

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013

Item 22, Report No. 32, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, as follows:

By approving that staff work with the applicant and TRCA to explore opportunities to increase pedestrian porosity from east to west in the subdivision plan.

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**ZONING BY-LAW AMENDMENT FILE Z.10.034
DRAFT PLAN OF SUBDIVISION FILE 19T-10V005
PINESTAFF DEVELOPMENTS 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 Commissioner of Planning and the Director of Development Planning, dated June 18, 2013:

Recommendation

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

1. THAT Zoning By-law Amendment File Z.10.034 (Pinestaff 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 RD3(H) Residential Detached Zone Three, RD4(H) Residential Detached Zone Four, RSI(H) Residential Semi-Detached Zone One, each with the Holding Symbol "(H)", OSI Open Space Conservation Zone, OS2 Open Space Park Zone, and OS4 Open Space Woodlot Zone in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 of this report and subject to the following:
 - a) require that prior to the removal of the Holding Symbol "(H)", the following conditions shall be addressed:
 - A) The Owner shall not enter into any Agreements of Purchase and Sale with end users (*) for the subject lands until such time as:
 - 1) the City of Vaughan shall have approved a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
 - 2)
 - i) the Council of the City of Vaughan has allocated, within the limit of the Regional capacity assignment, adequate available water and wastewater servicing capacities to the subject development; and,
 - ii) York Region has advised, in writing, that it is no earlier than twelve (12) months prior to the expected completion of all water and wastewater infrastructure required to support the Region's capacity assignment pertaining to the City allocation used for the subject development; or,
 - 3) The Regional Commissioner of Environmental Services and the City of Vaughan confirm servicing capacity for this development by a suitable alternative method and the City of Vaughan allocates the capacity to this development; and,

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- B) The Owner shall not enter into any Agreements of Purchase and Sale with non-end users for the subject lands unless the Agreement of Purchase and Sale contains a condition that requires the purchaser and any subsequent purchasers to enter into a separate agreement with the City. This agreement shall be registered on title, committing the Owner to the same terms as set out in item “A” above:
- i) That for Lots 58 to 115 inclusive and Blocks 131, 133, 134, 135, 167 and 168 located between Streets “B” and “E”, the Owner shall demonstrate to the satisfaction of the Toronto and Region Conservation Authority (TRCA) that the realignment and enhancement of Tributary A (identified on Figure 2 of the Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011) to its proposed location within Open Space Block 154 and Open Space Buffer Blocks 155 and 156 has been implemented pursuant to the TRCA approved strategy and plans. This will include, but is not limited to the submission of as-built drawings, revised flood plain modeling, site photos and inspection reports to the satisfaction of the TRCA;
 - ii) That Lots 111 to 115 inclusive and Block 134 shall only be developed when Street “G”, for access, is constructed in conjunction with the adjacent lands to the south in Draft Approved Plan of Subdivision File 19T-10V004 (Nashville Developments Inc.);
 - iii) That Blocks 124 to 132 inclusive shall only be developed in conjunction with the adjacent lands to the north;
 - iv) That Blocks 133 to 150 inclusive shall only be developed in conjunction with the adjacent lands to the south in Plan of Subdivision File 19T-10V004 (Nashville Developments Inc.);
 - v) That Phase 2A or 3A of Draft Plan of Subdivision File 19T-10V004 (Nashville Developments Inc.) dated and last revised December 20, 2011 shall be registered; and,
- b) the implementing Zoning By-law shall include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
2. THAT Draft Plan of Subdivision File 19T-10V005 (Pinestaff Developments Inc.), as red-line revised (June 18, 2013), and 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-10V005 (Pinestaff Developments Inc.), the Owner shall enter into the Developer's Group Agreement for Block 61.
4. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-10V005 (Pinestaff Developments Inc.), shall include the following provision clause:
- “The Owner shall dedicate parkland and/or 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.

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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 approved Block 61 West Plan as shown on Attachment #6 be revised to reflect the Draft Plan of Subdivision shown on Attachment #5.

Contribution to Sustainability

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

Goal 2: To ensure sustainable development and redevelopment.

- Objective 2.1: To achieve sustainable growth and development by completing and implementing Vaughan Tomorrow, the City's Consolidated Growth Management Strategy - 2031, and by ensuring that the strategy is subject to periodic review and renewal.
- 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.
- Objective 3.3: Reduce single occupant vehicle (SOV) trips by supporting active transportation, car pooling and public 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) upgraded insulation to reduce the amount of escaping heat in the winter and cool air in the summer;
 - b) energy efficient windows to reduce and/or eliminate drafts, as well as reduce external noise;
 - c) air tightness to test any unwanted or uncontrolled drafts; and,
 - d) low volatile organic compounds (voc) in products such as paints finishes for floors and cabinets and adhesives to minimize the amount of pollutants in the air reducing air quality;
- ii) Energy Star ® appliances, high efficiency heating-ventilation and air conditioning unit (hvac) and compact fluorescent lamp (cfl) fixtures to use energy efficiently;
- iii) low flow plumbing fixtures to reduce water consumption and sewage volumes; and,
- iv) permeable paving in selected areas of the development.

Economic Impact

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

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Communications Plan

On February 25, 2011, an initial 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. The Public Hearing was held on March 22, 2011, and the recommendation to receive the Public Hearing report was ratified by Vaughan Council on April 5, 2011. The revised proposal considered at the Public Hearing included 107 lots for detached dwelling units (11.6 m - 12.8 m frontage), 16 blocks for 32 semi-detached dwelling units with rear lane driveway access (7.5 m), elementary school, neighbourhood parks, open space and woodlot blocks. The residential component of the Plan was modified in December 2012 for the portion of the subject lands located between Streets "A" and "F" from detached dwelling units and street townhouse dwelling units with rear lanes to semi-detached dwelling units and/or linked semi-detached (dwelling units with foundation walls or portions thereof that are linked below grade with a spatial separation of the dwelling units), necessitating the requirement for a new Public Hearing.

On January 11, 2013, 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. The second Public Hearing was held on February 5, 2013, and the recommendation to receive the Public Hearing report was ratified by Vaughan Council on February 19, 2013. To date, no comments have been received from the public notification.

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.10.034 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from A Agricultural Zone to RD3(H) Residential Detached Zone Three, RD4(H) Residential Detached Zone Four and RS1(H) Residential Semi-Detached Zone, all with the Holding Symbol "(H)", OS1 Open Space Conservation Zone, OS2 Open Space Park Zone and OS4 Open Space Woodlot Zone 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-10V005, to facilitate a residential plan of subdivision consisting of the following:

Lots/Blocks	Land Use	Area (ha)	Units
Lots 1-123	Detached Residential Units - 12.8 m Frontage (RD3 Zone)	5.50	31
	Detached Residential Units - 11.6 m Frontage (RD4 Zone)		50
	Semi-Detached / Semi-Detached Linked Units - 7.6 m Frontage (RS1 Zone)		78
Blocks 124-150	Future Residential Development (To develop with adjacent blocks to create full lots for single (16) detached and semi-detached (22) dwelling units)	0.99	19
151 & 152	Neighbourhood Parks	1.66	
153	Elementary School	2.81	
154	Open Space	0.65	
155 & 156	7.5 m Open Space Buffers	0.32	
157	Woodlot	2.74	
158 & 159	10 m Open Space Buffers	0.26	

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Lots/Blocks	Land Use	Area (ha)	Units
160	Landscape Buffer	0.01	
161	Road Widening	0.01	
162 to 189	0.3 m Reserves	0.01	
	Streets (Primary &, Local)	2.81	
	Total	17.77	178

Background - Analysis and Options

Location

The subject lands have 23 m of frontage on the east side of Huntington Road between Nashville Road and Major Mackenzie Drive, City of Vaughan, shown as subject lands on Attachments #2 and #3.

Supporting Documents

The following lists some of the reports that were submitted in support of the subject applications and additional reports that were submitted as part of the Official Plan Amendment (OPA #699) and the Block 61 West Plan:

- *Master Environmental Servicing Plan*, dated December 2009 and revised to July 2011, by Schaeffers Consulting Engineers;
- *Natural Environment*, dated April 2008, by Beacon Environmental;
- *Nashville Heights Natural Heritage Evaluation and Environmental Impact Study*, dated July 2011, by Beacon Environmental;
- *Preliminary Hydrogeological Investigation*, dated April 9, 2008, by Terraprobe Limited;
- *Hydrogeologic Investigation, Proposed Nashville Heights Development*, dated August 3, 2011, by Terraprobe Inc.,
- *Transportation Master Plan*, dated April 2008, by Poulos & Chung Limited;
- *Transportation Management Plan & Travel Demand Management Guidelines*, dated August 2011, by Malone Given Parsons Limited and Poulos & Chung Limited;
- *Nashville Heights Landowners Group, Nashville Heights Community Traffic Impact Assessment*, dated March 2011, by Poulos & Chung Limited;
- *Report on the 2005-2009 Stage 1-2 Archaeological Assessment of the Proposed Subdivision, Part of Lots 21, 22, 23, 24 & 25*, dated June 2009, by AMICK Consultants Limited;
- *Environmental Noise Feasibility Study, Nashville West Community*, dated December 16, 2009, and revised to November 9, 2010, by Valcoustics Canada Ltd.;
- *Nashville Heights Architectural Design Guidelines*, dated September 5, 2011, by John G. Williams Limited, Architect;
- *Nashville Heights Urban Design Guidelines*, revised to June 2011, by STLA Design Strategies and John G. Williams Architect Inc.; and,
- *Nashville Heights Landscape Master Plan*, dated August 4, 2011, by NAK STLA Design Strategies.

Official Plan - Land Use Designation/Uses/Density

The subject lands are designated "Low Density Residential", "Medium Density Residential", "Valley and Stream Corridor", "Neighbourhood Park" and "Elementary School" by in-effect OPA #601 (Kleinburg-Nashville Community Plan), as amended by site-specific OPA #699 (Nashville Heights Secondary Plan).

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OPA #699 permits a density ranging between 15 and 25 units per net residential hectare for the “Low Density Residential” designation and between 25 to 150 units per net residential hectare for the “Medium Density Residential” designation. The proposed Draft Plan of Subdivision yields a density of 19.22 units per hectare for the lands in the “Low Density Residential” designation and 27.29 units per hectare for lands in the “Medium Density Residential” designation within the Block 61 West Plan. The proposed Draft Plan of Subdivision conforms to the Official Plan.

OPA #699 has been incorporated into Volume 2 of the new City of Vaughan Official Plan 2010 (VOP 2010) as an Area Specific Policy under Section 12.8 as adopted by Vaughan Council on September 27, 2010 (as modified on September 27, 2011, March 20, 2012, and April 17, 2012) as further modified and endorsed by Region of York Council on June 28, 2012, and is pending approval from the Ontario Municipal Board. The subject lands are designated “Low-Rise Residential” with a permitted density between 15 and 25 units per hectare, and “Mid-Rise Residential” with a maximum building height of 5 storeys and a maximum Floor Space Index (FSI) of 1.75, and “Natural Area”, “Neighbourhood Park” and “Elementary School”. The proposed subdivision conforms to the Official Plan.

Block Plan

In December 2009, the City received Block Plan File BL.61.2009 for Block 61 West, which included the subject lands, to provide 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. The Block 61 West Block Plan, shown on Attachment #6, was approved by Vaughan Council on May 24, 2011, subject to the conditions respecting such items as, but not limited to, a Transportation Demand Management framework being submitted for the school use and a Landscape Master Plan providing the details for the appropriate landscape treatment for landscape buffers and pedestrian connections between streets, built forms and parks/open spaces. Any issues that are outstanding for the Block Plan, as it pertains to the subject lands, shown on Attachment #2, must be addressed as part of the Plan of Subdivision process.

The road pattern proposed in the revised Draft Plan of Subdivision (Attachment #5) does not conform to the road pattern established in the approved Block 61 West Plan, as shown on Attachment #6. Specifically, the local road network was modified resulting in Street ‘D’ intersecting with Street “A” whereas Street “D” previously terminated at the street townhouses with the rear lane access. In addition, the lot and block pattern for street townhouse dwelling units with rear lane access was modified to provide for semi-detached and/or linked semi-detached dwelling units. A recommendation in this report requires the Owner to submit a revised Block Plan to match the approved subdivision design.

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, a zoning by-law amendment is required to rezone the subject lands, in the manner shown on Attachment #4. The following site-specific zoning exceptions to the RD4 Residential Detached Zone Four and RS1 Residential Semi-Detached Zone of Zoning By-law 1-88 are required to facilitate the proposal:

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Table 1: Proposed Zoning Exceptions

	By-law Standard	By-law Permitted Uses and Requirements in the RD4 and RS1 Zones	Proposed Exceptions to the RD4 and RS1 Zones of Zoning By-law 1-88
a.	RD4 Residential Detached Zone Four	<ul style="list-style-type: none"> i. Minimum Interior Side Yard - 1.2 m for a Lot Frontage between 9 m to 11.99 m ii. Maximum Interior Garage Width - 5 m for a Lot Frontage between 11.6 m to 11.99 m and a Lot Frontage for a Corner Lot or a Lot Abutting a Greenway or Buffer Block between 14.6m to 15.3 m 	<ul style="list-style-type: none"> i. Minimum interior side yard of 1.2 m on one side and a minimum of 0.6 m on the other interior side yard which may abut another interior side yard of 0.6 m or 1.2 m for a lot with a frontage between 9 m to 11.99 m and a corner lot with a frontage between 12.7 m to 14.9 m ii. Maximum 5.5 m interior garage width
b.	RS1 Residential Semi-Detached Zone (Excluding Blocks 146 to 150 inclusive)	<ul style="list-style-type: none"> i. Permits semi-detached dwellings ii. Minimum Interior Side Yard - 1.2 m 	<ul style="list-style-type: none"> i. Permit as an additional use – linked semi-detached dwellings (dwellings with foundation walls or portions thereof that are linked below grade with a spatial separation of the dwelling units) ii. Minimum 1.2 m on one side of a semi-detached unit and a minimum 0.45 m on the other side, which abuts a minimum 0.45 m for the other semi-detached unit and a minimum 1.2 m on the other side for semi-detached dwellings where the foundation wall or portions thereof are linked below grade

Residential Zone Exceptions

a) RD4 Residential Detached Zone Four

The proposed reduction to the minimum interior side yard in the RD4 Residential Detached Zone Four provides the opportunity to intensify the use of the lands in an urban setting while still providing for street tree planting and on-street parking. Furthermore, several of the blocks are to develop with Blocks in the approved Draft Approved Plan of Subdivision File 19T-10V004

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(Nashville Developments Inc.) to the south (this zoning exception is approved and implemented by By-law 120-2012, as amended), and require a consistency in zoning exceptions.

The proposed exception to the maximum interior garage width for the specified lot frontages will provide the opportunity for the dwelling units on these lots to be designed with two-car garages to enable the homeowner to park two cars inside the garage and two on the driveway, which may result in less on-street parking, especially on Street “B” which is a primary road and designed for a higher volume of traffic.

b) RS1 Residential Semi-Detached Zone

The Owner requested that the RS1 Residential Semi-Detached Zone, which permits semi-detached dwelling units, also permit linked semi-detached dwelling units (dwellings with foundation walls or portions thereof that are linked below grade with a spatial separation of the dwelling units) as an additional permitted use. This would provide options in the type of dwelling unit that is built and the ultimate appearance of the unit either as a traditional semi-detached unit or detached dwelling unit.

The Owner has requested an exception to the minimum interior side yard for the RS1 Residential Semi-Detached Zone (excluding Blocks 146 to 150 inclusive) for a minimum of 1.2 m on one side of a linked semi-detached unit and a minimum 0.45 m on the other side, which abuts a minimum 0.45 m for the other linked semi-detached unit and a minimum 1.2 m on the other side for semi-detached dwellings where the foundation wall or portions thereof are linked below grade. This results in a 0.9 m side yard between the two dwelling units on the same foundation. This reduction is required in order to facilitate the linked semi-detached dwelling units within a lot with a frontage of 15.2 m (7.6 m lot frontage per dwelling unit). Blocks 146 to 150 are excluded from this exception as these blocks are to develop with the lands to the south in Draft Approved Plan of Subdivision File 19T-10V004 (Nashville Developments Inc.) where this zoning provision has not been provided for in the implementing zoning (By-law 120-2012, as amended).

The Development Planning Department has no objections to the above exceptions illustrated in Table 1, which will facilitate the Draft Plan of Subdivision on the subject lands and provide for zoning that is consistent with the adjacent draft approved plan of subdivision to the south.

Non-Residential Lands

The Draft Plan of Subdivision will be developed in accordance with Schedules “A” and “A3” in Zoning By-law 1-88. The proposed Draft Plan, as shown on Attachment #5, provides for an elementary school and open space uses, which will be zoned in the manner shown on Attachment #4.

The Development Planning Department has no objections to the proposed zoning of the non-residential lands, which will provide the appropriate zoning to maintain the open space/tributary and woodlot, along with their buffers and provide for an elementary school and neighbourhood park. The Development Planning Department can therefore support the approval of the Zoning By-law Amendment application.

Holding Symbol “(H)”

The subject lands, shown on Attachment #3, shall be zoned with the Holding Symbol “(H)”, shown on Attachment #5, which shall not be removed until the conditions to allow the removal of the Holding Symbol “(H)” are addressed as follows:

All lots and blocks in the Plan shall be subject to a separate agreement restricting the sale of said lots and blocks by the Owner or subsequent purchasers of all the lots and blocks pending the

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allocation of servicing capacity by the City, and accordingly, the Plan shall be zoned with the Holding Symbol “(H)” provision which shall not be removed until the sewage capacity and water supply capacity has been allocated;

- a) The residential lots and blocks in the Plan will be zoned with the Holding Symbol “(H)”, which cannot be removed until the lands are developed with the abutting lands as follows:
 - i) that Lots 111 to 115 inclusive and Block 134 shall only be developed when Street “G”, for access, is constructed in conjunction with the adjacent lands to the south in Draft Approved Plan of Subdivision File 19T-10V004 (Nashville Developments Inc.);
 - ii) that Blocks 124 to 132 inclusive shall only be developed in conjunction with the adjacent lands to the north;
 - iii) that Blocks 133 to 150 inclusive shall only be developed in conjunction with the adjacent lands to the south in Draft Approved Plan of Subdivision File 19T-10V004 (Nashville Developments Inc.); and,
- b) That Lots 58 to 115 inclusive and Blocks 131, 133, 134, 135, 167 and 168 located between Streets “B” and “E”, as required by the Toronto and Region Conservation Authority, be zoned with the Holding Symbol “(H)”, which cannot be removed until the Owner demonstrates, to the satisfaction of the TRCA, that the realignment and enhancement of Tributary A to its proposed location within Open Space Block 154 and Open Space Buffer Blocks 155 and 156 has been implemented pursuant to the TRCA approved strategy and plans.

The recommendations, and pre-conditions and conditions of approval in Attachment #1 of this report include the provisions respecting the Holding Symbol “(H)”.

Subdivision Design

The proposed 17.77 ha Draft Plan of Subdivision, as red-lined, is shown on Attachment #5. The Draft Plan includes the north-south traversing collector road (Street “A”), with a 26 m wide right-of-way, which will ultimately connect Major Mackenzie Drive with Huntington Road, as shown on Attachment #6. Street “A” will be designed to accommodate transit vehicles. Street “B”, with a 23 m right-of-way, forms part of a primary ring road through Draft Approved Plan of Subdivision File 19T-10V004 and intersecting with Huntington Road at the north end of Block 61 West, where the right-of-way increases to a width of 26 m. Pedestrian and cycling connections are to be provided on multi-use paths along Streets “A” and “B”.

All development within the Draft Plan of Subdivision is subject to architectural approval in accordance with the Block 61 West Nashville Heights Architectural Design Guidelines, prepared by John G. Williams, Architect. A condition in this respect is included in Attachment #1.

The development within the Draft Plan is to proceed in accordance with an approved Landscape Master Plan, which addresses 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 including fencing, the appropriate community edge treatment for the landscape buffer block along Huntington Road, the appropriate edge restoration treatment along the open space/tributary block, and the pedestrian urban connections between streets, built forms, promenades, parks and open spaces. Conditions in this respect are included in Attachment #1.

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The Vaughan Development Planning Department has reviewed the proposed Draft Plan of Subdivision and requires red-line revisions. In particular, Blocks 139 to 145 on the Draft Plan are shown as blocks for semi-detached dwelling units. However, the abutting lands to the south are zoned RD4(H) Residential Detached Zone Four with the Holding Symbol "(H)" which permits only detached dwelling units resulting in modifications to the Draft Plan. The following red-lined revision are required to the proposed Draft Plan of Subdivision shown on Attachment #5:

- a) revise to indicate that Blocks 139 to 145 will be for 1 detached dwelling unit, the blocks of which shall develop with the lands to the south; and,
- b) the telecommunication and hydro buildings and easements are to be identified.

The Development Planning Department is satisfied with the proposed subdivision design, subject to the comments and red-lined revisions 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. A condition is included in the recommendation of this report respecting this requirement.

Vaughan Development / Transportation Engineering Department

The Development / Transportation Engineering Department has completed its review of the Draft Plan of Subdivision and provides the following comments regarding the municipal services for this subdivision:

i) Road Network

The subject lands are bounded by Huntington Road to the west, the Canadian Pacific (CP) Railway line to the east side, Nashville Developments Inc. Draft Approved Plan of Subdivision 19T-10V004 to the south and agricultural lands to the north. Local collector road connections to the bordering arterial roads for the Plan include one future connection to the north limit of Block 61 West onto Nashville Road, and one to the west onto Huntington Road and one to the south onto Major Mackenzie Drive both through Nashville Developments Inc. Plan of Subdivision.

The proposed roads within the Draft Plan have not been laid out in accordance with the approved Block Plan, the recommendations of the Block Plan Traffic Studies and City design standards. The road network in the Draft Plan consists of 26 m wide collector road (Street "A"), 23 m wide collector road (Street "B"), 17.5 m wide local roads (Streets "C", "D", "E", "F" and "G"), and 15 m wide buffer road (Street "G"). The collector roads, ranging in width from 23 m to 26 m, have been designed as "complete streets" that accommodate all modes of transportation including transit, cycling, walking and on-street parking.

ii) Huntington Road Widening

Huntington Road currently has a right-of-way width of approximately 20 m. Pursuant to the City's new Official Plan and the Transportation Master Plan, Huntington Road is designated as a 30 m collector road. The Draft Plan provides a 5 m road widening along the Huntington Road frontage, which should be adequate to provide the ultimate right-of-way that measures 15 m from the existing centre of the roadway. Additional right-of-ways will be required at each intersection to provide for turn lanes. The road widening requirements along Huntington Road will be more

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accurately calculated based on survey information that will be submitted prior to final approval of the Plan.

iii) Huntington Road Improvements

Huntington Road between Nashville Road and Major Mackenzie Drive is currently a two-lane paved rural roadway. Huntington Road in its current form is considered adequate to support the initial phase of the development in Block 61 West; however, there will be a need to widen and upgrade Huntington Road to adequately service the development area. These improvements will include urbanization, streetscaping, sidewalks, street lighting, additional travel lanes, cycling facilities, etc. The trigger mechanism and timing of the Huntington Road improvements will be established through the phasing of the development, and addressed in the Subdivision Agreement(s).

iv) Sidewalk Plan

The proposed pedestrian network in Block 61 West is comprehensive and provides sidewalks on at least one side of every street. This level of service exceeds the City's current sidewalk warrant policy requirements but is being proposed to improve accessibility for pedestrians and to create a community with "complete streets" that provide for all modes of transportation. The proposed sidewalk 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 the CP Rail line to the east to connect to Block 61 East.

v) Cycling Infrastructure

The proposed cycling infrastructure builds on the City's approved Pedestrian and Bicycle Master Plan. The bike lanes on Street "A" and Street "B" (sign only) should be identified in the detailed drawing(s). In addition to on-street cycling infrastructure, there is also multi-use trails provided on Street "B" throughout the Block Plan. The proposed cycling network is reflected in more detail in the Block 61 Traffic Management Plan.

vi) Water Servicing

The subject lands are located within Pressure District 6 (PD 6) of the York Water Supply System. The Master Environmental Servicing Plan (MESP) confirms that the Draft Plan will be serviced within PD 6 by connecting to the Regional 750 mm diameter watermain along Huntington Road. The 400 mm diameter watermain on Barons Street from Nashville Developments Inc. Plan of Subdivision will be extended to connect to the subject lands. The proposed water system within the Plan will connect at Barons Street extended from Nashville Heights to provide for the necessary supply, pressure and looping.

The City's Kleinburg-Nashville Servicing Strategy Master Plan EA (Environmental Assessment) Study 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.

vii) Sanitary Servicing

According to the Kleinburg-Nashville Servicing Strategy Master Plan EA Study, the Pinestaff Development Subdivision, Nashville Developments Inc. Plan of Subdivision 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 Nashville Developments Inc. Subdivision, which will be extended the 450 mm diameter sanitary sewer on Barons Street.

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The trunk sanitary sewers on Huntington Road shall be sized to accommodate external lands west and north of Block 61 West as per the final conclusions and recommendations of the City-Wide Water/Waste Water Master Plan EA and associated final servicing strategy for the West Vaughan Employment Area Secondary Plan.

viii) Sewage and Water Allocation

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on June 26, 2012, formal allocation of servicing capacity for the above noted development application has not been reserved nor assigned potential future capacity at this time. Therefore, servicing allocation capacity is currently not available to support the proposed development.

The City intends to undertake an annual review of the status of the available and unused servicing capacity and related Distribution Protocol. The availability of servicing allocation capacity for the above noted development application may be revisited at this time based on the status of the subject development application.

Accordingly, as a pre-condition to Draft Plan approval, the Owner shall enter into an agreement of no-sale with the City and the Region that restricts unit sales until servicing capacity is available, in addition to the appropriate "Holding" provision being included in the site-specific zoning by-law.

The Huntington Landowners Group is currently undertaking an Inflow/Infiltration Reduction Pilot project in the City with the objective to identify additional servicing capacity for the development in Block 61.

ix) 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 which is 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. The SWM (stormwater management) facilities are proposed to provide quantity and quality controls for the urban storm water runoff in the Block to the target release rates established for the Humber River watershed. According to the (MESP) Master Environmental Servicing Plan, the existing drainage patterns within the development will generally be maintained under a post-development condition. A naturalized open channel is proposed to be constructed traversing the Nashville Heights development to drain the off-line SWM facilities and portions of the rear lot drainage. This open channel will form part of the East Robinson Creek watercourse and become a focal point in the community.

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

- a) plans illustrating the proposed system and its connection into the existing storm system;
- b) stormwater management techniques that may be required to control minor or major flows;
- c) detail all external tributary lands, and include the existing development(s); and,
- c) proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

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The municipal servicing design shall conform to the approved Block 61 West Block Plan and MESP.

x) 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 condition and shall provide recommendations for the construction of municipal services, pavement (ideal and non-ideal condition), earth berm/safety berm and methods for any required slope stabilization within the Draft Plan.

xi) Environmental Site Assessment

The requirements with respect to the Environmental Site Assessment Phase 1 were acceptable to the City, based on the City's policy on contaminated or potentially contaminated sites. Parkland conveyed to the City will require a Phase 2 Environmental Site Assessment of the parkland area with the timing of the on-site sampling conducted only after the City has certified the rough grading for the park.

xii) Environmental Noise Impact

The Owner has provided a Preliminary Noise Report and Railway Vibration Report, for the Nashville West Community, both dated November 9, 2010, prepared by Valcoustics Canada Ltd., that identify noise sources that will impact the Draft Plan, such as railway noise from the CP railway and roadway noise from Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427. These reports provide recommendations that include typical measures to develop the proposed lots and mitigate the noise sources such as single loaded roads, acoustic barriers, safety berm, air conditioning, warning clauses and potentially upgraded building components and foundations. In addition, the lots abutting Huntington Road and the lots fronting toward the rail line are being proposed with acoustic barriers ranging in heights between 1.8 m and 1.9 m at different locations.

The Owner is required to submit the final Noise and Railway Vibration Reports for review and approval by the City as part of the detailed engineering submission when grading design is typically established. The City requires that 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 shall be constructed with mandatory central air-conditioning. All required acoustic barriers abutting public lands shall be constructed with all berming and/or fencing material, including foundations, completely on private lands and totally clear of any 0.3 m road reserve.

xiii) Street Lighting

The design and type of street lighting in the 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 LED luminaire technology in new developments. This review is currently underway so there may be a requirement to use LED street lighting in the Plan. This matter will be addressed in conjunction at the detailed engineering design stage.

xiv) Draft Plan

The Draft Plan is to be red-line revised as follows:

- a) provide the sidewalk on the east side of Street "B" as per the Traffic Management Plan.

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The Vaughan Development/Transportation Engineering Department has no objections to the development, subject to the red-line revision in the report, the pre-conditions, and the conditions of approval in Attachment #1. The recommended red-line revision is included on Attachment #5.

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.

Vaughan Parks Development Department

The Parks Development Department has no objections to the development, subject to the required parkland and/or cash-in-lieu of parkland being provided.

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 61 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 61. 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 following red-line revisions in the report, and the conditions of approval in Attachment #1. The TRCA requests that the implementing zoning by-law not be enacted until the following comments have been addressed and the related conditions fulfilled.

The TRCA requires that the implementing Zoning By-law zone all lands between Streets "B" and "E" (being Lots 58 to 115 inclusive and Blocks 131, 133, 134, 135, 167 and 168) shown on Draft Plan of Subdivision with the Holding Symbol "(H)" to the satisfaction of the TRCA. Removal of the Holding Symbol "(H)" from the subject lands, or a portion thereof, shall be contingent on the following:

- i) that the Owner demonstrates to the satisfaction of the TRCA that the realignment and enhancement of Tributary A (identified on Figure 2 of the Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011) to its proposed location within Open Space Block 154 and Open Space Buffer Blocks 155 and 156 has been implemented pursuant to the TRCA approved strategy and plans. This will include, but is not limited to the submission of as-built drawings, revised flood plain modeling, site photos and inspection reports to the satisfaction of the TRCA.

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The Draft Plan of Subdivision be red-line revised as follows:

- i) eliminate the encroachment of Lots 78, 79, 116, 118, 119, 120 and 121 into Open Space Buffer Blocks 158 and 159 to the satisfaction of the TRCA, such that a 10-metre buffer is maintained. Should a reduction in lot depth not be feasible for Lots 78, 79, 116, 118, 119, 120 and 121, other options need to be explored and implemented by the Owner to the satisfaction of the TRCA, including but not limited to, the removal of lots or the provision of a wider buffer elsewhere within Open Space Buffer Blocks 158 and 159 to compensate for the reduced buffer width in the vicinity of Lots 78, 79, 116, 118, 119, 120 and 121; and,
- ii) re-label “Wood Stakes Set on October 15, 2008” to “TRCA Staked Limit of Natural Feature October 28, 2008, confirmed May 4, 2011” to the satisfaction of the TRCA.

The red line revisions requested by the TRCA are included on Attachment #5.

School Boards

- i) York Region District (Public) School Board

The York Region District (Public) School Board has advised that they require an elementary school site (Block 153), which is 2.81 ha in size. The proposed school site is adjacent to a proposed neighbourhood park. The location of the proposed school site meets the School Board's requirements with respect to the lands abutting two street frontages and a site area of 2.8 ha. The York Region District (Public) School Board is satisfied with the proposed site, subject to the conditions of approval in Attachment #1.

- ii) York Catholic District School Board/Conseil Scolaire de District Catholique Centre - Sud

The 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.

Canadian Pacific Railway

Canadian Pacific Railway (CPR) is not in favour of residential developments in close proximity to CPR's right-of-way as this land use is not compatible with railway operations. The health, safety and welfare of future residents could be adversely affected by railway activities. Notwithstanding CPR's position, to ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, CPR's conditions respecting safety concerns are included as conditions of approval in Attachment #1.

Metrolinx (GO Transit)

Metrolinx has reviewed the proposal and has no objection to the proposal. Metrolinx advises that GO service along the CPR line is a long term strategic direction, but at this time it is not a current priority. As formal plans respecting GO service on the railway have not been established and the Plan does not directly impact potential future GO operations, Metrolinx has no comments or conditions. However, GO reserves the right to provide comments regarding any future planning applications relating to the subject lands.

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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 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) Manage Growth & Economic Well-Being

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

ii) Enhance and Ensure Community Safety/Health and Wellness

The proposed development includes a public park valley lands, buffers and walking / bicycle trails to enhance the City's existing inventory of public space.

Regional Implications

The Region of York has provided the following comments:

i) Sanitary Sewage and Water Supply

This development is within the Humber Wastewater Service Area and will be serviced from Water Pressure District No. 6. It is the understanding of Capital Planning and Delivery Staff that this development does not have water and wastewater servicing allocation from the City of Vaughan. If the City does not grant this development 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:

- a) West Vaughan Sewage Servicing - 2016 expected completion;
- b) Leslie Street Pumping Station Upgrade - 2014 expected completion;
- c) Duffin Creek WPCP (Water Pollution Control Plant) Outfall - 2016 expected completion;
- d) Duffin Creek WPCP Stages 1 and 2 Upgrades - 2016 expected completion; and,
- e) Other projects as may be identified in future Master Plan Update 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 of Subdivision receiving draft approval prior to servicing allocation being available, Staff are requesting that all residential lands be subject to various restrictions (i.e., Holding Symbol "(H)") to ensure that the water and wastewater servicing are available prior to occupancy. Conditions to this effect are included in Attachment #1. 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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ii) Transportation Planning

Transportation Planning Staff has reviewed the proposed Draft Plan of Subdivision and the Transportation Management Plan and Travel Demand Management Plan Guidelines report prepared by Poulos and Chung for Nashville Heights Developments (Block 61 West) dated August, 2011. Specific comments related to Transportation Demand Management (TDM) from Infrastructure Planning Staff dated January 5, 2012, include the report being revised to indicate the correct road improvement assumption and scheduling for the future timing of the Regional Road 27 and Major Mackenzie Drive improvements. York Region's 2011, 10-Year Roads Construction Program (March 2011) does not schedule the Regional Road 27 road widening undertaking and that construction on Major Mackenzie Drive to the CP Railway will commence in 2016.

iii) Water Resources

Water Resources Staff have prepared technical comments related to well-head protection areas and hydrogeological characteristics. Staff is requiring a risk assessment and any resulting risk management plans shall be prepared and submitted for review by the Region prior to Draft Plan of Subdivision approval. Additionally, a dewatering and/or ground water stabilization plan is required prior to final approval of this Plan.

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

Conclusion

The Zoning By-law Amendment and Draft Plan of Subdivision applications propose to implement a residential development which conforms to Regional and City Official Plan policies. A total of 178 dwelling units (81 detached, and 78 semi-detached/or linked semi-detached and 19 future development detached and semi-detached blocks) are proposed, along with an elementary school, parks, open space/tributary, woodlot and buffers, on the 17.77 ha subject lands shown on Attachment #5. The proposed plan yields a density of 19.22 units per hectare for the lands in the "Low Density Residential" designation and 27.29 units per hectare for lands in the "Medium Density Residential" designation within the Block 61 West Plan and therefore conforms to the Official Plan.

The conditions of approval for the Draft Plan of Subdivision are included in Attachment #1 to ensure the protection of ecological features including the open space/tributary and woodlot, and their associated buffers, and the conveyance of parks and open spaces.

The Vaughan Development Planning Department is satisfied that the proposed residential development as shown on Attachment #5 is appropriate and compatible with the existing and permitted uses in the surrounding area and can be developed in a manner that is appropriate and compatible with the existing community. The Development Planning Department can support the approval of the Zoning By-law Amendment Application and Draft Plan of Subdivision as red-lined, 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
5. Plan of Subdivision File 19T-10V005 - Red-line Revised (June 18, 2013)
6. Block 61 West Block Plan

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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.)