

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017**

Item 4, Report No. 31, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2017.

**4**

**ZONING BY-LAW AMENDMENT FILE Z.16.052  
DRAFT PLAN OF SUBDIVISION FILE 19T-16V010  
NASHVILLE DEVELOPMENTS (NORTH) INC.  
WARD 1 - VICINITY OF HUNTINGTON ROAD AND NASHVILLE ROAD**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Planning & Growth Management, Director of Development Planning, and Senior Manager of Development Planning, dated September 19, 2017:**

**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.16.052 (Nashville Developments (North) Inc.) BE APPROVED, to:
  - a) amend Zoning By-law 1-88 on the subject lands shown on Attachments #2 and #3, specifically to rezone the subject lands from A Agricultural Zone, A Agricultural Zone subject to site-specific Exception 9(189) and RR Rural Residential Zone subject to site-specific Exception 9(256) to the following zones in the manner shown on Attachment #4.
    - RD3(H) Residential Detached Zone Three and RD4(H) Residential Detached Zone Four both with the Holding Symbol “(H)”;
    - RD4(H) Residential Detached Zone Four with the Holding Symbol “(H)” subject to site-specific Exception 9(1440); and
    - OS1 Open Space Conservation Zone, OS2 Open Space Park Zone and OS4 Open Space Woodlot Zone;
  - b) permit the site-specific exceptions to Zoning By-law 1-88 identified in Table 1 of this report; and
  - c) that the Holding Symbol “(H)” shall not be removed from the subject lands or portion(s) thereof until the following conditions are satisfied:
    - i) Street access through Draft Plan of Subdivision Files 19T-10V004 (to the north), 19T-10V005 (to the south) and 19T-15V006 (to the east) is secured to the satisfaction of the Development Engineering and Infrastructure Planning Department.
    - ii) Blocks 129 to 133 inclusive are developed with Block 56 in Registered Plan 65M-4564 (Plan of Subdivision File 19T-10V005, Pinestaff Developments Inc.) and are in a consistent zone to form full lots for future development.
2. THAT Draft Plan of Subdivision File 19T-16V010 (Nashville Developments (North) Inc.), BE APPROVED, to facilitate a residential Draft Plan of Subdivision comprised of 125 lots

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for detached dwellings and 8 blocks to be combined with future blocks on the adjacent lands to create full lots for future detached dwellings, as shown on Attachment #4, subject to the Conditions of Approval set out in Attachment #1.

3. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-16V010 (Nashville Developments (North) Inc.) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a maximum total of 129 residential units (462 persons equivalent) in accordance with the Inflow and Infiltration Reduction Pilot Project agreement between York Region, the Huntington Landowners Trustee Inc., and the City.”

4. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-16V010 (Nashville Developments (North) Inc.) include the following clauses:

- i) Prior to final approval of the Draft Plan of Subdivision the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 61 West to the satisfaction of the City. The agreement shall include, but not be limited to, all cost sharing for the provision of parks, cash-in-lieu of parkland, road and municipal services within Block 61 West. This agreement shall also provide a provision for additional developers to participate in the Developers' Group Agreement when they wish to develop their lands.
- ii) The Owner shall provide parkland and/or pay to Vaughan, by way of certified cheque, cash-in-lieu of the dedication of parkland prior to the issuance of a Building Permit in accordance with the *Planning Act* and the City's Cash-in-Lieu of Parkland Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.

#### **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

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
- Objective 3.3: Reduce single occupant vehicle (SOV) trips by supporting active transportation, car pooling and public transit

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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) low impact development (LID) measures are proposed to manage stormwater, the design(s) of which will be finalized through the detailed engineering of the plan of subdivision. Infiltration trenches are proposed adjacent to open spaces and watercourses resulting in a net reduction of runoff to the stormwater management ponds while enhancing the recharge of the local groundwater system and the flow of the central watercourse. The proposed lot grading, where possible, will convey overland flow to the central watercourse resulting in less treatment and adequate water supply for the watercourse and wetlands;
- ii) pedestrian and cycling connections on the multi-use paths (sidewalks and a curb cycling lane on Street "A") to transit stops (90% of the planned population is located within 500 m of a transit stop), commercial and recreational facilities;
- iii) building materials which include, the use of low volatile organic compound (VOC) paints, varnishes, stains and sealers; energy efficient appliances; EnergyStar homes;
- iv) hiring a construction waste management company to collect and stream construction waste; and
- v) a homeowner education package regarding sustainable features incorporated into the development.

#### **Economic Impact**

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

#### **Communications Plan**

On April 28, 2017, a Notice of Public Hearing was circulated to all property owners within 150 m of the subject lands and to the Kleinburg and Area Ratepayers Association. A copy of the Notice of Public Hearing was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and Notice Signs were installed on the subject lands in accordance with the City's Notice Sign Procedures and Protocols.

A Committee of the Whole (Public Hearing) was held on May 23, 2017, where the recommendation of the Committee was to receive the Public Hearing report of May 23, 2017, and to forward a comprehensive technical report to a future Committee of the Whole meeting. The recommendation of the Committee of the Whole was ratified by Vaughan Council on June 5, 2017. No deputations were made at the Public Hearing and at the time of the preparation of this report the Development Planning Department has not received any written comments regarding the development proposal.

#### **Purpose**

To seek approval from the Committee of the Whole for the following applications on the subject lands shown on Attachments #2 and #3:

1. Zoning By-law Amendment File Z.16.052 to:

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- a) amend Zoning By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone, A Agricultural Zone subject to site-specific Exception 9(189) and RR Rural Residential Zone subject to site-specific Exception 9(256) as shown on Attachment #3, to the following zones in the manner shown on Attachment #4:
- RD3(H) Residential Detached Zone Three and RD4(H) Residential Detached Zone Four both with the Holding Symbol “(H)”;
  - RD4(H) Residential Detached Zone Four with the Holding Symbol “(H)”, subject to site-specific Exception 9(1440); and
  - OS1 Open Space Conservation Zone, OS2 Open Space Park Zone and OS4 Open Space Woodlot Zone;
- b) permit site-specific zoning exceptions to Zoning By-law 1-88 identified in Table 1 of this report.
2. Draft Plan of Subdivision File 19T-16V010, to facilitate a proposed residential Draft Plan of Subdivision consisting of 125 lots for detached dwellings and 8 part blocks for future detached dwellings, as shown on Attachment #4, consisting of the following:

<b>Lots/ Blocks</b>	<b>Land Use</b>	<b>Area (ha)</b>	<b>Number of Units</b>
1-125	Detached Residential Units	5.53	125
126-133	8 Residential Blocks	0.20	4
134	Future Development	0.09	
135	Open Space	0.64	
136	Woodlot	1.33	
137-138	7.5 m Wide Open Space Buffers	0.33	
139	10 m Wide Open Space Buffer	0.35	
140-141	Vistas	0.19	
142	CPR Greenway	0.04	
143	12.5 m Wide CPR Berm	0.02	
144	6 m Wide Walkway	0.02	
145-169	0.3 m Reserves	0.01	
	Streets (Collector, Primary, & Local)	1.95	
	<b>Total</b>	<b>10.70</b>	<b>129</b>

#### **Background - Analysis and Options**

##### *Synopsis:*

*The Owner is proposing to develop the subject lands for a residential plan of subdivision consisting of 125 lots for single detached dwellings and 8 blocks to be combined with other blocks to create full lots (8 units) for future residential development and to maintain the 1.3 ha tableland woodlot and open space lands, as shown on Attachment #4. The Development Planning Department supports the approval of the Zoning By-law Amendment and Draft Plan of Subdivision applications as they implement Vaughan Official Plan 2010, the Nashville Heights Block 61 West Plan, and the development proposal is compatible with the surrounding existing and planned land uses.*

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##### Location

The subject lands are located on the east side of Huntington Road and south of Nashville Road, as shown on Attachments #2 and #3, and are municipally known as 10533, 10555 and 10579 Huntington Road. The surrounding land uses are shown on Attachment #3.

##### Vaughan Official Plan 2010

The subject lands are designated “Low-Rise Residential”, “Mid-Rise Residential” and “Natural Areas” by Vaughan Official Plan 2010 (VOP 2010), specifically Volume 2, Section 12.7 – Block 61 West Nashville Heights. The “Low-Rise Residential” designation permits detached dwellings having a maximum building height of three-storeys. The lands designated “Mid-Rise Residential” are located on the east and west side of Barons Street and are comprised of Lots 25 to 32 inclusive and Lots 49 to 56 inclusive. Policy 12.7.3.4 of VOP 2010 permits detached dwelling units in the “Mid-Rise Residential” designation in accordance with Section 9.2.3, having a maximum height of three-storeys. The proposed Draft Plan of Subdivision to create lots for detached dwellings conforms with the Low-Rise and Mid-Rise Residential designations of VOP 2010. The “Natural Area” designation permits valley and stream corridors, wetlands and woodlands.

The Owner proposes to modify the “Natural Area” designation boundary of VOP 2010 to facilitate additional lotting and a revised road pattern in the area shown on Attachment #5. VOP 2010 specifies that “the location and widths of all valley and stream corridors are approximate and may change without requiring an amendment to the Official Plan”. The modification to the “Natural Area” designation has been reviewed and approved by the Toronto and Region Conservation Authority (TRCA).

##### Nashville Heights Block 61 West Plan

On May 24, 2011, Vaughan Council approved the Nashville Heights Block 61 West Plan (“Block Plan”), which includes the subject lands. The Block Plan provides the basis for the land uses, housing mix, development densities, environmental protection, servicing infrastructure, transportation (road) network, public transit, urban design, and phasing for Block 61 in order to manage growth. The proposed Draft Plan of Subdivision is consistent with the approved Block Plan, as shown on Attachment #6.

The Owner proposes minor modifications to the approved land uses, lotting and road pattern in the Block Plan, and the “Natural Areas” designation of VOP 2010 as discussed above. The Block Plan and supporting Master Environmental Servicing Plan (MESP) must be updated to address the modifications should the subject applications be approved. A condition to this effect is included in Attachment #1.

Within the Block Plan, the alignment, function and ultimate characteristics of Tributary “A” have been part of on-going negotiation with the TRCA considered since the original approval of Official Plan Amendment (OPA) #699, which implemented the land use designations for Block 61. OPA #699, includes a policy that provides for the relocation of the channel and associated works without requiring further amendment to the Official Plan.

As part of the process of realigning Tributary “A”, the TRCA has issued a permit under Ontario Regulation 166/06 for the decommissioning of the existing on-line ponds, and surrounding marsh and woodland. Plantings within the City’s parkland, the CP berm and within the channel have already been identified as part of the restoration areas during the Block Plan approval process and are not considered as part of the compensation required for Tributary “A”. Additional planting

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is planned within the City's parkland in Block 61, along the CP berm and within the channel of the Block Plan. It is noted that as identified by the Environmental Impact Study (EIS), prepared by Beacon Environmental, and reviewed by the City, York Region and the TRCA, that the area associated with the Open Space system within the Block Plan will be improved through a more robust planting plan in comparison to the predevelopment condition of the lands within the Block. Staff will continue to seek an increase in the natural land area to improve the overall open space system when the remaining Draft Plan of Subdivision applications are submitted to the City for approval.

### Zoning

The subject lands are zoned A Agricultural Zone, A Agricultural Zone subject to site-specific Exception 9(189) and RR Rural Residential Zone subject to site-specific Exception 9(256), as shown on Attachment #3. To facilitate the proposed Draft Plan of Subdivision shown on Attachment #4, an amendment to Zoning By-law 1-88 is required to rezone the subject lands in the manner shown on Attachment #4, together with the following site-specific zoning exceptions:

Table 1: Proposed Zoning Exceptions

	<b>Zoning By-law 1-88 Standard</b>	<b>RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four Requirements</b>	<b>Proposed Exceptions to the RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four Requirements</b>
a.	Minimum Setback to a Railway Right-of- Way	Zoning By-law 1-88 does not include a minimum setback from a railway right-of-way.	30 m
b.	Minimum Interior Side Yard	1.2 m	1.2 m (on one interior side yard and either 0.6 m or 1.2 m on the other interior side yard, which abuts another interior side yard of 0.6 m or 1.2 m for a lot with a lot frontage of 9.2 m to 11.99 m, and a corner lot with a frontage of 12.7 m to 14.99 m)
c.	Maximum Interior Garage Width (Lot Frontage between 11.5 m and 11.99 m and a Corner Lot or a Lot Abutting a Buffer Block with a Lot Frontage between 14.6 m to 14.99 m)	5 m	5.5 m

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	<b>Zoning By-law 1-88 Standard</b>	<b>RD3 Residential Detached Zone Three Requirements</b>	<b>Proposed Exceptions to RD3 Zone Requirements</b>
a.	Minimum Interior Garage Width (Lot Frontage 12 m or greater and a Corner Lot or a Lot Abutting a Buffer Block with a Lot Frontage of 15 m or greater)	5.5 m	3 m (for Lots 39, 103, 105, 106, 109 and 120 regardless of whether the lot is a corner lot)
	<b>Zoning By-law 1-88 Standard</b>	<b>RD4 Residential Detached Zone Four Requirements</b>	<b>Proposed Exceptions to RD4 Zone Requirements</b>
b.	Minimum Interior Garage Width (Lot Frontage 12 m or greater and a Corner Lot or a Lot Abutting a Buffer Block with a Lot Frontage of 15 m or greater)	5.5 m	3 m (for Lots 1, 14, 15, 28, 29, 52, 53, 92, 93, 94, 95, 96, 112, 113 and 114 regardless of whether the lot is a corner lot)
	<b>Zoning By-law 1-88 Standard</b>	<b>RD4 Residential Detached Zone Four Requirements Subject to Exception 9(1440)</b>	<b>Proposed Exceptions to RD4 Zone Requirements Subject to Exception 9(1440)</b>
a.	Minimum Interior Side Yard	1.2 m	1.2 m (on one interior side yard and either 0.6 m or 1.2 m on the other interior side yard, which abuts another interior side yard of 0.6 m or 1.2 m for a lot with a lot frontage of 9 m to 11.99 m, and a corner lot with a frontage of 12.7 m to 14.99 m for Blocks 127 and 128)
b.	Maximum Interior Garage Width	5 m	5.5 m (for Blocks 127 and 128)

The Development Planning Department has reviewed the proposed rezoning and site-specific exceptions to Zoning By-law 1-88, and provides the following comments:

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##### i) Proposed Zoning

Blocks 129 to 133 inclusive, shown on Attachment #4 are proposed to be zoned RD4(H) Residential Detached Zone Four with the Holding Symbol “(H)”. These blocks abut open space lands to the south being Block 56 on Plan 65M-4564, in Plan of Subdivision File 19T-10V005 (Pinestaff Developments Inc.), which is zoned OS1 Open Space Conservation Zone, subject to site-specific Exception 9(1440). The Owner has advised that Block 56 on Plan 65M-4564 is to be acquired from the current owner, Pinestaff Developers Inc., and that a Zoning By-law Amendment application to rezone this block will be submitted after it is acquired. Blocks 129 to 133 inclusive are to develop with Block 56 in Registered Plan 65M-4564 (Plan of Subdivision File 19T-10V005, Pinestaff Developments Inc.) in a consistent Zone to form full lots for future development.

Blocks 127 and 128 are to develop with Blocks 49 and 50 on Plan 65M-4564 in Plan of Subdivision File 19T-10V005. It is recommended that Blocks 127 and 128 be zoned RD4(H) Residential Detached Zone Four with the Holding Symbol “(H)”, subject to site-specific Exception 9(1440) in order to have the same consistent with the zoning existing zoning for Blocks 49 and 50.

##### ii) Minimum Setback to a Railway Right-of-Way

The Canadian Pacific Railway requires a minimum 30 m setback from the railway right-of-way to be provided for all residential units. This requirement is not contained in Zoning By-law 1-88 and is usually dealt with through a site-specific provision in the implementing Zoning By-law. As such this setback requirement will be included in the implementing site-specific Zoning By-law amendment for the subject lands, should the applications be approved.

##### iii) Minimum Interior Side Yard

The RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four of Zoning By-law 1-88 permits one interior side yard to be a minimum of 1.2 m in width and the other interior side yard to be either 1.2 m or reduced to 0.6 m, where it abuts an interior side yard of 1.2 m. The Owner has requested to have two interior 0.6 m yards to abut each other by allowing a 0.6 m interior side yard to be paired with another 0.6 m side yard on one side, and a 1.2 m side yard paired with another 1.2 m side yard on the other side. The rationale for the requested change is as follows:

- reduction of the side yards will not have a negative impact on the visual quality of the streetscape;
- reduction of the side yards will not have a negative impact on lot drainage or grading;
- pairing of 0.6 m yards on all lots will allow for increased on-street parking; and
- pairing of 0.6 m yards will allow for larger undisturbed areas for streetscaping and tree planting.

The request is considered to be minor in nature and will facilitate the future development of detached units that are consistent with other dwellings in the RD4 Zone within the other phases of Block 61. The future development of the detached dwellings is also subject to the Nashville Heights Urban Architectural Design Guidelines.

##### iv) Maximum Interior Garage Width

Zoning By-law 1-88 permits maximum interior garage widths as follows:

- a maximum of 3.048 m on a lot with a frontage less than 11 m and on a corner lot with a frontage less than or equal to 14 m;



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- 4.5 m on a lot with a frontage between 11 m to 11.49 m and on a corner lot with a frontage between 14.01 to 14.49 m;
- 5 m on a lot with a frontage between 11.5 m to 11.99 m and on a corner lot with a frontage between 14.5 to 14.99 m; and
- 6.096 m on a lot with a frontage between 12 m to 17.99 m and on a corner lot with a frontage between 15 to 20.99 m.

The proposed lot frontages fall within the RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four requirements. The Owner has requested that a maximum interior garage width of 5.5 m be permitted for 85 lots and 2 blocks in order to provide the opportunity for dwelling units to be designed with garages that accommodate a minimum of two cars. The dwelling units will be subject to the Nashville Heights Urban Architectural Design Guidelines.

#### v) Minimum Interior Garage Dimensions

Zoning By-law 1-88 requires minimum interior garage dimensions having a width of 5.5 m and a length of 6 m on lots with a frontage between 12 m and 18 m or greater, and on a corner lot with a frontage between 15 m to less than or equal to 21 m. The Owner has requested the interior garage width be reduced to 3 m for Lots 39, 103, 105, 106, 109 and 120 in order to provide single-car garages based on the intended house design which will be used primarily for lots where the front lot line is shorter than the rear lot line and on corner lots. The lot would still comply with the zoning requirement to provide two parking spaces, with one space being provided in the garage and one space being provided on the driveway.

In consideration of the above, the Development Planning Department is satisfied that the proposed zoning amendments to the RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four of Zoning By-law 1-88 maintains the intent of the Block 61 West Plan, and are consistent with the surrounding area.

#### Holding Symbol “(H)”

The subject lands will be zoned with the Holding Symbol “(H)” in the manner shown on Attachment #4 as street access through Draft Plan of Subdivision Files 19T-10V004 (to the north), 19T-10V005 (to the south) and 9T-15V006 (to the east) is required to provide access to the plan, to the satisfaction of the Development Engineering and Infrastructure Planning (DEIP) Department. Accordingly, the Holding Symbol “(H)” will be placed on the subject lands until access is provided to the satisfaction of the DEIP Department. A condition to this effect is included in the recommendation of this report.

Blocks 129 to 133 inclusive will be zoned with the Holding Symbol “(H)” in the manner shown on Attachment #4 until the lands are developed with Block 56 in Registered Plan 65M-4564 (Plan of Subdivision File 19T-10V005, Pinestaff Developments Inc.) in a consistent zone to form full lots for future development. A condition to this effect is included in the recommendation of this report.

#### Subdivision Design

The proposed 10.7 ha Draft Plan of Subdivision shown as Attachment #4 currently would not have public road access. The extension of roads in the adjacent Draft Plan of Subdivision Files 19T-10V004 to the north (Street “A” - Baron Street and Street “C” – Boone Crescent), Plan 65M-4564, Plan of Subdivision File 19T-10V005 to the south (Street “A” - Baron Street), and File 19T-15V006 to the east (Street “A” - Baron Street, Street “E” and Street “F”). The primary road, Street “B”, (Mactier Drive) through the subject lands is designed with a 23 m wide right-of-way and

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widens to a 26 m wide right-of-way on the west side of Street “A,” where it intersects with Huntington Road. The collector road, Street “A,” is designed with a 26 m wide right-of-way and intersects Street “B” to the north. Both Streets “A” and “B” will be designed to accommodate transit vehicles. The local roads, Streets “C”, “D”, “E” and “F” are designed with a 17.5 m wide right-of-way and to connect with the streets of the surrounding Draft Plan of Subdivisions.

The proposed land uses for the draft plan include lots for 125 detached dwelling units, blocks for full future residential lots, an open space block with a 7.5 m wide buffer, a woodlot, a greenway and a walkway block, as shown on Attachment #4.

All development within the Draft Plan of Subdivision is required to proceed in accordance with the Vaughan Council approved Block 61 West Nashville Heights Architectural Design Guidelines prepared by John G. Williams Limited, Architect and the approved Block 61 West Nashville Heights Landscape Master Plan prepared by NAK Design Strategies. A condition to this effect is included in Attachment #1.

The Development Planning Department is satisfied with the proposed Draft Plan of Subdivision design, subject to the comments in this report, and the Conditions of Approval outlined in Attachment #1.

#### Developer’s Group Agreement

It is a standard condition of draft plan of subdivision approval that the participating landowners in Block 61 execute a Developer’s Group Agreement regarding the provision of servicing infrastructure, roads for the parks and open spaces. The Owner is a member of the Block 61 Developers’ Group and shall be required to satisfy all obligations, financial and otherwise, to the satisfaction of the Block 61 Trustee and the City of Vaughan. A condition to this effect is included in Attachment #1.

#### Development Engineering and Infrastructure Planning (DEIP) Department

The DEIP Department has reviewed the proposed Draft Plan of Subdivision and supporting documents, and provided the following comments:

##### a) Road Network

Nashville Developments (North) Inc. is bounded on the east side by the Canadian Pacific Railway line with no road connections crossing the rail line. The Draft Plan of Subdivision ("Draft Plan") includes Street “A” (Barons Street) and Street “B” (Mactier Drive) which connect to the arterial roads, Huntington Road and Major Mackenzie Drive, both arterial roads.

The proposed roads within the draft plan have been laid out in accordance with the approved Block Plan, the recommendations of the Block Traffic Studies and City Standards. The road networks in the Plan will be constructed with 26 m, 23 m and 17.5 m rights-of-way and a 15 m road (to Huntington Road) as per the current City road design standards.

Since the Draft Plan is bounded by several future road realignments and future transportation corridors (i.e., Huntington Road and Major Mackenzie Drive realignments, Highway 427 extension, GTA West Corridor, and the GO Railway Corridor Improvements), warning clauses relating to these corridors will be required as conditions of Draft Plan.

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b) Sidewalk Plan

The proposed pedestrian network in Block 61 West is extensive, complete with sidewalks on at least one side of every street. Sidewalks improve accessibility for pedestrians and they are a key element to “Complete Streets”. The pedestrian network connects the residential community internally to all schools, community facilities, shopping, recreational activities and transit stops, and provides options for potential pedestrian crossings of Major Mackenzie Drive to the south, and the CP Rail Line to the east to connect to Block 61 East. Accordingly, the subject Draft Plan shall be designed in accordance with the Pedestrian Network of Block 61 West.

c) Water Servicing

The subject lands are located within the Pressure District 6 (PD 6) of the York Water Supply System. The Master Environmental Servicing Plan (MESP) has confirmed that the Draft Plan will be serviced within PD 6 by connecting to the Regional watermain along Huntington Road through Phase 4 of the Nashville Development (File 19T-10V004) subdivision. The watermain on Mactier Road, from the Pinestaff Developments Subdivision (Phase 2), will be extended to connect to the subject lands. This watermain on Mactier Road will pass through the proposed Draft Plan and connect to the watermain on Barons Street to provide for the necessary supply, pressure and looping.

The City's Kleinburg-Nashville Servicing Strategy Master Plan has identified the requirement for City water system improvements to service the planned growth in the community. These water system improvements will be considered for inclusion in the next update of the City's Development Charges By-Laws.

d) Sanitary Servicing

According to the Kleinburg-Nashville Servicing Strategy Master Plan, the subject Draft Plan, the Pinestaff Developments Inc. Subdivision (File 19T-10V005), and other lands in Block 61 are to be serviced via the Woodbridge Service Area of the York-Durham Sewage System. The closest gravity sewer to the subject lands is in the Pinestaff Developments Subdivision Phases 1 and 2 (south of the Draft Plan), which will be extended to the sanitary sewer on Barons Street and sanitary sewer on Mactier Road.

e) Storm Drainage

Block 61 West is located within the Humber River watershed. The site generally slopes from north to south and currently discharges to three watercourses which are all part of the East Robinson Creek (a tributary of the Humber River). The stormwater management plan for Block 61 West proposes the establishment of two stormwater management facilities located at the south end of the Block adjacent to Major Mackenzie Drive. In accordance with the Nashville Heights Master Environmental Servicing Plan (MESP), the lands on the west side of the channel will drain to Storm Water Management Pond (SWMP) 2, while the lands on the east side of the channel will drain to SWMP 1. The stormwater management facilities are proposed to include quantity and quality controls for the urban storm water runoff in the Block in order to meet the target release rates established for the Humber River watershed.

Based on the MESP, the existing drainage patterns within the development area will generally be maintained under a post-development condition. The proposed storm drainage will be discharged to the existing SWMP that has been constructed under the Nashville Development (File 19T-10V004) Phase 2 on the east and Phase 1A on the west side of the channel.

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As part of the engineering design and prior to the initiation of any grading, 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:

- i) plans illustrating the proposed system and its connection into the existing storm system;
- ii) storm water management techniques that may be required to control minor or major flows;
- iii) detail all external tributary lands, including the existing development(s); and
- iv) 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 61 West Block Plan and the MESP.

#### f) Sewage and Water Allocation

On December 13, 2016, 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. Accordingly, the following resolution to allocate capacity to the subject development is recommended for Council approval.

"IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-16V010 (Nashville Developments (North) Inc.) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a maximum total of 129 residential units (462 persons equivalent) in accordance with the Inflow and Infiltration Reduction Pilot Project agreement between York Region, the Huntington Landowners Trustee Inc., and the City."

#### g) Geotechnical

The Owner is required to submit a geotechnical investigation report and/or a slope stability report for review and approval by the City as part of the detailed engineering submission. The report(s) shall provide information about subsoil and groundwater conditions and shall provide recommendations for the construction of municipal services, pavement and earth-berm/safety-berm, and methods for any required slope stabilization within the Draft Plan of Subdivision.

#### h) Environmental Site Assessment

The Environmental Site Assessment (ESA) documentation has been reviewed and the Phase One ESA is acceptable to the City. Based on the City's policy on contaminated or potentially contaminated sites, parkland and open space conveyed to the City will require a Phase Two ESA of the parkland and open space area with the timing of the on-site sampling conducted only after the City has certified the rough grading, prior to the placement of topsoil.

#### i) Environmental Noise Impact

The Owner has provided an Environmental Noise Assessment ("Noise Assessment") report for the Nashville West Community – Nashville Heights (Mizuno Lands), dated December 1, 2016, prepared by Valcoustics Canada Ltd. The Noise Assessment identified significant noise sources in the vicinity of the subject lands. These include road traffic on Huntington Road and the internal streets - Barons Street and Mactier Drive, and rail traffic on the nearby Canadian Pacific Railways (CPR). The report should provide recommendations that include typical measures for the subject

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lands to mitigate the noise sources such as the provision of single loaded roads, acoustic barriers, safety berms, air conditioning, and potentially upgraded building components and foundations, and to advise of the noise sources with warning clauses.

The Owner is required to submit the final noise reports for review and approval by the City as part of the detailed engineering submission when the grading design is typically established. The City requires all dwelling units that abut or face a railway and/or arterial roads such as Huntington Road, Nashville Road, Major Mackenzie Drive, and the future Highway 427 to be constructed with mandatory central air-conditioning. Mandatory acoustic fences are required for Lots 103, 104 and 120 which are flankage lots to Street “B” (Mactier Road) and for Lots 28, 29, 52 and 53 which are flankage lots to Street “A” (Barons Street). All required acoustical barriers abutting public lands shall be constructed with all berming and/or fencing material, including foundations, completely on private land and totally clear of any 0.3m road reserve.

#### j) Street-lighting

The design and type of street lighting proposed for the Draft Plan shall meet City standards, which includes the illumination of the local to arterial road intersections. In April 2010, Council directed staff to undertake a review of the City’s engineering design criteria and standards with respect to the use of light-emitting diode (LED) luminaire technology in new developments. All new and approved subdivision Plans require the use of LED lighting. This matter will be addressed in conjunction with the detailed engineering design stage.

#### Draft Plan

The Owner shall submit a letter from the Block 61 Trustee confirming that the Owner is in good standing and the distribution of units is acceptable to the Block 61 Developer’s Group.

The DEIP Department has no objections to the development, subject to the conditions of approval in Attachment #1.

#### Development Planning Department, Urban Design and Cultural Heritage Division

The Development Planning Department, Urban Design and Cultural Heritage Division has advised that the Ministry of Tourism and Culture has cleared the subject lands of any archaeological resources, subject to any archaeological resources or human remains being located during construction. Warning clauses respecting archaeological resources are included as a condition in Attachment #1.

#### Office of the City Solicitor, Real Estate Department

The Office of the City Solicitor, Real Estate Department has advised that prior to final approval of the Draft Plan of Subdivision the Owner shall enter into a Developers’ Group Agreement with the other participating landowners within Block 61 West to the satisfaction of the City. The agreement shall include, but not be limited to, all cost sharing for the provision of parks, cash-in-lieu of parkland, road and municipal services within Block 61 West. This agreement shall also provide a provision for additional developers to participate in 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 conform to the City’s Cash-in-Lieu of Parkland Policy. A condition to this effect is included in the recommendation of this report and in Attachment #1.

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##### Parks Development Department

The Parks Development Department generally has no objection to the proposed development. Parks Development staff consider the dedication of Block 142 (CPR Greenway), which constitutes 0.04 ha of the subject lands, as part of the greenway system but not as part of the lands required in fulfilling the parkland dedication obligations to the City. A condition to this effect is included in Attachment #1.

##### Fire Department

The Fire Department has no objection to the proposed development. The Fire Department has advised that hydrants for firefighting (municipal or private) are required to be installed in accordance with the Ontario Building Code, and the hydrants shall be unobstructed and ready for use at all times. In addition, access roadways shall be maintained and suitable for large heavy vehicles, and temporary municipal addresses must be posted and visible for responding emergency vehicles in a manner satisfactory to the City.

##### Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposed Draft Plan of Subdivision and has indicated they have no objection to the approval of the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications, subject to the conditions of approval contained in Attachment #1.

After the TRCA provided the conditions of approval in Attachment #1, the Owner revised the proposed Draft Plan of Subdivision to address the required red-line modifications to increase the Open Space Buffer Block 137 width to 7.5 m from 4.9 m and to revise the label of the Woodlot Buffer Block to "TRCA Staked Limit of Natural Feature October 28, 2008, confirmed May 4, 2011" instead of "TRCA Staked Limit of Wetland, November 2009." These modifications are reflected in Attachment #4, and therefore, the Draft Plan of Subdivision not being red-line revised.

The TRCA has been engaged in on-going negotiations with the Owner regarding adjustments to the development limits, specifically as it relates to the central Tributary "A" corridor within the Block 61 West Plan. Tributary "A" located on the subject lands includes two man-made ponds that were originally created for agricultural purposes. These ponds were subject to previous discussions with the TRCA and City Staff regarding potential alteration to eliminate long-term maintenance issues associated with the existing berms and outfalls, to address liability issues associated with the steep pond side slopes and to reduce the amount of ponding that may be acting as a source of thermal impact to the watercourse downstream. The lot pattern and street layout of the Draft Plan of Subdivision are in keeping with the outcome of these negotiations.

Through the Memorandum of Understanding dated December 9, 2016, between the Owner and TRCA, it was agreed that the man-made ponds and surrounding marsh and woodland would be decommissioned and replaced with a new enhanced Tributary "A" valley corridor, similar to earlier realignment and restoration work undertaken along Tributary "A" south of the subject lands. In exchange, the Owner will provide an extensive restoration plan and contribute \$2.5 million to TRCA for enhancement, restoration, planting and rehabilitation projects within the Nashville Conservation Reserve Management Plan area northeast of Nashville Road and Huntington Road.

The TRCA has requested that if any revisions to the Zoning By-law Amendment or Draft Plan of Subdivision applications are proposed now or in the future, that the TRCA be afforded the opportunity to amend their comments or conditions accordingly.

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##### Metrolinx (Formerly GO Transit)

Metrolinx has reviewed the proposed Draft Plan of Subdivision and has indicated they have deferred to the Canadian Pacific Railway (CPR) to provide comments given that the subject lands do not contain any future GO Station sites. CPR owns the adjacent corridor, thus making CPR the primary rail commenting agency. Metrolinx has completed the Bolton Commuter Rail Feasibility Study (December 2010) that provides a basis for the proposed routing and future GO station locations within the City of Vaughan. The site for “Kleinburg Station” has been identified just southeast of the railway crossing at Major Mackenzie Drive. Access to the proposed station would be from Major Mackenzie Drive, which will offer direct access from the extension of Highway 427. As such, the future expansion of the rail facilities may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. A condition to this effect is included in Attachment #1.

##### Canadian Pacific Railway (CPR)

CPR has indicated that a 30 m building setback from the railway right-of-way be included as a condition of draft approval. This will ensure the safety and comfort of adjacent residents and mitigate any potential environmental factors. This setback requirement has been provided in the plan and will be included in the implementing Zoning By-law, should the subject applications be approved. CPR's conditions of approval are included 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 advised that they have no objection to the proposal and have no conditions regarding the proposed Draft Plan of Subdivision.

##### Canada Post

Canada Post has no objections to the proposed development, subject to their conditions of approval in Attachment #1.

##### Utilities

Enbridge Gas and Alectra Utilities Corporation have no objection to the approval of the proposed Draft Plan of Subdivision, subject to their conditions of approval in Attachment #1.

##### **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
- Continue to cultivate and environmentally sustainable City

##### **Regional Implications**

York Region has reviewed the proposed Draft Plan of Subdivision and has advised that subject lands are located within Wellhead Protection Areas B, C and D, partially within the Highly Vulnerable Aquifer (HVA), and entirely within the Significant Groundwater Recharge Area (SGRA) and WHPA-Q (Recharge Management Area).

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The subject lands, which are located within the Wellhead Protection Area, must adhere to the Wellhead Protection Policies outlined in the York Region Official Plan (YROP 2010) and prior to final approval, the Owner shall conduct and submit a Source Water Impact and Assessment Mitigation Plan, to the satisfaction of the Region, to identify and address any potential water quality and water quantity threats to the municipal groundwater supplies.

York Region has no objection to the approval of the Draft Plan of Subdivision, subject to their conditions of approval in Attachment #1.

#### **Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.16.052 and Draft Plan of Subdivision File 19T-16V010, which if approved, would facilitate the development of the subject lands with 125 lots for single detached dwellings and 8 blocks to be combined with other blocks to create 8 full lots for future residential development. The proposed development would also maintain the tableland woodlot and open space lands (to be transferred into public ownership), as shown on Attachment #4. The proposed Draft Plan of Subdivision conforms to the York Region Official Plan, Vaughan Official Plan 2010, and will be developed in accordance with the Council approved Block 61 West Plan.

The Development Planning Department is satisfied that the proposed Draft Plan of Subdivision shown on Attachment #4, and the proposed zoning and site-specific exceptions identified in Table 1 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 and the Draft Plan of Subdivision applications, subject to the recommendations in this report, and the Conditions of Approval set out in Attachment #1.

#### **Attachments**

1. Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-16V010 and Proposed Zoning
5. Proposed Modifications Block 61 West Plan
6. Approved Block 61 West Plan (November 29, 2011)

#### **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.)