

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 28, 2016

Item 11, Report No. 27, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 28, 2016, as follows:

By approving that the recommendation contained in the report of the Deputy City Manager, Planning & Growth Management, Director of Development Planning, and Senior Manager of Development Planning, dated June 21, 2016, be approved subject to the following in accordance with Communication C3, from the Deputy City Manager, Planning & Growth Management, dated June 23, 2016:

- 1. THAT Recommendation #1 in the report by the Deputy City Manager, Planning & Growth Management, Director of Development Planning, and Senior Manager of Development Planning dated June 21, 2016, Item #11 of Report # 27, be amended by adding the following additional wording:***

“and include a maximum building height of 11.5 m for Lots 1 to 21, and 10 m for Lots 22 to 40 respectively.”

- 2. THAT the attached Zoning By-law replace the By-law included in Vaughan Council’s agenda regarding Zoning Amendment File Z.15.018.***

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**ZONING BY-LAW AMENDMENT FILE Z.15.018
DRAFT PLAN OF SUBDIVISION FILE 19T-15V004
TORONTO WALDORF SCHOOL
WARD 4 - VICINITY OF RUTHERFORD ROAD AND BATHURST STREET**

The Committee of the Whole recommends:

- 1) That consideration of this matter be deferred to the Council meeting of June 28, 2016, to enable staff to provide additional information based on the deputation of the applicant’s planning consultant;**
- 2) That the deputation by Mr. Mark Yarranton, Principal Planner, KLM Planning Partners Inc., Jardin Drive, Concord, on behalf of the applicant, be received; and**
- 3) That Communication C6, memorandum from the Deputy City Manager, Planning & Growth Management, dated June 17, 2016, be received.**

Recommendation

The Deputy City Manager, Planning & Growth Management, Director of Development Planning, and Senior Manager of Development Planning recommend:

- 1. THAT Zoning By-law Amendment File Z.15.018 (Toronto Waldorf School) 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 RV4 Residential Urban Village Zone Four, in the manner shown on Attachment #4, and to permit the site-specific zoning exceptions identified in Table 1 of this report.**
- 2. THAT Draft Plan of Subdivision File 19T-15V004 (Toronto Waldorf School) to facilitate the creation of 45 lots for detached dwellings as shown on Attachment #4, BE APPROVED, subject to the Conditions of Approval set out in Attachment #1.**
- 3. THAT Vaughan Council adopt the following resolution with respect to the allocation of sewage capacity from the York Sewage Servicing/Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol, dated May 19, 2015:**

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“IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-15V004 be allocated servicing capacity from the York Sewage Servicing/Water Supply System for a total of 45 residential units (161 persons equivalent).”

4. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-15V004 (Toronto Waldorf School) shall include the following clause:

“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% 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 Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the Cash-in-lieu payment.”

5. THAT prior to the registration of the Subdivision Agreement, the Owner shall pay to the City of Vaughan, a woodlot development charge at the rate of \$1000.00 per residential dwelling unit in accordance with the previous Special Area Woodlot Development Charge By-law and the City of Vaughan’s Woodlot Acquisition Front-end Agreement.
6. THAT Street “1” in Draft Plan of Subdivision File 19T-15V004 as shown on Attachment #4 be named Hesperus Road as an extension of the existing street name to the north.

Contribution to Sustainability

The applications implement the following Goals and Objectives of Green Directions Vaughan:

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.3: 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:

- Roxul insulation (recycled)
- Increased home air tightness
- Energy star windows
- Low flow water fixtures
- Low VOC paints, glues and varnishes
- Upgraded roof shingles (30 year life)
- Energy star appliances
- Option for a gas ready stove
- Compact florescent light bulbs
- Integrated mechanical systems

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- Energy star washroom exhaust fans
- Large canopy trees along boulevards to provide shade and create a cooling effect
- Hardy tree and shrub species, resistant to low moisture, disease, pests, road salt and vehicular emissions
- Minimizing turf areas to reduce cutting, fertilizing and watering

Economic Impact

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

Communications Plan

On September 11, 2015, a Notice of Public Hearing was circulated to all property owners within the expanded polling area as shown on Attachment #3, and to the Preserve Thornhill Woods Ratepayers Association. A copy of the Notice of Public Hearing was also posted on the City's website (www.vaughan.ca) and two Notice Signs were installed on the property in accordance with the City's Notice Sign Procedure and Protocol. The recommendation of the Committee of the Whole to receive the Public Hearing report of October 7, 2015, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on October 20, 2015.

To date, the following written submissions have been received by the Vaughan Development Planning Department:

- i) B. Katznelson, Auburndale Drive, Preserve Thornhill Woods Association, regarding existing schools and services not being in place to support the development and the increased traffic in the neighbourhood resulting from the proposal.
- ii) J. Kalpin, Serene Way, Preserve Thornhill Woods Association, supportive of applications, however, concerned about the traffic impacts in the neighbourhood and on the nearby local arterial roads.
- iii) R. Koubi, Ner Israel Drive, Preserve Thornhill Woods Association, supportive of applications, however, concerned about the impact on the sewer system, stormwater management, electricity brownouts, educational facilities to support the development, and increased traffic within the community.
- iv) J. Cheskes, Starwood Road, concerned about the traffic impact resulting from the development and that a by-pass traffic route may be created by connecting Bathurst Glen Drive to Hesperus Road.
- v) W. Lee, Fraserwood Road, regarding increased local traffic volume in the neighbourhood and the impact of the development on the school system.
- vi) J. Packer, Serene Way, regarding the preservation of the existing trees on the subject lands and the impact on local schools.
- vii) M. MacAllister, Hesperus Road, regarding improving/encouraging people to take public transit to reduce vehicular traffic.
- viii) M. Miller, Dewpoint Road, regarding the preservation of the existing trees on the subject lands, the heights of proposed dwellings, and the depth of rear yards.
- ix) H. Mortazavi, Dewpoint Road, regarding stormwater management impacts and the height and location of proposed dwellings.

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- x) H. Ziba, Dewpoint Road, respecting preservation of existing trees and creating two cul-de-sac roads instead of a through street within the proposed development.
- xi) M. Ferrer, Dewpoint Road, concerned about the traffic in Thornhill Woods, the proposed Cachet Summerhill Developments Inc. Files Z.15.016 and 19T-15V003, and the proposed Toronto Waldorf School Files Z.15.018 and 19T-15V004 would add to this problem. Would like the proposed road altered and have a route directly to Bathurst Street provided as there are existing traffic problems and this will put further pressure on the roads of Thornhill Woods.
- xii) Hesperus Fellowship Village (“HFV”), Hesperus Road, supportive of development, however, requests that a 1.8 m high wood board privacy fence be constructed along the common boundary between the Toronto Waldorf School lands (Lots 1 – 18) and the HFV, a 1.5 m high Eastern White Cedar hedge be planted on the north side of this fence on the HFV lands, and that a warning clause be included in the Purchase of Sale Agreement that the HFV may expand their retirement community in the future.

The Vaughan Development Planning Department has reviewed these concerns and provide the following responses;

i) Impacts on Local Traffic

The Vaughan Development Engineering and Infrastructure Planning (DEIP) Department has reviewed the updated Traffic Impact Study (TIS) prepared by BA Group and agree with the conclusions of the updated TIS report as it pertains to the traffic analysis and addressing the concerns raised at the October 7, 2015, Public Hearing. The DEIP Department concur that the development proposal can be adequately accommodated by the local road network, without causing adverse impacts to the surrounding community.

ii) Impacts on Schools

The York Region District School Board and the York Catholic District School Board have advised that they do not have any concerns with the proposed development.

iii) Impacts on the Existing Servicing Infrastructure

The Vaughan DEIP Department has reviewed the Functional Servicing Report prepared in support of the applications and have no objection to the development proposal. Servicing capacity is available to support this development. The subject lands were accounted for in the design of the sanitary sewer on Bathurst Glen Drive, therefore, no capacity constraints are anticipated.

iv) Impacts on Existing Trees

The existing tree hedge row located on the lands has not been identified as a significant natural feature in VOP 2010. In addition, however staff has included conditions of draft plan of subdivision approval to address some of the concerns raised regarding impacts on existing trees. These conditions include a requirement for a tree preservation study to the satisfaction of the City. Prior to registration of the subdivision agreement, the Owner will be required to pay a woodlot development charge at the rate of \$1,000.00 per dwelling unit in accordance with the Special Area Woodlot Development Charge By-law and the City of Vaughan Woodlot Acquisition Agreement.

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v) Impacts on Existing Homes to the South and West

The Owners have revised the subdivision design by relocating the proposed road (Street "1"), approximately 6 m north, as shown on Attachment #4, thereby increasing the depth of the proposed lots on the south side of Street "1" (minimum 38.8 m) to provide additional buffering along the interface with the existing lots to the south.

vi) Hesperus Village Fellowship Lands

The Owners have agreed to construct a 1.8 m high wood board privacy fence along the north limit of Lots 1 - 18 and plant a 1.5 m high cedar hedge on the Hesperus Village Fellowship (HVF) lands along the north side of the wood board privacy fence. A condition with respect to adding a warning clause to the Purchase and Sale agreement will be added to the Conditions of Draft Approval.

On June 9, 2016, the Vaughan Development Planning Department mailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals requesting notice of further consideration of the subject applications.

Purpose

The purpose of this report is to seek approval from the Committee of the Whole for the following applications:

1. Zoning By-law Amendment File Z.15.018 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from A Agricultural Zone to RV4 Residential Urban Village Zone Four in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 of this report.
2. Draft Plan of Subdivision File 19T-15V004, to facilitate a residential subdivision consisting of 45 lots for detached dwellings, as shown on Attachment #4, as follows:

Lots 1 - 45 (lots for detached dwellings - minimum 7.75 m frontage)	1.552 ha
Blocks 46 - 49 (0.3 m reserves)	0.002 ha
<u>Road (Street "1" 17.5 m right-of-way width)</u>	<u>0.399 ha</u>
Total Area	1.953 ha

Background - Analysis and Options

Synopsis:

The Owner is seeking Draft Plan of Subdivision approval of a plan consisting of 45 lots for detached dwellings as shown on Attachment #4. The Vaughan Development Planning Department supports the proposed development since it implements Vaughan Official Plan 2010 (VOP 2010) and is compatible with the surrounding existing and planned land uses.

Location

The 1.953 ha subject lands shown on Attachments #2 and #3 are located west of Bathurst Street and south of Rutherford Road, specifically north of the termination of Bathurst Glen Drive, municipally known as 9100 Bathurst Street, City of Vaughan. The surrounding land uses are shown on Attachment #3.

Official Plan

The subject lands are designated "Low-Rise Residential" by Vaughan Official Plan 2010 (VOP 2010), and are located within a "Community Area" identified on Schedule 1, Urban Structure of

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VOP 2010, which permits detached dwelling units. The proposed residential Draft Plan of Subdivision conforms to VOP 2010.

Block 10 Plan

The Block 10 Plan was approved by Vaughan Council on January 11, 2001, and identifies the subject lands as “Institutional” as the Toronto Waldorf School had historically owned and occupied the subject lands. The Block 10 Plan must be revised to reflect the change in use from Institutional to Low- Rise Residential, should these applications be approved.

Zoning

The subject lands are zoned A Agricultural Zone by Zoning By-law 1-88, which does not permit the proposed 45 lot residential Draft Plan of Subdivision. The Owner proposes to rezone the subject lands to RV4 Residential Urban Village Four Zone, to facilitate the creation of 45 lots for detached dwellings, as shown on Attachment #4. The following site-specific zoning exceptions to the RV4 Zone are required to permit the proposed Draft Plan of Subdivision:

Table 1:

	Zoning By-law 1-88 Standards	RV4 Residential Urban Village Zone Four Requirements	Proposed Exceptions to the RV4 Residential Urban Village Four Zone Requirements
a.	Yard Encroachments	No encroachment permitted in an interior side yard shall be closer than 1.2 m to a lot line except eaves and gutters.	Permit a fireplace or chimney to encroach 0.5 m into any yard, provided the yard is a minimum of 1.2 m
b.	Minimum Lot Frontage	9.75 m	7.75 m
c.	Minimum Lot Area	292 m ²	230 m ²
d.	Minimum Interior Side Yard	1.2 m	0.45 m, where it abuts a minimum yard of 1.2 m
e.	Minimum Lot Depth	30 m	29 m (Lot 45)
f.	Maximum Building Height	9.5 m	11.5 m (Lots 41 to 45)
g.	Maximum Garage Projection (Schedule A1, Note 8.1)	No garage shall project more than 2.5 m beyond the most distant point of the front wall of a dwelling from the street line at the ground floor level	Note 8.0 shall not apply to the subject lands.

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The Vaughan Development Planning Department can support the proposed site-specific zoning exceptions to the RV4 Residential Urban Village Four Zone for the following reasons:

a) Minimum Encroachments of Architectural Features

The proposed encroachment of a fireplace and chimney will allow for dwelling articulation to facilitate the interior floor plan and the location in the interior yard will have minimal impact on the adjacent property or the streetscape.

b) Minimum Lot Frontage, Lot Area, Yards and Lot Depth and Garage Projections

The 7.75 m lot frontage and 230 m² lot area are generally consistent with other lots in the surrounding area and would result in a development that is compatible with the neighbourhood.

The minimum lot depth exception is proposed for only one lot (Lot 45) and is considered minor.

The proposed dwelling designs include articulated front walls, portions of which may be located more than 2.5 m from the front face of the garage. However, dwelling designs do not include a garage that projects significantly into the front yard or beyond the entire front wall of the dwelling.

The reduction in minimum lot frontage, lot area, side yards, lot depth and garage projection are considered to be minimal and consistent with the surrounding detached dwellings in the community.

c) Maximum Building Height

The Owner proposes to increase the maximum permitted building height by 2 m to accommodate a three-storey built form design on Lots 41 to 45. The Vaughan Development Planning Department supports the increased building height in consideration of the minimum 30 m deep lots and 7.5 m rear yard being provided, which will provide for an adequate separation with existing abutting uses. The proposed building height will also contribute to the variety of housing styles within the neighbourhood.

Subdivision Design

The proposed Draft Plan of Subdivision shown on Attachment #4 consists of 45 lots with a minimum lot frontage of 7.75 m served by a 17.5 m wide public road (Street "1" - to be named Hesperus Road as discussed later in the "Street Name" section of this report), which extends north from the current terminus of Bathurst Glen Drive through to Street "A" in the proposed adjacent northerly Draft Plan of Subdivision File 19T-15V003 (Cachet Summerhill Developments Inc.) and ultimately to connect with Hesperus Road and to Fraserwood Road. The Owner is proposing a sidewalk located on the north and east sides of the proposed Street "1".

A proposed driveway from the Toronto Waldorf School lands to the east connects to the east side of Street "1" north of the existing terminus of Bathurst Glen Drive, as shown on Attachment #4. The approval of the driveway design (i.e. width, daylight triangles, etc.) and any associated landscape treatment and fencing will be reviewed when the Toronto Waldorf School submits a Site Development Application for a revision to the approved site plan on their lands. The Vaughan DEIP Department has advised that a 0.3 m reserve will be required along the east side of Street "1", between the existing lot to the immediate south of the proposed driveway and Lot 21 on the Draft Plan of Subdivision. This will ensure the driveway cannot be used until the Toronto Waldorf School submits the Site Development Application for their lands. In addition, a warning clause is included in the Conditions of Approval in Attachment #1 advising the purchasers of Lots 21 and 22 that a future driveway may be provided in this location.

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The Owner proposes to install wood board privacy fencing along the north limits of Lots 1 to 18 to address the privacy concerns of the existing residents to the north. Furthermore, Street “1” was relocated to increase the depths of the lots on the south side of Street “1” to accommodate additional privacy for the existing residents to the south.

The Owner is advised that the proposed Draft Plan of Subdivision must be consistent with the Vaughan Council approved Block 10 Architectural Design Guidelines, prepared by Watchorn Architect Inc. A condition to this effect is included in Attachment #1.

The Vaughan Development Planning Department has no objection to the approval of the proposed Draft Plan of Subdivision as shown on Attachment #4, subject to the Conditions of Approval set out in Attachment #1.

Street Name

Should Draft Plan of Subdivision Files 19T-15V004 (subject lands) and 19T-15V003 (lands to the north) be approved, the street name of the new public road will be Hesperus Road, as an extension of an existing road to the north, in order not to inconvenience existing residents of the Hesperus Village Seniors Residence building located at 1 the Hesperus Road and along Bathurst Glen Drive. Appropriate signage will be required to indicate that the Hesperus Road street name changes to Bathurst Glen Drive at the southeast corner of the subject lands.

Developer's Group Agreement

It is a condition of Draft Plan of Subdivision approval (Attachment #1a) that the Owner must satisfy all requirements of the Block 10 Developers Group Agreement and is required to satisfy all obligations, financial and otherwise, to the satisfaction of the Block 10 Trustee and the City of Vaughan.

Vaughan Development Engineering and Infrastructure Planning Department

The Vaughan DEIP Department has reviewed the development proposal and provides the following comments:

i) Road Network & Transportation Planning

The subject lands are located north of the existing Bathurst Glen Drive terminus that intersects with Serene Way. The Owner proposes to extend Hesperus Road (shown as Street ‘1’ on Attachment #4) north and west through the subject lands from Bathurst Glen Drive and connect to the Hesperus Road extension to the north (to be constructed via File 19T-V15003, Cachet Summerhill Developments), thereby creating a north-south connection from Fraserwood Road to Bathurst Glen Drive.

ii) Transportation Impact Study (TIS)

The Toronto Waldorf School development for 45 residential units and the Hesperus proposal for 20 units together are expected to generate a total of 58 and 67 trips in the weekday peak AM and PM hours, respectively. The impact of these additional trips was analyzed by adding them to the existing and future background traffic of 2015 and 2020. The following four (4) study area intersections were analyzed:

- Bathurst Glen Drive and Serene Way
- Bathurst Glen Drive and Apple Blossom Drive
- Bathurst Glen Drive and Ner Israel Drive/Yeshiva College Driveway
- Thornhill Woods Drive and Apple Blossom Drive

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The TIS shows the additional site generated traffic would not have an adverse impact on the local road network, as both the existing and future total traffic conditions had the same Level of Service (LOS) 'D' or better. LOS 'D' is an acceptable threshold for an urban setting such as Thornhill Woods.

With the proposed sidewalk on the east side of Street '1', the development will improve neighbourhood connectivity for all road users, including better connectivity for pedestrians and cyclists. The development would be located within a four (4) minute walk to a bus stop on the Thornhill Woods York Region Transit (YRT) Route 23 at Fraserwood Road.

i) Block 10 Traffic Concerns Heard at Public Hearing

On October 7, 2015, a Public Hearing was held at Vaughan City Hall with regards to the proposed subject applications and the proposed Cachet Summerhill development to the north (File 19T-15V003). Listed below are the residential concerns and their respective response as prepared by City Staff and the BA Group in the Updated TIS:

a) Exclusive North Bound (NB) Right Turn Lane at Rutherford Road & Thornhill Woods Drive

Analysis of the signalized intersection completed by the BA Group indicates that the northbound right turn movement operates at an overall level of service (LOS) 'D' during both the morning and afternoon peak hours under existing conditions through to future total conditions, which includes site-related traffic. Based upon the analysis results, a dedicated northbound right lane is not currently warranted.

b) All-way Stop Control Request for the Dewpoint Road & Serene Way Intersection

The City of Vaughan's Traffic Engineering staff has completed an all-way stop control (AWSC) investigation and has concluded this intersection warrants an AWSC. In the near future, staff will be preparing a report for Council's consideration recommending the AWSC implementation.

c) Cut-through Traffic as a Result of New Development

The proposed northerly extension of Street '1' through the subject site and its connection to Fraserwood Road is consistent with the policies set out in the City of Vaughan Official Plan (Policy 4.2.1.5), which states (in part) to:

“develop a connected and continuous, grid-like street network that supports convenient and efficient travel by all modes of transportation and to discourage the development of street types that disrupt the grid network. New development shall be planned to support a grid-like street network with multiple connections to collector and arterial streets.”

The proposed road supports the convenient and efficient travel by all modes of transportation and discourages street types that disrupt the grid network, (i.e., two back to back cul-de-sacs). The construction of Street '1' also implements the road network illustrated on Schedule 9 of the Vaughan Official Plan 2010. However, it is noted that the geometric design of Street '1' (i.e. two 90 degree bends), would serve to reduce the operating speed along this section of road and therefore, reduce its attractiveness for cut-through traffic.

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d) Growing Problem of Increased Traffic Volumes and Speeds

Apple Blossom Drive, Ner Israel Drive, Summeridge Drive, Pleasant Ridge Avenue, Thornhill Woods Drive and Bathurst Glen Drive are designated as minor collector roads in VOP 2010. These minor collector roads are designed to accommodate projected traffic volumes of the order of 5,000 vehicles per day and are considered as potential transit routes. Surveys conducted by the City and BA Group indicate observed volumes were well within the accepted daily range of 5,000 vehicles for minor collector roads in the City of Vaughan road classification criteria. The results indicate that there is currently significant reserve capacity along Ner Israel Drive and Apple Blossom Drive. All other roads within the block are designated in VOP 2010 as local roads and accommodate up to 2,500 vehicles per day. Peak hour turning movement counts at the collector road intersection indicate that daily volumes on local roads such as Fraserwood Road and Serene Way are less than 1,000 vehicles per day. Therefore, based on the foregoing, existing daily traffic volumes on local and collector roads within the block are well within the accepted environmental range for which they have been designed.

e) Request for Better Pedestrian and Cycling Connectivity

The existing sidewalk along Bathurst Glen Road will be extended north and west through the subject site and is proposed to connect to the sidewalk extension through the development to the north. Currently, there is a gap in the system. No pedestrian sidewalks are available on Hesperus Road and on Fraserwood Road between Hesperus Road and Dewpoint Road. The DEIP Department is satisfied with the proposal from the Toronto Waldorf School and Cachet Summerhill to install a continuous sidewalk along the east and north sides only of the proposed Hesperus Road extension from Bathurst Glen Drive to Fraserwood Road. The improved active transportation connection would not only provide better pedestrian connectivity for future residents of the subject site and Cachet Summerhill, but also for residents along Fraserwood Road.

f) Parking Issues

Area residents have expressed concern with the lack of existing parking in the block, stating that the proposed developments will only create more demand for parking. A minimum of 90 parking spaces will be provided for the 45-unit subdivision (i.e., each dwelling in the proposed subdivision will have two parking spaces in accordance with Zoning By-law 1-88). Also, it is noted that on-street parking on the proposed Bathurst Glen Drive extension will increase the available parking supply in the block. Therefore, the proposed development provides sufficient parking so that the future residents and visitors are unlikely to disrupt off-site roads and area parking facilities. The proposed parking supply provided on each lot satisfies the parking supply requirements set out in Zoning By-law 1-88 and is consistent with subdivisions across the City.

g) Congested Arterial Roads: Rutherford Road, Bathurst Street & Dufferin Street

The widening and improvement to Bathurst Street, Dufferin Street, and Rutherford Road were approved by York Region Council in 2011, and are identified on the York Region's 2011, 10-Year Roads and Transit Construction Program. Municipal Class Environmental Assessment (EA) Studies have been completed for the planned improvements. These planned improvements will increase the road capacity and help to reduce congestion on the boundary arterial roads.

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Bathurst Street is planned to be widened from four (4) to six (6) lanes, including High Occupancy Vehicles and two or more bicycle lanes between Regional Road 7 and Teston Road / Elgin Mills Road. According to the York Region Community Planning and Development Services Department, Bathurst Street construction is expected to start in 2017 with utility relocations commencing in 2016.

Rutherford Road / Carrville Road, from Jane Street to Yonge Street is planned to be widened with additional traffic lanes and new bike lanes on both sides of the street. Improvements to Carrville Road, from Bathurst Street to Yonge Street are scheduled for 2017. The Environmental Assessment study is in the final stages and will be filed for completion in Spring 2016.

Dufferin Street has already been widened to a five lane urban cross-section with pedestrian sidewalks on both sides.

h) Future Construction Causing Disturbance to Residents

Prior to the approval of any construction activity, the developer is required to submit a traffic control plan (TCP), especially if the construction is within the public right-of-way. The TCP will help to minimize the traffic impacts to the environment, minimize disturbance to residents and ensure the safe movement of all traffic, including general public and the site traffic, during construction.

The DEIP Department agree with the conclusions of the updated TIS report as it pertains to the traffic analysis and addressing of residential concerns identified at the October 7, 2015, Public Hearing. The subject development can be adequately accommodated by the local road network, without causing adverse impacts to the surrounding community.

iv) Water Servicing

The development is proposed to be serviced via a connection to the existing 200 mm diameter watermain on Bathurst Glen Drive. A 200 mm diameter watermain on Street '1' will service the proposed residential units. Upon completion of the proposed residential development north of the subject site (Cachet Summerhill Developments) the watermain will also be connected to existing infrastructure at Hesperus Road, thereby creating a looped connection. Maximum day plus fire flow water demand is calculated to be 117.88 L/s (litres/second).

v) Sanitary Servicing

Proposed local sanitary sewers will convey effluent southerly on Street '1' through the development and will be sized to also convey effluent from the proposed residential development to the north (Cachet Summerhill Development). Peak sanitary flows for the proposed development total 3.67 L/s and will drain via the existing 200 mm diameter sewer on Bathurst Glen Drive. The subject lands were accounted for in the design of the sanitary sewer on Bathurst Glen Drive, and therefore, no capacity constraints are anticipated.

vi) Servicing Capacity Allocation

On May 19, 2015, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City over the next three years. Therefore, the following resolution to allocate capacity to the subject development may be recommended for Council approval:

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“IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-15V004 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 45 residential units (161 persons equivalent).”

vii) Storm Drainage

Stormwater management for the subject site consists of directing major and minor flows southerly to the existing stormwater management facility (Autumn Hill Pond) located west of Bathurst Street. The subject lands are tributary to this pond and were considered during the design stage of this facility. To help meet Toronto and Region Conservation Authority (TRCA) water balance objectives, Low Impact Development (LID) measures are proposed for the subject development to promote infiltration and groundwater recharge. The potential LID measures include disconnected downspouts, permeable driveways and increased topsoil depths. These measures will be further evaluated at the detailed design stage. Local storm sewers are proposed on Street ‘1’ to convey the minor storm system.

As part of the engineering design and prior to the initiation of any grading on the Draft Plan of Subdivision, the Owner shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands. This report shall describe the proposed drainage system to develop the subject lands and include, but not be limited to, the following items:

1. Plans illustrating the proposed system and its connection into the existing storm system;
2. Storm water management techniques that may be required to control minor or major flows;
3. Detail all external tributary lands, including the existing development(s); and,
4. Proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

The municipal servicing design shall conform to the approved Block 10 Block Plan and Master Environmental Servicing Plan (MESP).

viii) Environmental Noise Impact

The Owner submitted a noise brief titled “Environmental Noise Feasibility Study, 9100 Bathurst Street - Waldorf Site”, prepared by Valcoustics Canada Ltd.; dated June 22, 2015. The noise brief concluded the following:

- All dwellings in the proposed development require the provision for adding air conditioning at a later date;
- For Lots 1 and 22, 1.8 m high sound barriers are required.

It is noted that the Draft Plan of Subdivision does not match the Draft Plan used for the submitted noise brief. The Owner shall supply an updated noise brief that includes the final Draft Plan of Subdivision and applicable conclusions and recommendations.

The appropriate noise warning clauses shall be registered on title and be included in Offers of Purchase and Sale or Lease. A detailed, site-specific noise report must be completed at the detailed design stage when architectural plans are developed.

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The DEIP Department has no objection to the approval of Draft Plan of Subdivision File 19T-15V004, subject to the comments in this report and the Conditions of Approval set out in Attachment #1.

Vaughan Development Planning Department, Urban Design and Cultural Heritage Division

The Vaughan Urban Design and Cultural Heritage Division has reviewed Files Z.15.018 and 19T-15V004 and provided the following comments:

1. The Cultural Heritage Division received a letter from the Ministry of Tourism, Culture and Sport (MTCS) dated February 19, 2016, advising that the MTCS concurs with the report's recommendations that no further archaeological assessment of the subject property is required. Accordingly, the City of Vaughan Cultural Heritage Division does not have any further concerns with the applications.
2. In areas that have been cleared of concern for archaeological resources, the following standard conditions shall include as conditions of Draft Plan of Subdivision approval:
 - a) 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.
 - b) In the event that human remains are encountered during construction activities, the proponent must immediately cease all construction activities. The proponent shall contact the York Regional Police Department, the Regional Coroner and the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer Services.

These conditions are included in the Conditions of Approval in Attachment #1a).

Office of the City Solicitor, Real Estate Department

The Office of the City Solicitor, Real Estate Department, has advised that 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% 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 Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment. This condition is included in the recommendation of this report and in the Conditions of Approval in Attachment #1a).

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the proposed Draft Plan of Subdivision and advises that Cash-in-lieu of Parkland is to be provided in accordance with the City's Policies and Procedures.

Toronto and Region Conservation Authority (TRCA)

The TRCA has no objection to the approval of the subject applications.

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Hydro One

Hydro One has no objections to the subject applications. Hydro One advises that the Owner must contact the local area distribution supplier for proposals affecting 'Low Voltage Distribution Facilities'.

PowerStream

PowerStream has no objections to the subject applications. PowerStream advises the Owner to contact them to discuss all aspects of the proposal. This requirement is included in the Conditions of Approval in Attachment #1a).

Bell Canada

Bell Canada has not provided comments regarding the applications. The Owner will be required to satisfy all requirements of Bell Canada. Conditions of approval in this regard will be included in the subdivision agreement and in Attachment #1a).

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 #1c).

Enbridge Gas Distribution

Enbridge Gas Distribution has no objections to the applications. Enbridge advises that the Owner is required to contact Enbridge's Customer Connections Department 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 Owner. In the event that an easement(s) is required to service this development, the Owner will provide the easement(s) to Enbridge Gas Distribution at no cost. This requirement is included in the Conditions of Approval in Attachment #1d).

School Boards

The York Region District (Public) School Board and York Catholic District School Board have advised that they have no objection to the development proposal and have no conditions of approval for the Draft Plan of Subdivision.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report supports the following priority set forth in Term of Council Service Excellence Strategy Map (2014-2018):

- Improve municipal road network
- Continue to develop transit, cycling and pedestrian options to get around the City
- Re-establish the urban tree canopy

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Regional Implications

The proposed development is located within the Bathurst Trunk Wastewater Service Area and will be serviced from Water Pressure District No. 6. The proposed development will receive water and wastewater servicing allocation from the City of Vaughan in the short term.

York Region has no objection to the approval of the Zoning By-law Amendment application and to Draft Plan of Subdivision File 19T-15V004, subject to their Pre-conditions and Conditions of Approval in Attachment #1b).

Conclusion

The Vaughan Development Planning Department has reviewed Zoning By-law Amendment File Z.15.018 and Draft Plan of Subdivision File 19T-15V004, in accordance with the applicable policies of the City's Official Plan, Zoning By-law 1-88, comments from City Departments and external public agencies, and the surrounding existing and planned land uses. The applications will facilitate the development of a residential subdivision with a built form and character that will be consistent and compatible with the existing and planned community.

The Vaughan Department Planning Department can support the approval of the Zoning By-law Amendment and Draft Plan of Subdivision applications, subject to the recommendations in this report, and the Conditions of Approval set out in Attachment #1 of this report.

Attachments

1. Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-15V004 and Proposed Zoning

Report prepared by:

Carol Birch, Planner, ext. 8485
Stephen Lue, Senior Planner, ext. 8210

(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.)