RT1(H) Residential Townhouse Zone with the addition of the Holding Symbol “(H)” to facilitate seven blocks to be combined with blocks on adjacent lands for future lots with a minimum lot frontage of 5.5 m, a minimum lot area of 151.25 m<sup>2</sup> and a minimum lot depth of 27 m for 16 street townhouse dwelling units.
  - d) Rezone Blocks 52 to 54 inclusive, to RVM2(H) Residential Urban Village Multiple Dwelling Zone Two with the addition of the Holding Symbol “(H)” to facilitate three blocks for medium density development, specifically for 130 block townhouse dwelling units.
  - e) Rezone Blocks 55 and 79 to OS2 Open Space Park Zone for landscape buffers.
  - f) Require that prior to the removal of the Holding Symbol “(H)” the following conditions shall be addressed:
    - i. The water supply and sewage servicing capacity shall be identified and allocated by the Council of the City of Vaughan.
      - a) The City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure. OR
      - b) York Region has advised in writing that the required infrastructure to support the capacity assignment associated with this development will be completed within a time period acceptable to the Region (usually 6 months to 36 months depending on the complexity of the development) to permit the plan registration. OR
      - c) The Regional Commissioner of Environmental Services confirms servicing allocation for this development by a suitable alternative method and the City of Vaughan allocates the capacity to this development.
    - ii. The approval of a Site Development Application for the subject lands.
    - iii. Blocks 45 to 51 inclusive develop with the adjacent lands in order to facilitate street townhouse dwelling units.
2. THAT Draft Plan of Subdivision File 19T-12V002 (Maplequest (Vaughan) Developments Inc.) dated February 17, 2014, as shown on Attachment #5, BE APPROVED, subject to the pre-conditions and conditions set out in Attachment #1 to this report.
3. THAT prior to final approval, or any part thereof of Draft Plan of Subdivision File 19T-12V002 (Maplequest (Vaughan) Developments Inc.), the owner shall enter into the Developer's Group Agreement for Block 40. The agreement shall be regarding, but not limited to, all cost sharing for the provisions of parks, cash-in-lieu of parkland, roads, and municipal services within Block 40.

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4. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-12V002 (Maplequest (Vaughan) Developments Inc.), shall include the following clause:

“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 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 Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

5. THAT the owner enter into an agreement with the city to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the city.

#### **Contribution to Sustainability**

The applications implement the following goals and objectives of Green Directions Vaughan:

Goal 2: To ensure sustainable development and redevelopment.

- Objective 2.2: To develop Vaughan as a city with maximum greenspace and an urban form that supports our expected population growth.
- Objective 2.3: To create a city with sustainable built form.

Goal 3: To ensure that getting around in Vaughan is easy and has a low environmental impact.

- Objective 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation.
- Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit.

In accordance with the goals and objectives identified above, the owner has advised that the following, but not limited to, sustainable site and building features will be included in the proposed development:

- i. Upgraded building technology and materials to reduce energy consumption and greenhouse emissions including:
  - a) Energy efficient windows and doors to reduce and/or eliminate drafts, as well as reduce external noise.
  - b) Low volatile organic compounds (voc) in products to minimize the amount of pollutants in the air.
- ii. Energy efficient appliances, heating-ventilation and air conditioning unit (hvac) systems.
- iii. Low flow plumbing fixtures to reduce water consumption and sewage volumes.

#### **Economic Impact**

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

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#### Communications Plan

On October 12, 2012, a Notice of Public Hearing was circulated to all property owners within 150 m of the subject lands and to the East Woodbridge Community Association, Millwood Woodend Ratepayers Association, and Vellore Woods Ratepayers Association. To date, two letters were received with the following comments:

- i. Robert Dragicevic, Walker, Nott, Dragicevic Associates Limited, correspondence dated November 5, 2012, respecting the impact of the development of the subject lands on the adjacent lands to the north owned by Belmont Properties (Plan of Subdivision File 19T-06V07), concerning, but not limited to, stormwater management, road access and subdivision design.
- ii. Alan Young, Weston Consulting, correspondence dated May 13, 2013, respecting the impact of the development of the subject lands on the adjacent lands to the south owned by Cicchino Holding Ltd. (3812 Major Mackenzie Drive). In particular, concern regarding the design of the proposed east-west road (Street "1") and ensuring it does not impact the development of the Cicchino Holdings Ltd. lands and that it is in keeping with approved OPA #712 and Zoning By-law 234-2010.

These issues are addressed in the Subdivision Design and Developer's Group Agreement sections of this report.

#### Purpose

The Owner has submitted the following applications on the subject lands shown on Attachments #2 and #3:

1. Zoning By-law Amendment File Z.12.020 to amend Zoning By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone to RT1(H) Residential Townhouse Zone and RVM2(H) Residential Urban Village Multiple Dwelling Zone Two, each with the addition of the Holding Symbol "(H)" and OS2 Open Space Park Zone, in the manner shown on Attachment #4, together with site-specific zoning exceptions identified in Table 1 of this report.
2. Draft Plan of Subdivision File 19T-12V002 to facilitate a residential plan of subdivision consisting of street townhouse dwellings, medium density development for block townhouse dwellings (specifically, freehold dwelling units with their own parcel of land and common element condominium road, visitor parking, and landscape area), and open space for a landscape buffer on the subject lands as shown on Attachment #5. The Draft Plan of Subdivision development statistics are as follows:

<u>Blocks</u>	<u>Land Use</u>	<u>Units</u>	<u>Area (ha)</u>
1 - 44	Street Townhouse Dwellings	226	4.100
45 - 51	Street Townhouse Dwellings (16 Blocks for Part Lots)	8	0.322
52 - 54	Medium Density - Block Townhouses Dwellings	130	2.894
55 & 79	Landscape Buffer		0.022
56 & 57	Road Widening		0.112
58 & 59	0.3 m Reserves		0.003
	<u>Roads</u>		<u>2.205</u>
	Total	364	9.658

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#### Background - Analysis and Options

##### Location

The subject lands are located on the north side of Major Mackenzie Drive and on the west side of Weston Road, as shown on Attachments #1 and #2, in Part of Lot 21, Concession 6, City of Vaughan. The subject lands have an area of 9.658 ha, with 167 m frontage on Major Mackenzie Drive and 97.9 m frontage on Weston Road.

##### Supporting Documentation

The following reports were submitted in support of the applications:

- *Phase 1 Environmental Site Assessment for the Proposed Residential Development at Weston Rd. and Major Mackenzie Dr. West, City of Vaughan, Ontario*, dated September 21, 2011, by Soil Probe Ltd.
- *Geotechnical Investigation for the Proposed Residential Development at Weston Rd. and Major Mackenzie Dr. W., City of Vaughan, Ontario*, dated August 22, 2011, by Soil Probe Ltd.
- *Maplequest Vaughan Phase 1, City of Vaughan - Functional Servicing Report and Stormwater Management Report*, dated May 2012, by SCS Consulting Group Ltd.
- *Noise Feasibility Study, Maplequest Vaughan Developments Inc.* dated May 16, 2012, by Maplequest Vaughan Developments Inc.
- *Maplequest Vaughan Developments Inc. Proposed Residential Development at Major Mackenzie Drive and Weston Road, Vaughan - Traffic Impact Study, Traffic Management Plan and Sidewalk Plan*, dated May 2012, and revised in April 2013 and August 2013, by Genivar Inc.
- *The 2012 Stage 1-2 Archaeological Assessment of the Proposed Maplequest Vaughan Phase 1 Development, Part 1 of Plan 65R-30316, Part of Lot 21, Concession 6, Vaughan Geographic Township, City of Vaughan*, dated July 11, 2012, by D.R. Poulton & Associates Inc.

##### Official Plan - Land Use Designation/Uses/Density

###### i. Official Plan Amendment #600

The subject lands are designated “Low-Rise Residential” and “Stormwater Management Pond” by OPA #600, as amended by OPA #650 (Vellore Village District Centre Plan). The “Low-Rise Residential” designation permits detached, semi-detached, street townhouse, block townhouse and other ground related multiple housing forms with a density range between 17 to 40 units per ha, and the average density for the quadrant of not less than 25 units per ha. The proposed development for street and block townhouse dwellings yields a residential density of 38.2 units per hectare, and therefore, conforms to the Official Plan.

###### ii. City of Vaughan Official Plan 2010

The subject lands are designated “Low-Rise Residential” and “Low-Rise Mixed-Use” with a maximum building height of 4-storeys and Floor Space Index (FSI) of 1.5, and includes lands for a stormwater management pond that is identified as “Infrastructure and Utilities” by the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010 (as modified September 27, 2011, March 20, 2012, and April 17, 2012), as further modified and endorsed by the Region of York Council on June 28, 2012, and approved, in part, by the Ontario Municipal Board on July 23, 2013, and December 2, 2013.

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The “Low-Rise Residential” designation permits detached, semi-detached and townhouse dwelling units. The “Low-Rise Mixed-Use” designation for the subject lands (Medium Density Block 52 on Attachment #5), which is located within a Community Area permits townhouse and stacked townhouse dwelling units, low-rise buildings, retail uses, and office uses.

The proposed building type conforms to the City of Vaughan Official Plan 2010, however, the FSI cannot be determined until a Site Development application is submitted for the proposed development, should the applications be approved.

#### Block 40 South Plan

Council, at its meeting on April 24, 2006, approved the Block 40 South Plan, as revised, shown on Attachment #6, which provides the basis for the land uses, housing mixes and densities, environmental protection, servicing infrastructure, transportation (road) network, public transit, urban design, and phasing for the Block to provide for managed growth.

#### Zoning

The subject lands are currently zoned A Agricultural Zone by Zoning By-law 1-88, as shown on Attachment #3. To facilitate the proposed Draft Plan of Subdivision as shown on Attachment #5, an amendment to the zoning by-law is required to rezone the subject lands, in the manner shown on Attachment #4, together with the following site-specific zoning exceptions to the RT1 Residential Townhouse Zone and RVM2 Residential Urban Village Multiple Dwelling Zone Two:

Table 1: Proposed Zoning Exceptions

	<b>By-law Standard</b>	<b>Zoning By-law 1-88, RT1 Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Zone Requirements</b>
a.	Minimum Lot Frontage	6 m	5.5 m, except for Block 1 which shall be 10 m
b.	Minimum Lot Area	162 m <sup>2</sup>	140 m <sup>2</sup>
c.	Minimum Exterior Yard - Specific Note Zone 5	3.5 m abutting a non-residential use (greenway or buffer block)	1.2 m for Block 44
d.	Minimum Rear Yard	7.5 m	6 m for Block 1
e.	Minimum Lot Depth	27.5 m	20 m for Block 1
f.	Maximum Interior Garage Width on a Lot with a Frontage less than 11 m	3.048 m	6 m for Block 1

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g.	Maximum Building Height	11 m	12 m
h.	Maximum Width of a Driveway	The By-law does not include a maximum zoning requirement for a lot with a frontage less than 6.0m.	3.5 m for a lot with a frontage between 5.5 m to 5.99 m
i.	Minimum Distance between the Nearest Driveway and the Intersection of Street Lines	15 m	The driveway shall be outside of the sight triangle return, where there is both a sight triangle and sight triangle return, and where there is no sight triangle return, the driveway shall be outside of the sight triangle. This provision does not apply to Street 1 where it intersects with Weston Road.
j.	Maximum Number of Townhouse Units in a Row	6 units	7 units for each of Blocks 18 and 19

	<b>By-law Standard</b>	<b>Zoning By-law 1-88, RVM2 Zone Requirements</b>	<b>Proposed Exceptions to the RVM2 Zone Requirements</b>
k.	Maximum Building Height	11 m	12 m
l.	Definition for a Lot	“Lot” - means a parcel of land fronting on a street separate from any abutting land to the extent that a consent contemplated by Section 49 of the Planning Act, R.S.O. 1983 would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a Building Permit shall be deemed to be a parcel of land and a reserve shall not form part of the lot.	“Lot” - means to deem the subject lands to be one lot regardless of the number of buildings or structures erected, the creation of a new lot by way of common elements condominium, part lot control, consent, and/or any easements or registration that are given.



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m.	Definition of an Exterior Side Yard	“Exterior Side Yard” - means a side yard immediately adjacent to a street line. For the purposes of this paragraph, a lot abutting a greenway block shall be deemed to be a corner lot, having an exterior lot line.	Exterior side yard for Blocks 52 and 54 in the manner shown on Attachment #4
n.	Definition of a Front Yard	“Front Yard” - means a yard extending across the full width of the lot between the front lot line of the lot and the nearest part of the nearest building or structure or open storage use on the lot	Front yard for Blocks 52 to 54 inclusive in the manner shown on Attachment #4
o.	Definition of an Interior Side Yard	“Interior Side Yard” - means the yard between the side lot line and the nearest part of any building or structure or open storage use extending from the front yard to the rear yard of a lot	Interior side yard for Blocks 52 to 54 inclusive in the manner shown on Attachment #4
p.	Definition of a Rear Yard	“Rear Yard” - means the yard extending across the full width of the lot between the rear lot line of the lot and the nearest part of the nearest building or structure on the lot or the nearest open storage use on the lot	Rear yard for Blocks 52 to 54 inclusive in the manner shown on Attachment #4
q.	Minimum Landscaping Around a Parking Area for Multiple Family Dwellings	<p>i. A strip of land not less than three (3) metres in width around the periphery of an outdoor parking area and within the lot on which the said parking area is situated shall be used for no other purpose than landscaping, but this shall not prevent the provision of access driveways across the said strip.</p> <p>ii. An outdoor parking area shall be screened from the street and any adjacent premises.</p>	<p>i. A strip of land not less than 2 metres in width around the periphery of an outdoor parking area and within the lot on which the said parking area is situated shall be used for no other purpose than landscaping, but this shall not prevent the provision of access driveways across the said strip.</p> <p>ii. An outdoor parking area within Blocks 52 to 54 inclusive shall be screened from the street and any adjacent lands.</p>

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r.	Dimensions of Driveways	<p>i. The maximum width of a driveway at the street curb and a curb cut shall be 6 m.</p> <p>ii. Not more than one driveway per lot shall be permitted</p>	<p>i. The maximum width of a driveway at the street curb and a curb cut shall be 7.5m.</p> <p>ii. A maximum of two driveways each with a right-of-way width of 12.5 m may be permitted on Block 52.</p>
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i. Proposed Zoning Exceptions

a) Lot Frontage, Lot Area, and Exterior Yard for the RT1 Zone

The subject lands are located within the Vellore Village District Centre. The permitted density is between 17 to 40 units per ha, and the average density for the quadrant is not less than 25 units per ha. Table 1 identifies the Zoning By-law 1-88 standards for the minimum lot frontage, lot area, and exterior yard (specific note 5) and the proposed exceptions.

The reductions to the standards for the lot frontage and lot area allow for an increased number of units within the plan which complies with the density range with a maximum of 40 units per ha. The increased number of units supports the principles of intensification along transit-supportive road networks. The reduction to the exterior yard affects only Block 44, which abuts a 6 m wide landscape buffer block (Block 55). The intent of a wider exterior yard is maintained when the 1.2 m exterior yard and 6 m wide landscape buffer totalling a 7.2 m yard from the end unit of Block 44 to Weston Road are considered.

b) 1Lot Frontage, Rear Yard, Lot Depth and Garage Width for the RT1 Zone - Block 1

Due to the irregular configuration of the plan, the design of Block 1 as a wide and shallow block results in a reduction to the lot depth standard in Zoning By-law 1-88 from 27.5 m to 20 m. An increase to the minimum lot frontage from 6 m to 10 m is required to ensure that a lot area of 140 m<sup>2</sup> is provided, that is consistent with the lot area proposed for the other blocks within the RT1 Zone. Further, as the lots in Block 1 are wider each with a 10 m frontage, there is the opportunity to provide a 2-car garage for each dwelling unit. An exception to the Zoning By-law is necessary to the maximum interior garage width requirement from 3.048 m to 6 m. The lot would accommodate 4 cars on the lot (2 inside the garage and 2 on the driveway) thereby reducing the on-street parking need for Block 1. As these reduced zoning standards apply to only 4 street townhouse units, the Development Planning Department can support this request.

c) Building Height for the RT1 and RVM2 Zones

The proposed increased building height provides flexibility in the house designs including those with increased roof pitches. The building height increase of 1 m (from 11 m to 12 m) is a minor increase to the maximum height provision. A 12 m building height is considered appropriate from an urban design perspective. In addition, the lands will be subject to Architectural and Urban Design Guidelines, that must be approved by Vaughan Council to ensure appropriate built form.

d) Driveway Width for the RT1 Zone

Zoning By-law 1-88 does not provide a maximum driveway width for lots with less than 6 m lot frontage, as the By-law does not have any zone category where the lot frontage is less than 6 m.

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The Zoning By-law provides a maximum driveway width of 3.5 m for a lot frontage between 6 m and 6.99 m. The draft plan includes lot frontages of 5.5 m. Accordingly, an exception to Zoning By-law 1-88 is required to provide a maximum driveway width of 3.5 m for a lot with a 5.5 m frontage, which is consistent with the driveway width for the slightly wider 6 m lot, and is therefore considered appropriate.

#### e) Distance between the Nearest Driveway and Intersection for the RT1 Zone

The owner requested that the requirement for a minimum distance of 15 m between the nearest driveway and the intersection not be applied to the subject lands, in order to facilitate street townhouse dwelling units on public streets. The application of this requirement does not preclude the development of street townhouse dwelling units on a public street. Street "1" intersects with Weston Road, which is a regional road. The minimum distance of 15 m between the nearest driveway and the intersection of Street "1" at Weston Road shall be maintained to accommodate the regional intersection and road requirements of one, 5 m inbound lane and two, 3.5 m outbound lanes for a distance of 60 m from the widened limit of Weston Road, and to maintain the appropriate site distance for vehicular traffic. The Vaughan Development/Transportation Engineering Department advised that the minimum distance between the nearest driveway and the intersection of street lines for the remaining streets requires that the nearest driveway be outside the sight triangle return. Alternatively, where there is both a sight triangle and a sight triangle return, and where there is no sight triangle return, the driveway shall be outside the sight triangle.

#### f) Number of Townhouse Units in a Row for the RT1 Zone

Zoning By-law 1-88 limits the number of townhouse dwelling units in row to six dwelling units. The proposed townhouse development on Blocks 18 and 19 each include seven dwelling units in a row. The increase to 7 units is requested due to the length (frontage) of the blocks at a minimum of 43 m, providing lots with 5.5 m frontages. The Development Planning Department can support the request to permit seven units in a row given its limited application on only 2 Blocks within the Plan.

#### g) Definition of a Lot for the RVM2 Zone

The proposed exception to the definition of a "lot" is required to ensure that for zoning purposes, each of Blocks 52 to 54 inclusive, shown on Attachment #4, is deemed to be one lot. Given the nature of the proposed development, which includes multiple dwelling units and ownerships, this exception is appropriate and typical for a block development.

#### h) Definitions of Exterior Side, Front, Interior Side and Rear Yards for the RVM2 Zone

The modifications to the definitions for exterior side, front, interior side and rear yards is for the purposes of establishing the minimum yard requirements for Blocks 52 to 54 inclusive with multiple dwelling units as shown on Attachment #4, as the proposed development does not provide the typical yard as per the definitions in Zoning By-law 1-88, and is considered appropriate.

#### i) Landscaping Around a Parking Area for the RVM2 Zone

The owner originally requested that there be no requirement for landscaping or screening for the visitor parking areas within Blocks 52 to 54 inclusive whereas the by-law requires 3.0 m. The Development Planning Department is of the opinion that a minimum landscape strip of 2.0 m around the internal parking area is appropriate and does not preclude the Owner having flexibility

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in the site layout. All parking areas must be screened with landscaping and/or fencing to maintain a high level of streetscape design. These landscape details will be finalized through the review of the future Site Development application, if the subject applications are approved.

#### j) Dimensions of Driveways for the RVM2 Zone

The maximum driveway width at the street curb and curb cut shall be 7.5 m with a 1.5 m wide sidewalk on both sides and a 2 m wide landscape strip for a total right-of-way width of 12.5 m for Block 52. The wider right-of-way for the driveway is to accommodate a sidewalk for the safe movement of pedestrians. The landscaping is to screen the two driveways which are required in accordance with the City Engineering Criteria Guide as 76 units are proposed. The maximum driveway width at the street curb and cut of 7.5 m is proposed whereas 6 m is permitted to access Blocks 53 and 54 inclusive. The increased driveway width is necessary in order to accommodate the turning movements for service vehicles such as refuse/recycling trucks and emergency vehicles. The increased driveway width of 7.5 m is acceptable for Blocks 52 to 54 inclusive.

#### ii. Non-Residential Blocks

Blocks 55 and 79 in the Draft Plan of Subdivision are to be rezoned to OS2 Open Space Park Zone to provide a landscape buffer along Weston Road and Major Mackenzie Drive, respectively.

#### iii. Holding Symbol “(H)”

The implementing Zoning By-law will rezone the residential portion of the subject lands to RT1(H) Residential Townhouse Zone and RVM2(H) Residential Urban Village Multiple Dwelling Zone Two, each with the addition of the Holding Symbol “(H)”, as shown on Attachment #4, to ensure that the following matters are addressed, prior to the removal of the Holding provision:

- a) The water supply and sewage servicing capacity shall be identified and allocated by the Council of the City of Vaughan.
- b) The approval of a Site Development Application(s) for the subject lands.
- c) Blocks 45 to 51 inclusive are developed with the adjacent lands in order to facilitate full lots for street townhouse dwelling units.

The Development Planning Department is satisfied that the proposed rezoning of the subject lands in the manner shown on Attachment #4, together with the requested and/or modified site-specific exceptions discussed above are appropriate for the development of the subject lands.

#### Subdivision Design

The 9.658 ha Draft Plan of Subdivision is comprised of 44 blocks for 226 street townhouse dwelling units and 7 blocks for 16 street townhouses (to be developed with the adjacent lands), and 3 Blocks for 130 block townhouse dwelling units, as shown on Attachment #5.

The Draft Plan of Subdivision includes the east-west traversing 23 m wide primary road (Street “1”) which intersects with Weston Road (arterial road) and with Lawford Road (primary road) should the adjacent lands to the west develop. The alignment of Street “1” as shown on Attachment #5 does not impact the development of the adjacent lands (Cicchino Holdings Ltd. Lands - 3812 Major Mackenzie Drive) located at the south-west intersection of Weston Road and Street “1” and is consistent with the site-specific OPA #712 and Zoning By-law 234-2010 for the Cicchino Holdings Ltd. lands.

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Streets “1” and “2” at their west limits and Street “4” at its north limit will terminate in temporary turning circles pending the development of the adjacent lands to allow the continuation of the streets.

The east-west traversing Street “5”, a 17.5 m wide road (local), intersects with Lawford Road to the west, and with a future 23 m wide primary road should the adjacent lands to the east develop. Street “2”, a 17.5 m wide road (local), intersects with Lawford Road to the west should the adjacent lands to the west develop. Street “4”, the 20 m local road (Village Core) traverses north-south from Street “1” to connect to the lands to the north. Street “3”, a local 17.5 m wide crescent, intersects with both Streets “1” and “2”.

Lands from the Draft Plan of Subdivision are required to facilitate road widenings. The Block 56 widening along Weston Road is required to provide for a minimum of 18 m from the centreline of the construction of Weston Road. The Block 57 widening along Major Mackenzie Drive Road is required to provide for a minimum of 21.5 m from the centreline of the construction of Major Mackenzie Drive.

The Owner has coordinated the development of the draft plan of subdivision with City of Vaughan owned lands, in the manner shown on Attachment #5. The Owner requires the City land to provide access from Lawford Road to the subject lands via Streets “1”, “2” and “5”. Alternatively, the Owner would need to acquire land or develop with the adjacent lands to the east and/or south for road access from Major Mackenzie Drive and/or Weston Road.

All development within the Draft Plan of Subdivision is subject to architectural and urban design approval. Architectural and urban design guidelines must be prepared by the owner and reviewed and approved by the Development Planning Department and Vaughan Council, prior to final approval. A condition to this respect is included in Attachment #1.

Prior to final approval, a landscape master plan must be prepared for the subject lands. The landscape master plan must address matters such as, but not limited to, the co-ordination of the urban design/streetscape elements as they relate to the approved urban design guidelines, edge treatment along Major Mackenzie Drive and Weston Road, landscaping in the exterior side yards to compensate for the reduced landscaping in the sight triangle, and the pedestrian urban connections between streets and built forms. Conditions to this respect are included in Attachment #1.

Should the Zoning By-law Amendment and Draft Plan of Subdivision applications be approved, the block townhouse dwelling units will be subject to Site Plan approval, at which time the proposed building elevations, landscaping plan, including acoustic and privacy fencing details, site grading and servicing plans will be reviewed.

The Development Planning Department is satisfied with the proposed subdivision design, subject to the comments in this report, and the pre-conditions and conditions of approval in Attachment #1.

Developer's Group Agreement

It is a standard condition of Draft Plan of Subdivision approval that the participating landowners for the block execute a Developer's Group Agreement respecting the provision of servicing infrastructure, roads for the Block, parks and open spaces. The owner of the subject lands has joined the Block 40 Developers Group, and as a member of the Block 40 Developers Group will be required to participate in the cost sharing which includes addressing stormwater management, and working with the Block 40 engineer (Schaeffers Consulting Engineers). The subject lands do not abut Belmont Properties (Plan of Subdivision 19T-06V07) directly. However, Street “4” abuts

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the lands to the north, which provides the opportunity for the adjacent lands to the north to provide road access to Belmont Properties to have a future north-south access to Street “1” that intersects with Weston Road. The owner of the subject lands membership as part of the Block 40 Developers Group should address Belmont Properties concerns. A condition is included in the recommendation of this report respecting the Trustee for the Block 40 Developers’ Group advising the City in a letter that all cost sharing for the provisions of parks, cash-in-lieu of parkland, roads, and municipal services within Block 40 have been addressed.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the proposed Draft Plan of Subdivision and provides the following comments:

a) Environmental Site Assessment

The owner has satisfied the city's requirements with respect to the Environmental Site Assessment Phase I and Phase II, based on the city's policy on contaminated or potentially contaminated sites.

b) Servicing Allocation

Servicing for sewage and water servicing capacity has not been allocated for the Draft Plan of Subdivision as indicated in the Servicing Capacity Allocation Strategy Report Annual Distribution City-wide report considered at the October 11, 2013, Committee of the Whole and ratified by Vaughan Council at its October 29, 2013 meeting. As such, the subject lands will be zoned with the Holding Symbol “(H)” pending the allocation of servicing and subject to no-pre-sale conditions. Pre-conditions and conditions to this effect are included in Attachment #1.

c) Transportation

The City's Zoning By-law 1-88 does not require visitors parking for the 246 street townhouse dwelling units. The Draft Plan of Subdivision identified the location of driveways and potential on-street parking spaces. Due to the density of the development (i.e., narrow frontages and close driveway spacing), some streets will have limited opportunity for on-street parking. Based on the parking assessment provided, there will be between 50 and 60 visitor parking spaces available on the street.

It was recommended that Block 52 provide two driveway accesses from Street “5” as it could improve the traffic operation on the streets and within the proposed block. The City's Engineering Criteria Guide recommends two points of access for developments greater than 40 units and Block 52 proposes 76 units.

The Vaughan Development/Transportation Engineering Department has no objections to the development, subject to the pre-conditions, and the conditions of approval in Attachment #1.

Vaughan Cultural Services Division

The Cultural Services Division has received the Ministry of Citizenship, Culture and Recreation's clearance of archaeological concerns respecting the subject lands. As such, the Cultural Services Division has no objection to the approval of the Draft Plan of Subdivision, subject to the inclusion of the standard archaeological resources condition requiring notification should archaeological resources and/or human remains be found on the property during grading or construction activities, and the Owner ceasing all grading or construction activities, being included in Attachment #1.

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##### Vaughan Parks Development Department

The Parks Development Department has no objections to the development, subject to the condition requiring cash-in-lieu of parkland.

##### Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that prior to final approval of the Draft Plan, the Owner shall be required to enter into a Developers' Group Agreement with the other participating landowners within Planning Block 40 to the satisfaction of the City. The Agreement shall be regarding, but not limited to, all cost sharing for the provision of parks, cash-in-lieu of the dedication of parkland, and road and municipal services within Planning Block 40. This agreement shall also provide a provision for additional developers to join the Developers' Group Agreement, when they wish to develop their lands. The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". This is included in the recommendation of this report and conditions of approval in Attachment #1.

##### Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has no objections to the development, subject to the conditions of approval in Attachment #1.

##### School Boards

The York Region District (Public) School Board, York Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have reviewed the applications and advise that they have no objection to the proposal.

##### Canada Post

Canada Post has no objections to the proposal subject to the Owner installing mail facilities and equipment to the satisfaction of Canada Post, which are subject to the conditions of approval in Attachment #1.

##### Enbridge Gas Distribution

Enbridge Gas Distribution has reviewed the proposal and has no objections to the applications. Enbridge advises that at this time, there is not a commitment by Enbridge Gas Distribution to service this site, or to service this site by a given date or that there will be no costs for servicing this site. The Owner is to contact the Enbridge Customer Connections Department at their earliest convenience to discuss the installation and clearance requirements for service and metering facilities. This requirement is included in the conditions of approval in Attachment #1.

##### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

i) Lead and Promote Environmental Sustainability

The Owner will be incorporating the sustainable site and building features identified in this report.

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ii) Plan and Manage Growth & Economic Vitality

The proposed development implements the City's current Official Plan and the Growth Management Strategy as set in Vaughan Official Plan 2010.

The development facilitates intensification to support the expansion of public transportation systems and alternative modes of transportation (e.g. cycling, walking, etc.).

#### **Regional Implications**

The Region of York has provided the following comments:

i. Transportation

Transportation Planning Staff have reviewed the *Traffic Impact Study and Traffic Management Plan* prepared by Genivar Inc. dated April 2013. The updated *Traffic Impact Study and Traffic Management Plan* does not address Transportation Planning Staff comments provided in response to the first subdivision submission. Comments from the Regional Transportation and Community Planning Department, Transportation Planning Branch in a memorandum dated October 18, 2012, are to be addressed, and include, but not limited to the development and implementation of a Transportation Demand Management program.

ii. Sanitary Sewage and Water Supply

This development is located within the Maple North Wastewater Service Area and will be serviced from Water Pressure District No. 7.

It is the region's understanding that the Draft Plan will receive servicing allocation from the city of Vaughan in the short term, which is subject to the completion of the Southeast Collector. If the city does not grant this Draft Plan the required allocation from the region's existing capacity assignments to date, then the development may require additional infrastructure based on conditions of future capacity assignment, which may include:

- Leslie Street Pumping Station - late 2014 expected completion
- Southeast Collector - late 2014 expected commissioning
- Duffin Creek WPCP Outfall - 2017 expected completion
- Duffin Creek WPCP Stages 1 and 2 Upgrades - late 2017 expected completion
- West Vaughan Sewage Servicing - 2018 expected commissioning date
- West Vaughan Water Servicing - 2018 expected completion
- East Vaughan Water and Wastewater Servicing - 2021 expected completion
- Other projects as may be identified in future Master Plan Updates and/or studies

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

In accordance with York Region's servicing protocol respecting Draft Plans receiving approval prior to servicing allocation being available, Staff are requesting that all residential lands be subject to various restrictions (i.e., Holding "(H)" Symbol) to ensure that the water and wastewater servicing are available prior to occupancy. These restrictions are found within the requested schedule of pre-conditions and conditions. In addition, York Region requests that the City of Vaughan apply a lapsing provision to the Draft Plan, pursuant to Section 51(32) of the *Ontario Planning Act*, and that York Region be provided an opportunity to comment on any proposed extensions of approval.



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York Region has no objection to draft approval of the Plan of Subdivision subject to the pre-conditions and conditions in Attachment #1.

#### **Conclusion**

The Zoning By-law Amendment and Draft Plan of Subdivision applications propose to facilitate the development of the subject lands with 364 dwelling units (226 street townhouse dwelling units, 130 block townhouse dwelling units, and blocks for 16 street townhouse dwelling units for the purposes of unit calculation and allocation the blocks for 16 street townhouses are deemed to total 8 units (to develop with the adjacent lands), along with landscape buffers and road widenings, as shown on Attachment #5.

The proposed Draft Plan of Subdivision conforms to Regional and City Official Plan policies. The proposed development yields a residential density of 38.2 units per hectare and conforms to the "Low-Rise Residential" policies of OPA #600, as amended by OPA #650 (Vellore Village District Centre Plan).

The implementing Zoning By-law will zone the Draft Plan of Subdivision with the Holding Symbol "(H)", which will not be removed from the lands zoned RT1 Residential Townhouse Zone and RVM2 Residential Urban Village Multiple Dwelling Zone Two (or portion thereof) until, the water supply capacity and sewage servicing capacity are identified, site development applications are approved for the street townhouse and block townhouse dwelling units, and Blocks 45 to 51 inclusive develop with the adjacent lands in order to facilitate the creation of full lots for street townhouse dwelling units.

The Vaughan Development Planning Department is satisfied that the proposed Draft Plan of Subdivision shown on Attachment #5 will result in a residential development that is appropriate and compatible with the existing and permitted uses in the surrounding area. The Development Planning Department can support the approval of the Zoning By-law Amendment Application and Draft Plan of Subdivision subject to the recommendations in this report, and the Pre-Conditions and Conditions of Approval set out in Attachment #1.

#### **Attachments**

1. Pre-Conditions and Conditions of Approval
2. Context Location Map
3. Location Map
4. Proposed Zoning for Subdivision File 19T-12V002
5. Draft Plan of Subdivision File 19T-12V002
6. Approved Block 40 South Plan

#### **Report prepared by:**

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)