

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 20, 2015

Item 17, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 20, 2015.

17

**ZONING BY-LAW AMENDMENT FILE Z.13.043
DRAFT PLAN OF SUBDIVISION FILE 19T-13V010
NINE-TEN WEST LIMITED
WARD 4 - VICINITY OF DUFFERIN STREET AND RUTHERFORD ROAD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, Director of Development Planning and Manager of Development Planning, dated January 13, 2015:

Recommendation

The Commissioner of Planning, Director of Development Planning and Manager of Development Planning recommend:

1. THAT the Ontario Municipal Board be advised that City of Vaughan Council ENDORSES the following:
 - a) Zoning By-law Amendment File Z.13.043 (Nine-Ten West Limited) to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from A Agricultural Zone to the following zone categories as shown on Attachment #8:
 - i. Rezone Blocks “1” to “3” to RT1 Residential Townhouse Zone, together with the site-specific zoning exceptions identified in Table 1 of this report;
 - ii. Rezone Blocks “4” to “12” to CMU3(H) Mixed-Use 3 - Carrville Centre Zone with the Holding Symbol “(H)”, together with the proposed definitions, permitted uses, development standards and parking requirements identified in Tables 2 to 5 of this report; and,
 - iii. Rezone Blocks “13” and “14” to OS2 Open Space Park Zone.
 - b) The Holding Symbol “(H)” shall not be removed from the lands zoned CMU3(H) Mixed-Use 3 - Carrville Centre Zone until such time as a Site Development Application and Servicing Allocation have been approved by Vaughan Council, in whole or in part for each block. Prior to removal of the Holding Symbol “(H)”, the following uses shall be permitted on parts of the subject lands:
 - i. stand-alone, single-use commercial buildings, as interim uses, on the lands shown as “Block 10” on Attachment #8;
 - ii. stand-alone, single-use one-storey commercial buildings with a minimum height of 10 m, which may include a mezzanine and a maximum Gross Floor Area of 2,500 m² for each building, as interim uses, on the lands shown as “Block 6” on Attachment #8;
 - iii. stand-alone, single-use commercial buildings with a minimum height of one-storey and a maximum Gross Floor Area of 2,500 m², as interim uses, on the lands shown as “Block 8” on Attachment #8; and,
 - iv. a temporary surface parking lot, as an interim use, on the lands shown as “Block 4” on Attachment #8.

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- c) Draft Plan of Subdivision File 19T-13V010 (Nine-Ten West Limited) to facilitate a Plan of Subdivision comprised of nine (9) high-rise mixed-use blocks, three (3) low-rise (townhouse) blocks, and two (2) open space park blocks as shown on Attachment #4, subject to the conditions of approval set out in Attachment #1.
 - d) The subdivision agreement for Draft Plan of Subdivision File 19T-13V010 (Nine-Ten West Limited) shall contain the following clauses:
 - i. “The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 dwelling units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City’s Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.”;
 - ii. “For residential high-density development, the Owner shall dedicate parkland and/or pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at a fixed rate per unit prior to the issuance of a Building Permit, in accordance with the Planning Act and the City’s Cash-in-lieu Policy”; and,
 - iii. “Prior to final approval of the Plan, the Owner shall enter into a Developers’ Group Agreement with the other participating landowners within Block 18 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 parkland dedication, roads and municipal services within Block 18. This Agreement shall also provide a provision for additional developers to participate within the Developers Group Agreement when they wish to develop their lands.”
 - e) The Transportation Management and Sidewalk Plan for Draft Plan of Subdivision File 19T-13V010 (Nine-Ten West Limited) as shown on Attachment #5, subject to the conditions of approval set out in Attachment #1.
- 2. THAT Draft Plan of Subdivision File 19T-13V010 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 45 residential units (138 persons equivalent) for Blocks “1” to “3” zoned RT1 Residential Townhouse Zone, as shown on Attachment #8.
 - 3. THAT City of Vaughan staff be directed to attend the Ontario Municipal Board Hearing in support of Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010.

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 2.3: To create a City with sustainable built form

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

Goal 4: To create a vibrant community where citizens, businesses and visitors thrive

- Objective 4.2: Ensure that the City of Vaughan attracts businesses and investment that will result in well-paying jobs for Vaughan citizens, a sustainable tax base and continuing prosperity into the 21st century

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:

- medium and high-density residential and mixed-use built-forms that efficiently support water, sewage, energy and transit infrastructure
- a connected and permeable street network and enhanced streetscapes to encourage pedestrian activity, provide a safe comfortable pedestrian environment and facilitate the efficient movement of pedestrians, cyclists, transit and vehicles through and within the community
- enhanced on-street landscaping along all major and minor roads, thereby creating a comfortable pedestrian environment and reducing the urban heat island effect
- bicycle parking located throughout the site
- park blocks that support passive and active recreation, as well as social interaction activities, within a 2.5 to 5 minute walk
- passive solar alignments to permit enhanced efficiencies and optimal conditions for solar strategies by utilizing an east-west orientation for two of the low-rise mixed-use blocks
- additional sustainable design features will be identified through future Site Development Applications for each block

Economic Impact

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

Communications Plan

On January 31, 2014, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands, and to the Eagle Hills Community Association, the Valleys of Thornhill Ratepayers Association and the Confederation Parkway Ratepayers Association. The Notice of Public Hearing was also posted on the City's web-site at www.vaughan.ca and Notice Signs were installed on the property in accordance with the City's Sign Notification Protocol. A courtesy notice of the Public Hearing was also circulated to approximately 2,000 residents in proximity to the subject lands and outside of the required 150 m circulation area, as shown on Attachment #2.

The recommendation of the Committee of the Whole to receive the Public Hearing report of February 25, 2014, and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on March 18, 2014, and included a resolution

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that the Local Councillor convene a community meeting, which was held at Vaughan City Hall on June 16, 2014. The following deputations, written submissions and petitions were received at the Public Hearing:

Deputations

- Mr. Daniel Leeming, Partner, The Planning Partnership, Bay Street, Toronto, on behalf of the Owner
- Ms. Irina Rakhimova, Santa Amato Crescent, Vaughan
- Mr. Selim Gabra, Maple Valley Road, Maple
- Mr. Nilay Bhatt, Apple Blossom Drive, Thornhill
- Mr. Joseph Del Vasto, Tuscana Boulevard, Concord
- Mr. Furio Liberatore, Princess Isabella Court, Maple
- Mr. Elliott Silverstein, Belvia Drive, Vaughan
- Mr. Fadi Minawi, District Avenue, Vaughan
- Mr. Peter Badali, Butterfield Crescent, Maple, representing the Eagle Hills Community Association
- Mr. Eduardo Suarez, Santa Amato Crescent, Thornhill
- Mr. Jeffrey Stone, Bathurst Street, Vaughan
- Mr. Kevin Hanit, Queensbridge Drive, Concord
- Mr. Nikolay Shlepov, Maverick Crescent, Maple
- Mr. Rubin Zak, Maverick Crescent, Maple
- Mr. Sherif Abouelenin, Maple Valley Road, Vaughan
- Mr. Jason Badrick, Peter Rupert Avenue, Maple

Written Submissions

- Mr. Geo, Maple Valley Road, Maple, dated February 22, 2014
- Mr. Brad Byrne, Jacobi Court, Thornhill, dated February 23, 2014
- Mr. Earl S. Weiner, Yale & Partners LLP, Holly Street, Toronto, dated February 24, 2014
- Mr. Oz Solomon, Chaya Sara Gardens, Maple, dated February 24, 2014
- Ms. Elvira Kondratovits, Maple Valley Road, dated February 23, 2014
- Mr. Alexander Levin, Santa Amato Crescent, Vaughan, dated February 24, 2014
- Mr. Anat Goldschmidt, Foxwood Road, Vaughan, dated February 24, 2014
- Ms. Nicole Kondratovits, Maple Valley Road, dated February 24, 2014
- Mr. Ali Karevan, Maple Valley Road, Maple, dated February 24, 2014
- Mr. Abbas Rizvi, Santa Amato Crescent, Vaughan, dated February 25, 2014
- Mr. Kaniz Sivjee, Santa Amato Crescent, Vaughan, dated February 25, 2014

Petitions

- a) Petition submitted to the City Clerks Department on June 9, 2014, with 58 signatures from residents living on the following streets:
- Santa Amato Crescent, Maple
 - Jacobi Court, Thornhill
 - Apple Blossom Drive, Vaughan
 - Rivington Avenue, Thornhill
 - Paperbark Avenue, Vaughan
 - Maple Valley Road, Vaughan

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- b) Form letter and online petition consolidated by the City Clerks Department on February 25, 2014, with 29 signatures from the following streets:

- Santa Amato Crescent, Maple
- Autumn Hill Boulevard, Thornhill
- Maple Valley Road, Vaughan
- Pantano Drive, Thornhill
- Golden Forest Road, Maple
- Redmond Drive, Thornhill
- Jacobi Court, Thornhill
- Apple Blossom Drive, Vaughan

The following is a summary of, and response to the concerns noted in the written submissions and petitions, the Public Hearing (February 25, 2014) and the subsequent community meeting with the residents and Owner (June 16, 2014):

- a) Traffic and Transit

The proposal will result in increased traffic, on-street parking and congestion, noise and air pollution.

Response

Traffic studies have been completed for the Carrville District Centre Plan through the OPA #651/VOP 2010 approval processes and the review of the subject applications. These studies have been reviewed and approved by the City of Vaughan Development/Transportation Engineering Department and York Region. If the applications are approved, the development must comply with the recommendations in the approved Traffic Studies including pedestrian and traffic systems. In addition, the Owner is required to submit a separate Transportation Demand Management (TDM) plan for each high-rise mixed-use block at the Site Plan stage. Comments respecting traffic and the road network are discussed further in the Vaughan Development/Transportation Engineering Department and Regional Implications sections of this report.

- b) Density and Community Safety

The increase in the number of residents and traffic will hinder community safety and negatively impact the quality of life for the surrounding residents.

Response

The proposal is consistent with the policies, objectives and requirements of the Carrville Centre Secondary Plan (Section 11.2 in Volume 2 of Vaughan Official Plan 2010), to establish a District Centre in this area that will become a centre of commercial and residential activities in the Carrville Community. The proposed density is consistent with the Vaughan Official Plan 2010 policies and related Urban Design Study for the Carrville District, which was approved by Vaughan Council on June 29, 2010.

- c) Building Height

The proposed building heights will result in a loss of privacy for the abutting residents, and will cast shadows on the existing residential development resulting in reduced exposure to sunlight. Concerns were also raised regarding appropriateness and compatibility with the surrounding community that is developed with low-density residential and commercial uses.

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Response

The proposed building heights for the development are in conformity with the Carrville Centre Secondary Plan. Building heights are strategically planned to provide an appropriate transition whereby buildings with the greatest heights are located along the regional arterial roads of Dufferin Street and Rutherford Road. Blocks “1” to “4”, as shown on Attachment #4, are intended to be developed with low and mid-rise building typologies in order to provide an appropriate transition from the existing low-density residential development to the west, to the proposed mid and high-rise building forms located internal to the site and closer to Dufferin Street and Rutherford Road. The maximum building height for each block will be controlled by the implementing Zoning By-law, and shadow studies are required for the entire development prior to final registration of the Plan of Subdivision.

d) Over-development of the Site

The proposal represents an over-development of the site and will overload infrastructure.

Response

The Owner has been working with the City of Vaughan to approve plans for the development of the subject lands for approximately 10 years. Vaughan Council has envisioned the Carrville District as a commercial and residential centre for the Carrville Community since the approval of OPA #600 on June 29, 2001. The Block Plan for Planning Block 18, which was approved by City of Vaughan Council on April 14, 2003, as shown on Attachment #10, identifies the subject lands as a “District Centre”.

The proposed development is consistent with the building height and density requirements of the Carrville Centre Secondary Plan, and proposes a compact urban form that will efficiently utilize sewer and water infrastructure, while promoting travel by other modal alternatives to the car, and thereby fostering public transit ridership.

e) Parkland and Amenity Space

The proposed park areas are out of proportion and too small when compared to the development. Concerns were also raised regarding insufficient amenities in the area to cope with the increase in population.

Response

The subject lands represent a majority of the northwest quadrant within the Carrville Secondary Plan Boundary, as shown on Attachment #3. The northwest quadrant of the Carrville Secondary Plan area represents the primary focus for higher density, urban and compact building typologies in the form of mixed commercial and residential land uses. The Carrville Secondary Plan requires a minimum of 5.0 ha of parkland for the entire Carrville Secondary Plan Boundary area, and identifies larger, conventional parks to the north and east of the subject lands, as shown on Attachment #7. The approved Block 18 Plan, as shown on Attachment #10, also identifies a planned new District Park and Community Centre located on the west side of Peter Rupert Avenue, north of Rutherford Road.

f) Notification for January 13, 2015, Committee of the Whole

On December 19, 2014, a courtesy notice was mailed to all individuals and groups who spoke on deputation, provided written comments, signed a petition and attended any of the above-noted meetings, and requested notification of upcoming meetings respecting the subject applications.

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Purpose

To seek instructions from the Committee of the Whole on the following applications, which have been appealed by the Owner to the Ontario Municipal Board and are scheduled for a one-day Pre-Hearing on February 20, 2015:

1. Zoning By-law Amendment File Z.13.043 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from A Agricultural Zone to the following zone categories in the manner shown on Attachment #8:
 - a) RT1 Residential Townhouse Zone (Lot Accessed By a Lane) (Blocks 1 to 3 inclusive), together with the site-specific zoning exceptions identified in Table 1 of this report;
 - b) CMU3(H) Mixed Use 3 - Carrville Centre Zone with the Holding Symbol "(H)" (Blocks 4 to 12 inclusive) together with the proposed definitions, permitted uses, development standards and parking requirements identified in Tables 2 to 5 of this report; and,
 - c) OS2 Open Space Park Zone (Blocks 13 and 14).
2. Draft Plan of Subdivision File 19T-13V010, consisting of the following as shown on Attachment #4:

Low-Rise Mixed-Use (Blocks 1-3)	0.88 ha
High-Rise Mixed-Use (Blocks 4-12)	7.80 ha
Parks (Blocks 13 and 14)	0.48 ha
Public Right-of-Way (Streets "A" to "C" (23 m), "D" (17.5 m) and Lanes "1" (11.5 m) and "2" (8.5 m))	2.06 ha
Total Area	11.22 ha

Background - Analysis and Options

Location

The 11.22 ha vacant subject lands shown on Attachments #2 and #3 are located in the Block 18 quadrant of the Carrville District Centre, bounded by Dufferin Street, Rutherford Road, Grand Trunk Avenue and District Avenue. The surrounding land uses are shown on Attachment #3.

Vaughan Design Review Panel (DRP)

The Vaughan Design Review Panel (DRP) reviewed the development proposal on January 30, 2014. The DRP made the following suggestions for consideration by the Owner and the Vaughan Planning Department:

- early phasing of the development should include synergy with commercial spaces, such as professional offices, on top of two-storey retail buildings
- the relationship between the urban square and westerly neighbourhood park should be improved through a linear green feature connecting the neighbourhood park to the urban square
- more effort to integrate and connect with adjacent communities so that people can arrive on foot, with better consideration given to the location of pedestrian crossings at signalized intersections, materiality, and streetscape design
- consider how to create better built form presence along Dufferin Street
- the neighbourhood park at the west end is a successful interface with the adjacent low density residential that should be better connected to the inner parts of the plan

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- the pedestrian mews that breaks down the size of the block between Main Street and Dufferin Street are positive features of the development
- the relationship between the existing townhouse units on Grand Trunk Avenue and the proposed park on the east side needs to be considered
- encourage the inclusion of more native species and fewer cultivars in the tree planting mix

The Owner has addressed many of the DRP comments that relate to the proposed Draft Plan of Subdivision, as shown on Attachment #4. If the applications are approved, the DRP will have the opportunity to review each separate high-rise mixed-use development block through the Site Development Approval process.

Land Use Policies and Planning Considerations

The Vaughan Planning Department has reviewed Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010, and provide the following analysis:

a) Application History for Official Plan Amendment File OP.13.015

On May 23, 2006, Vaughan Council approved OPA #651, known as the Carrville District Centre Plan. OPA #651 provided a framework to develop the Carrville District Centre, as shown on Attachment #3, as a compact, pedestrian friendly community with high density residential and mixed-use (i.e. commercial and residential) development.

Following the approval of the Carrville District Centre Plan (OPA #651), Vaughan Council approved the Carrville District Centre Urban Design Streetscape Master Plan Study on June 29, 2010, which facilitated modifications to the policies included in OPA #651 to achieve an appropriate built form and massing within the Carrville District Centre. This included minor adjustments to the road and block patterns, and increased building heights, while maintaining the same overall density within the District Centre as stipulated in OPA #651.

The changes identified in the Carrville District Centre Urban Design Streetscape Master Plan Study were incorporated into Volume 2 of the City of Vaughan Official Plan 2010 (VOP 2010). VOP 2010 was adopted by Vaughan Council on September 7, 2010 and was approved, in part, by the Ontario Municipal Board on September 30, 2014. The Ontario Municipal Board approved the Carrville Centre Secondary Plan (Volume 2, Section 11.2), as shown (in part) on Attachment #7, on December 2, 2013.

On November 29, 2013, the Owner submitted Official Plan Amendment File OP.13.015 to amend the permitted building heights, densities, road pattern and site-specific exceptions of the in-effect Official Plan, being OPA #651. Official Plan Amendment File OP.13.015 was submitted in consideration of the Carrville Centre Secondary Plan (Vaughan Official Plan 2010, Volume 2, Section 11.2), as the proposed land use designations, development blocks, building heights, densities and road network for OP.13.015 were consistent with the policies and objectives of the Carrville Centre Secondary Plan (CCSP), as incorporated into VOP 2010. However, the CCSP was not in-effect at the time of submission, and as a result, an Official Plan Amendment application was required to amend the policies of OPA #651.

The Ontario Municipal Board approved the CCSP on December 2, 2013, which supersedes OPA #651. Accordingly, Official Plan Amendment File OP.13.015 is no longer required, as the proposed land use designations, development blocks, building heights, densities and road network of the proposal are consistent with the policies and objectives of the CCSP. On November 27, 2014, the Owner withdrew Official Plan Amendment File OP.13.015.

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b) Official Plan

The subject lands are identified as a “Local Centre”, with Rutherford Road identified as a “Primary Intensification Corridor” on Schedule 1, “Urban Structure” of VOP 2010. Local Centres are intended to be developed as mixed-use areas that serve the surrounding community to meet the daily needs of residents. Primary Intensification Corridors are intensification areas that are planned to evolve with mixed-use intensification over time to complement adjacent areas, support public transit, and enhance the structure of the City by linking intensification areas.

The subject lands are designated “High-Rise Mixed-Use”, “Low-Rise Mixed-Use” and “Parks” by Section 11.2 in Volume 2 of VOP 2010 (the Carrville Centre Secondary Plan). The land use configuration permitted building heights and densities of the CCSP are shown on Attachment #7.

The “High-Rise Mixed-Use” designation represents the primary retail development area within the Carrville District Centre, and is intended to be developed as an active, mixed-use area characterized by high quality design standards. The “High-Rise Mixed-Use” designation permits residential units in a low, mid and high-rise building formats, with a broad variety of retail and commercial activities, offices, and cultural, entertainment and social facilities. The “Low-Rise Mixed-Use” designation permits street, block and stacked townhouse units, and is intended to provide an appropriate built-form transition from the existing low-density residential neighborhoods surrounding the District Centre.

The CCSP identifies a “Main Street” and “Urban Square”, as shown on Attachment #7, which will act as a gateway and community fulcrum to the District Centre, and will support and achieve the following features:

- a pedestrian-oriented, human-scaled environment
- a safe and comfortable walking environment
- a consistent level of streetscape design, planting, signage, street furniture and other amenities
- active commercial ground floor uses
- a strong relationship between the building and the street

In order to assist in establishing the District Centre and Main Street during initial phases of development, the CCSP identifies a number of exceptions to the “High-Rise Mixed-Use” policies that allow for commercial uses and built forms that are not permitted within the “High-Rise Mixed-Use” designations. The intent of the exceptions is to attract a larger number of people and to act as a catalyst to further development into the District Centre. The exception areas are shown on Attachment #7, and permit the following:

- a large commercial complex located in the area identified by a “*1”, which will function as a commercial anchor for the District Centre
- stand-alone, single-use commercial buildings, as interim uses (10 to 15 years) in the initial phase of development, with a minimum height of one-storey and a maximum gross floor area of 2,500 m², on the areas identified by a “*2” and “*3”

As discussed above, the proposed Draft Plan of Subdivision and Zoning By-law Amendments conform with the permitted land use designations and development blocks, building height, density and road network, and is consistent with the policies and objectives of the CCSP, including:

- facilitating development with a compact urban form
- facilitating a broad range of retail and office uses
- implementing strong urban design principles

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- supporting efficient transportation
- providing a range of housing and unit types
- anticipating future growth

c) Ontario Municipal Board (OMB)

On September 25, 2014, pursuant to Sections 34(11) and 51 (34) of the Planning Act, the Owner appealed Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010 to the OMB (File No. PL141122), citing Vaughan Council's refusal or neglect to make a decision on the Zoning By-law Amendment and Draft Plan of Subdivision Application within 120 and 180 days, respectively, of filing complete applications. An OMB pre-hearing is scheduled for February 20, 2015.

Zoning

The subject lands are zoned A Agricultural Zone by Zoning By-law 1-88. To facilitate the Draft Plan of Subdivision shown on Attachment #4, a Zoning By-law Amendment is required to rezone the subject lands from A Agricultural Zone to the following zone categories in the manner shown on Attachment #8:

1. Rezone Blocks 1 to 3 to RT1 Residential Townhouse Zone (Lot Accessed by a Lane), subject to the zoning exceptions identified in Table 1 below:

Table 1:

	By-law Standard	By-law 1-88 RT1 Residential Townhouse Zone Requirements (Lot Accessed by a Lane)	Proposed Exceptions to RT1 Residential Townhouse Zone Requirements (Lot Accessed by a Lane)
a.	Definition of Lot (Block 1 – Attachment #8)	Lot must have frontage on a street	Permit a lot to have frontage on a park (OS2 Open Space Park Zone) and rear onto a lane
b.	Minimum Lot Area	180 m ²	145 m ²
c.	Minimum Lot Depth	30 m	25 m
d.	Minimum Front Yard Setback	4.5 m	4 m
e.	Minimum Rear Yard Setback (Attached Garage)	15 m	1.5 m

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f.	Minimum Exterior Side Yard Setback	4.5 m	3 m
g.	Minimum Exterior Side Yard Setback to Attached Garage Abutting a Public Lane or Sight Triangle	3 m	1 m
h.	Maximum Building Height	11 m	12 m
i.	Maximum Interior Garage Width	3.048 m	5.8 m

2. Rezone Blocks 13 and 14 to OS2 Open Space Park Zone; and,
3. To create the "CMU3 Mixed-Use 3 - Carrville Centre Zone" as a new zone category in Zoning By-law 1-88 for Blocks 4 to 12 inclusive, as shown on Attachment #8, in order to implement the policies of the CCSP, with the following definitions, permitted uses, development standards and parking requirements:

Table 2: Proposed Definitions

ARTS STUDIO:	Means a building or part of a building primarily used as the workplace of an artist or craftsman who is engaged in the creation of hand-made material arts and includes an artist, painter, sculptor, photographer or artisan, and where accessory uses may include the retail sale of the created goods and instruction.
COMMERCIAL PARKING LOT:	Means a building or part of a building used for the temporary parking of motor vehicles but shall not include the storing of impounded or damaged motor vehicles or a salvage yard. A commercial parking lot shall include ten (10) or more parking spaces along with parking aisles and with principal access to a street.
OFFICE, GENERAL:	Means a building or part of a building in which one or more persons are employed in a profession or the administration, direction or management of a business, agency, brokerage, or organization, but shall not include a Medical Office or the office of a Veterinarian.
OFFICE, MEDICAL:	Means the building or part of a building used for the consultation, diagnosis and/or treatment of outpatients by a Regulated Health Professional.
RESTAURANT:	Means a building or part of a building where food and drink are prepared and offered for sale or sold to the public for consumption on or off the premises and may include delivery and an Outdoor Patio.

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RESTAURANT, TAKE-OUT:	Means a building or part of a building having limited seating not to exceed six (6) seats where food and drink are prepared and offered for sale to be primarily taken out or delivered for consumption off the premises.
RETAIL ESTABLISHMENT:	Means a building or part of a building where goods, wares, merchandise, substances, articles or things are offered and kept for sale directly to the public at retail but does not include a supermarket or an automotive retail store.
TEMPORARY PARKING LOT:	Means a parcel of land used as an interim parking area servicing the short-term parking needs of commercial establishments.

Table 3: Proposed Permitted Uses

Commercial Uses:

- Arts Studio
- Club
- Health Centre
- Commercial Parking Lot
- Day Nursery
- Financial Institution
- Hotel
- Office, General
- Office, Medical
- Personal Service Shop
- Place of Entertainment
- Recreational Use
- Restaurant
- Restaurant, Take-Out
- Retail Establishment
- Service or Repair Shop
- Supermarket, including a Garden Centre
- Technical or Commercial School
- Veterinary Clinic

Residential Uses:

- Dwelling, Apartment
- Dwelling, Block Townhouse
- Dwelling, Street Townhouse
- Independent Living Facility
- Long Term Care Facility
- Supportive Living Facility

Table 4: Proposed Development Standards for the CMU3 Mixed-Use 3 - Carrville Centre Zone

	By-law Standard	Proposed CMU3 Mixed-Use 3 - Carrville Centre Zone Standards
a.	Minimum Lot Area	5,000 m ²
b.	Minimum Lot Frontage	50 m

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c.	Maximum Building Height	<ul style="list-style-type: none"> • 7-storeys and 27.5 m (Blocks 4, 5 and 9) • 8-storeys and 31 m (Blocks 10 and 11) • 15-storeys and 55.5 m (west half of Block 6) • 20-storeys and 73 m (east half of Block 6) • 20-storeys and 73 m (Block 8) • 22-storeys and 80 m (Block 12) • 25-storeys and 90.5 m (Block 7) <p>As shown on Attachment #8</p>
d.	Maximum Density (Floor Space Index - FSI)	<ul style="list-style-type: none"> • 2.5 FSI (Blocks 4, 5, 6, 9, 10, 11 inclusive) • 2.9 FSI (Block 8) • 4.32 FSI (Block 12) • 6.05 FSI (Block 7) <p>As shown on Attachment #8</p>
e.	Building Setback (Build-Within Zone) Requirements (See Attachment #9)	<p>Minimum “build-within zone” setback requirements:</p> <ul style="list-style-type: none"> • 0.6 m - 2 m for all sight triangles and lot lines abutting “Block 13”; • 1 m - 3 m for lot lines abutting Streets “A”, “B”, “C”, “D” and District Avenue; • 3 - 8 m for lot lines abutting Rutherford Road, Dufferin Street and Grand Trunk Avenue; • 7 - 15 m for the southeasterly lot line abutting Street “A” on Block “10”; and, • 4 - 18 m for the westerly lot line abutting Grand Trunk Avenue on Block “4”; <p>As shown on Attachment #9.</p> <p>Minimum setback for towers above podium:</p> <ul style="list-style-type: none"> • A 1.5 m minimum setback is required from the “build-within zone” for buildings 8-storeys and under; and, • A 4 m minimum setback is required from the “build-within zone” requirement for buildings 9-storeys and greater. <p>Minimum setback requirement between shared lot lines:</p> <ul style="list-style-type: none"> • 3 - 9 m, in the manner shown on Attachment #9.

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f.	“Build-Within Zone”, meaning an area abutting a street line within which a portion of the building on the lot must be located. The horizontal extent to which the build to zone is required to be occupied by a building is given as a percentage of the length of the street line of the lot on which the building is located.	<p>75% of the podium shall be located within the “minimum build-within zone” for lot lines abutting Streets “A”, “B”, “D” and Grand Trunk Avenue, as shown on Attachment #9</p> <p>50% of the podium shall be located within the “minimum build-within zone” for lot lines abutting Street “C”, District Avenue, Rutherford Road and Dufferin Street, as shown on Attachment #9</p>
g.	Minimum Landscaping Requirements	<p>i) The minimum width of a landscape strip abutting the street line shall be equal in width to the required minimum setback; and,</p> <p>ii) Outdoor Patios shall be permitted within the required landscape strip.</p>
h.	Minimum Floor to Floor Height for Ground Floor Units	4.5 m
i.	Maximum Building Floorplate of a Tower Above a Podium	850 m ²
j.	Minimum Distance Between Towers Above Podiums	25 m
k.	Building Types Not Permitted	Stand-alone, one-storey commercial buildings are not permitted.
l.	Exceptions for Blocks 5, 6, 7, 8, 9, 10, 11 and 12, as shown on Attachment #8	<p>i. The uses permitted in the CMU3 Zone shall be developed in a mixed-use development format;</p> <p>ii. Only commercial uses shall be provided at each block grade;</p> <p>iii. The maximum gross floor area for all ground floor commercial units shall be 2,500 m² and,</p> <p>iv. The front façade and main entrance of a building shall face Street “A” and Street “B”, shown as “Main Street” on Attachment #8.</p>

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m.	Exceptions for Block 5, as shown on Attachment #8	<p>A stand-alone commercial building shall be permitted, and shall comply with the following:</p> <ul style="list-style-type: none">i. the commercial building shall be developed in accordance with the permitted building height and density requirements shown on Attachment #8;ii. the commercial building may contain individual or a combination of the commercial uses permitted by the CMU3 Zone;iii. the commercial building shall contain at-grade commercial uses;iv. the front façade and main entrance of the commercial building shall face “Street A”; and,v. no driveways, parking or access shall be permitted between the building face and “Street A”.
n.	Interim Uses Permitted (10 to 15 year timeframe)	<ul style="list-style-type: none">i. Stand-alone, single-use commercial buildings shall be permitted on an interim basis on the lands shown as “Block 10” on Attachment #8, provided that the uses comply with the permitted “commercial” uses in the CMU3 Zone and that no driveways, parking or access shall be permitted between the building face and “Street A” and “Street B” shown as “Main Street” on Attachment #8;ii. Stand-alone, single-use one-storey commercial buildings with a minimum height of 10 m, which may include a mezzanine, and a maximum Gross Floor Area of 2,500 m² for each building shall be permitted as interim uses on the lands shown as “Block 6” on Attachment #8, provided that the uses comply with the permitted “commercial” uses in the CMU3 Zone and that no driveways, parking or access shall be permitted between the building face and “Street A” and Rutherford Road;

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		<p>iii. Stand-alone, single-use commercial buildings with a minimum height of one-storey and a maximum Gross Floor Area of 2,500 m² shall be permitted as an interim use on the lands shown as “Block 8” on Attachment #8, provided that the uses comply with the permitted “commercial” uses in the CMU3 Zone and that no driveways, parking or access shall be permitted between the building face and the portion of “Street A” shown as “Main Street” on Attachment #8; and,</p> <p>iv. A temporary parking lot shall be permitted on the lands shown as Block “4” on Attachment #8, and may be used for the calculation of the minimum required parking for a commercial building on “Block 5” on Attachment #8.</p>
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Table 5: Proposed Parking Requirements for the CMU3 Mixed-Use 3 - Carrville Centre Zone

Parking Standards (Carrville Mixed Use Zone) (Number of parking spaces/100m² GFA or as specified)			
	Type of Use	Minimum	Maximum
COMMERCIAL	Arts Studio Personal Service Shop Retail Establishment Financial Institution Service or Repair Shop Supermarket	3.0	4.25
	Restaurant	8.0	-
	Restaurant, Take-Out	4.0	-
	General Office	2.0	3.0
	Medical Office	3.0	-
	Hotel	0.85 / bedroom	-
	Club	4.5	-
	Health Centre	6.0	-
	Place of Entertainment	8.0	-
	Commercial or Technical School	3.5 / classroom + 1.0 / 7 seats in an auditorium or theatre	-

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Parking Standards (Carrville Mixed Use Zone) (Number of parking spaces/100m² GFA or as specified)				
	Type of Use		Minimum	Maximum
	Day Nursery	Parking	0.85 / employee	-
		Pick-up and Drop-off/ Visitor spaces	3 spaces + 1.0 space / classroom	-
RESIDENTIAL	Street Townhouse Dwelling Block Townhouse Dwelling		1.0 / unit	2.0 / unit
	Apartment Dwelling	Resident Parking	1.0 / unit	1.5 / unit
		Visitor Parking	0.20 / unit	0.25 / unit
RESIDENTIAL / INSTITUTIONAL	Independent Living Facility	Bachelor / 1 Bedroom	0.50 / unit	-
		2 Bedrooms	0.70 / unit	-
		Visitor	0.20 / unit	-
	Supportive Living Facility	Parking	0.45 / unit	-
		Visitor	0.20 / unit	-
	Long Term Care Facility	Parking	0.25 / bed	-
		Visitor	0.20 / bed	-

The Vaughan Planning Department can support the proposed site-specific exceptions and the new CMU3 Mixed Use 3 - Carrville Centre Zone to Zoning By-law 1-88, for the following reasons:

RT1 Residential Townhouse Zone Exceptions

a) **Lot Definition (Block 1)**

The Owner proposes to redefine a “lot” to permit frontage on a park (and rear onto a public lane), for only the future lots fronting on the OS2 Open Space Park Zone in Block “1” on the subject lands, whereas the Zoning By-law 1-88 defines “lot”, in part, as a parcel of land fronting on a street. The Vaughan Planning Department considers this exception appropriate, as the proposed definition of “lot” would facilitate a planned housing form that will animate and provide direct access to a future public open space area.

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Minimum Lot Area and Lot Depth (Blocks 1, 2 and 3)

The Owner is requesting an exception to reduce the minimum lot area from 180 m²/unit (Lot Accessed by a Lane) to 145 m²/unit for all townhouse lots. The Owner is also seeking a reduction in the minimum lot depth requirement from 30 m to 25 m. These reductions are appropriate since the intent of the Carrville District Centre is to plan for more urban forms of development at higher densities than townhouse developments in the area surrounding the Carrville District Centre.

b) Minimum Building Setbacks (Blocks 1, 2 and 3)

The following site-specific setbacks are proposed for the RT1 Residential Townhouse Zone:

- reduced front yard setback to a dwelling from the required 4.5 m to 4 m;
- reduced rear yard setback to an attached garage from the required 15 m to 1.5m;
- reduced exterior side yard setback to a dwelling from the required 4.5 m to 3 m; and,
- reduced minimum exterior side yard setback to an attached garage abutting a public lane or sight triangle from 3 m to 1 m.

The proposed building setback reductions will facilitate an appropriate pedestrian and street interface in a compact urban built form, as stipulated by the CCSP, while providing for an appropriate transition from the low density neighbourhoods surrounding the Carrville District Centre.

c) Maximum Building Height (Blocks 1, 2, and 3)

The Owner is proposing to increase the maximum permitted building height for the townhouse units from 11 m to 12 m (3 storeys). The proposed building height is justified since it will provide a transition in building height from the low density residential (2-storey) community to the west, to the proposed high-rise residential buildings planned for the easterly portion of the subject lands.

d) Maximum Interior Garage Width (Blocks 1, 2, and 3)

The Owner proposes a maximum interior garage width of 5.8 m to facilitate double car garages accessed by a lane, whereas the Zoning By-law 1-88 permits a maximum interior garage width of 3.048 m for a single car garage. The proposed interior garage width will provide storage for an additional vehicle in a garage that faces an internal lane. The double car garage townhouse typology accessed by a lane has been successfully implemented by the Owner in other areas of the City where physical access to the individual units is via the lane through the garage.

CMU3 Mixed Use 3 - Carrville Centre Zone (Blocks 4 to12)

Definitions

The definitions proposed for the CMU3 Zone shown on Table 2 are verbatim to the definitions specific to the Vaughan Metropolitan Centre (VMC) in Zoning By-law 1-88, which were approved by Vaughan Council on December 10, 2013. However, as these definitions are specific to the VMC area only, they must also be incorporated as site-specific definitions for the proposed CMU3 Zone.

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The definition of “Commercial Parking Lot” has been altered slightly by removing the provision to allow for parking on an “area of land”, thereby requiring a commercial parking lot to be in an enclosed building or structure in order to reduce the presence of surface parking within the Carrville District Centre.

Permitted Uses

The proposed permitted uses for the CMU3 Zone as shown on Table 3 are consistent with the permitted uses in the “High-Rise Mixed-Use” designation of the CCSP. The “High-Rise Mixed-Use” designation represents the primary retail development area within the Carrville Centre, and permits residential units in a low, mid and high-rise building format, with a broad variety of retail and commercial activities, offices, and cultural, entertainment and social facilities.

The proposed commercial uses will generate pedestrian and consumer shopping activity at-grade, and will contribute to the mixed-use, pedestrian-friendly and transit-supportive environment envisioned for the Carrville District Centre. General and Medical Office uses will attract employees into the Carrville Centre, while uses such as a Day Nursery, Personal Service Shop, Supermarket and Service and Repair Shop will cater to the day-to-day needs of residents and employees living and working in the District Centre. The proposed residential uses represent a broad range of housing forms and types that provide housing accommodations for varied ages, incomes and demographic compositions.

The Vaughan Planning Department is of the opinion that the proposed uses for the CMU3 Zone are appropriate in order to implement the “High-Rise Mixed-Use” designation of the CCSP and promote a mixed-use residential and commercial shopping district for the Carrville Centre, as envisioned by the CCSP.

Development Standards

a) Minimum Lot Area and Lot Frontage

The proposed minimum lot area of 5,000 m² and lot frontage of 50 m is required to implement the proposed Draft Plan of Subdivision, and will facilitate the building forms and densities stipulated in the CCSP. The proposed lot area and frontage standards are consistent with other mixed-use zones in the City of Vaughan, most notably the C9 and C10 Corporate Centre Zones. On this basis, the Vaughan Planning Department has no objections to the proposed minimum lot area and lot frontage requirements for the CMU3 Zone.

b) Maximum Building Height and Density

The maximum building height and density for each block, as shown on Attachment #8, is consistent with the CCSP and the Carrville District Centre Streetscape Master Plan Study. Greater building heights and densities for Blocks 7, 8, and 9 are proposed along Dufferin Street in order to achieve the preferred massing of taller and smaller point towers, as opposed to continuous street walls. Section 11.2.6.8 (d) of the CCSP permits a maximum building height of 15-storeys and 20-storeys for Block 6 in the manner shown on Attachment #8, in order to achieve greater densities adjacent to Rutherford Road. Building heights and densities are reduced for the remaining Blocks in order to provide for an appropriate transition to the proposed lower density built forms adjacent to Grand Trunk Avenue.

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The maximum building height in storeys is based on the maximum height requirement identified in the CCSP. The CMU3 Zone proposes a minimum floor-to-floor height of 4.5 m for ground floor units. The maximum building height in metres for this development is based on a 6.5 m high ground floor (to accommodate parapets, mezzanines and building assembly), with subsequent floors measuring 3.5 m in height. The Vaughan Planning Department supports the proposed maximum building height and density requirements.

c) Setback and Build-within Zone Requirements

Sections 11.2.14.4 and 11.2.14.16 of the CCSP require “build-within zones” for all properties within the District Centre. Build-within zones require walls of buildings that face a street line to be located within a defined zone on the lot, setting both a minimum and maximum building setback in order to provide important spatial definition and a sense of enclosure for the street.

The proposed build-within zone setback requirements shown on Attachment #9 are consistent with the recommendations of the Carrville District Centre Streetscape Master Plan Study and the “Built Form” policies of the CCSP (Section 11.2.14). This includes a 1 m to 3 m build within zone for all lot lines abutting internal local roads, and a 3 m to 8 m build-within zone for all lot lines abutting Rutherford Road and Dufferin Street. The build-within zones have also been modified in the following areas, as shown on Attachment #9:

- The westerly lot line of “Block 4”, abutting Grand Trunk Avenue, where the build-within zone requirement has increased to 4 m to 18 m, in order to provide a larger distance separation to the existing low-density residential community to the west; and,
- The southeasterly lot line on “Block “10” adjacent to the Urban Square, where the build-within zone requirement has been increased to be between 7 m to 15 m, in order to provide opportunities for active, pedestrian-oriented uses (e.g. patios) that will complement the Urban Square.

Seventy-five percent (75%) of the building face will be located within the build-within zone requirement for all local and primary roads that run north-south (Streets “A”, “B”, “D” and Grand Trunk Avenue), as shown on Attachment #9. Fifty percent (50%) of the building face will be located within the build-within zone requirement for all local and primary roads that run east-west (Street “C” and District Avenue), as well as Rutherford Road and Dufferin Street, as shown on Attachment #9.

The tower portions proposed for each Block will require an additional minimum 1.5 m setback from the “build-within zone” for buildings 8-storeys or less, and an additional minimum 4 m setback from the “build-within zone” for buildings 9-storeys and greater. The additional 4 m tower setback will provide an appropriate pedestrian-scaled experience at ground level, and will mitigate the visual impact of taller towers.

Conventional minimum building setback requirements are proposed for blocks that share a mutual lot line, in the manner shown on Attachment #9.

The proposed setback and build-within zone requirements conform to the requirements of the CCSP and Carrville District Centre Streetscape Master Plan Study, and are an important element to achieving active commercial ground floor uses, an attractive public realm and a strong relationship between the building and the street. The proposed

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requirements allow buildings to be sited and organized to create street space scaled to the pedestrian, and present appropriate façades that will provide comfort and interest at ground level. The Vaughan Planning Department supports the proposed building setbacks for the CMU3 Zone.

d) Landscaping Requirements

In order to achieve the appropriate building setback requirements for the proposed CMU3 Zone, the landscaping requirements under the general provisions for all Commercial Zones in Zoning By-law 1-88 must be amended for the proposal. The minimum width of a landscape strip abutting the street line will be equal in width to the required yard for all high-rise mixed-use blocks. Outdoor patios will be permitted inside the landscape strip in order to provide an animated visual and social street image.

e) Maximum Building Floorplate for a Tower Above Podium

In order to achieve the preferred massing of taller and smaller point towers, as opposed to long, continuous street wall buildings, the Carrville District Centre Streetscape Master Plan Study recommends a maximum 850 m² floorplate size for point towers, which will assist in minimizing shadow impacts, loss of skyview and adverse wind conditions on adjacent properties.

f) Minimum Distance Between a Tower Above Podium

The CCSP states “in order that appropriate spacing is achieved between buildings on the same block, light, view and privacy setbacks may be used to provide the appropriate relationship between building facing conditions” (Section 11.2.14.17 of VOP 2010, Volume 2). The Carrville District Centre Streetscape Master Plan Study identifies a minimum separation distance of 25 m between point towers in order to provide appropriate light and privacy. On this basis, the Vaughan Planning Department supports the 25 m separation distance requirement.

g) Building Types Not Permitted

In order to limit large-scale commercial retail buildings and promote mixed-use development in the Carrville District Centre, Section 11.2.6.7 of the CCSP does not permit stand alone, one-storey commercial buildings within the “High-Rise Mixed-Use” designation. Accordingly, stand alone, one-storey commercial buildings are not permitted in the CMU3 Zone upon full build-out. One-storey commercial buildings will be permitted as interim uses during the initial phase of development, as described in greater detail under the “Holding Symbol “(H)” and “Proposed Interim Uses” section of this report.

h) Exceptions

1. Blocks 5, 6, 7, 8, 9, 10, 11 and 12

In an effort to create the desired mixed-use character, streetscape design and built form stipulated in the Carrville District Centre Streetscape Master Plan Study, Section 11.2.6.7 (g) of the CCSP require specific development standards for blocks that abut the “Main Street” and “Urban Square”, being Blocks 5 to 12 inclusive, as shown on Attachment #8. The proposed standards promote an active mix of commercial uses at-grade, and facilitate a pedestrian-oriented environment for the “Main Street”. The maximum gross floor area for each commercial unit is restricted to 2,500 m² in order to limit large-scale retail units and create greater variety and character to the main street.

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2. Block 5

The subject lands are planned to be developed over a series of phases with a time horizon exceeding 15 years. The initial phase of development will include primarily commercial uses in order to establish the Carrville District Centre as a lively and active shopping district. As per Section 11.2.6.8 of the CCSP, “Block 5”, as shown on Attachment #8, will contain a stand-alone, commercial building intended to:

- function as an important commercial anchor for the Carrville District Centre
- assist with creating stronger retail uses by bringing a larger number of people into the area
- act as a catalyst to attract further developments

The proposed commercial building is required to comply with the permitted building height, density, setback and build-within zone requirements in the CMU3 Zone. The intent of the commercial building is to maintain a built form that will respond to the urban feel of the “Main Street”, and will contain at-grade commercial uses with the front façade and main entrance facing “Street A” and “Street B”, as shown on Attachment #8. No driveways, parking, or access will be permitted between the building face and “Street A”.

The proposed commercial building represents an important element in successfully developing the Carrville District as a distinct mixed-use neighbourhood.

Holding Symbol “(H)” and Proposed Interim Uses

Should Vaughan Council approve the subject applications, the implementing Zoning By-law will utilize the Holding Symbol “(H)” for all development blocks zoned CMU3 Mixed Use 3 – Carrville Centre Zone. The Holding Symbol “(H)” will not be removed until such time as water and sewage servicing capacity has been identified and allocated to the subject lands, and a Site Development Application for the subject lands (or portions thereof) has been approved by Vaughan Council. A condition to this effect is included in the recommendation of this report.

Section 11.2.6.8 of the CCSP permits the development of stand-alone, single-use commercial buildings as interim uses in the initial phase of development, in order to attract users to the Carrville District Centre and assist in establishing the “Main Street” together with the proposed commercial complex. The permitted stand-alone buildings as stipulated in the CCSP are located on the lands identified with a “*2” and “*3” on Attachment #7.

The implementing Zoning By-law will permit stand-alone, single use commercial buildings as interim uses on Blocks “6”, “8” and “10”, as shown on Attachment #8, in accordance with the setbacks and build-within zone requirements outlined in Table 2, and the permitted commercial uses of the CMU3 Zone. The interim uses are permitted prior to the removal of the Holding Symbol “(H)” for the subject blocks, and shall cease to exist upon removal of the Holding Symbol “(H)” through development of the Blocks via subsequent phases.

The implementing Zoning By-law will also permit a temporary parking lot on Block “4”, as shown on Attachment #8, which will serve the proposed commercial complex located on Block “5”, as shown on Attachment #8. Surface parking lots are also proposed on Blocks “6” and “8” to serve the interim commercial uses. The temporary surface parking lots on Blocks “4” and “6” shall cease to exist upon the residential development of Block “6”. A similar provision will be included in the implementing Zoning By-law for Block “8”.

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Proposed Parking Standards

In 2007, the City of Vaughan began the process of undertaking a City-wide Parking Standards review. The study, conducted by the City of Vaughan and the IBI Group, identified contemporary parking standards based on the experience of other municipalities and other best practices research. In general, the standards recommended were lower than those of Zoning By-law 1-88. The study's findings were outlined in a report dated March 2010, titled Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning By-law.

The IBI Report and Parking Design Guidelines were considered by Vaughan Council at the June 28, 2010, Committee of the Whole (Working Session) meeting. The report recommended that both the IBI Report and related Design Guidelines be received, and that an amendment to Zoning By-law 1-88, based on the findings of the IBI Report, be brought forward to a future Committee of the Whole (Public Hearing) meeting. On July 13, 2010, Vaughan Council approved the recommendation contained in the report and required that the Working Group be led by the Engineering and Public Works Commission.

Implementation of the parking standards has been phased. Some of the parking standards were implemented in 2013 for the VMC area only, while details for parking standards applicable city-wide are under consideration.

The proposed minimum parking standards for the CMU3 Zone represent the standards outlined for "Local Centres" identified in the IBI Report, and are consistent with the standards approved by Vaughan Council on July 13, 2010. The CCSP identifies proposed maximum parking standards for specific uses in the Carrville Centre in order to reduce large surface parking areas in the District Centre. Accordingly, a maximum parking requirement has been applied to certain retail, general office and residential uses, as shown on Table 5.

The Development/Transportation Engineering Department has no objections to the proposed parking standards for the CMU3 Zone, as they are consistent with the IBI Report and required maximums in the CCSP. Accordingly, the Vaughan Planning Department supports the proposed parking standards for the CMU3 Zone.

Summary

The proposed development demonstrates good urban design principles, provides an appropriate transition to the surrounding existing community, and is consistent with the applicable Official Plan policies. The Vaughan Planning Department has no objections to the proposed zoning, which will facilitate a development with an active, mixed-use area that will be characterized by high quality design standards with a broad variety of residential, retail and commercial activities, offices, parks, and cultural, entertainment and social facilities. The Vaughan Planning Department supports the approval of Zoning By-law Amendment File Z.13.043.

Phased Development Concept

The CCSP requires development within the Carrville District Centre to be phased to ensure the most efficient and economical use of existing and proposed infrastructure. The proposed land use designations shown on Attachment #7 illustrate the planned land uses for the full build out of the site.

The Owner proposes to develop the subject lands in phases over a time horizon exceeding 15 years. The townhouse development of Blocks "1" to "3" will occur in the first phase. The townhouse blocks are adjacent to Grand Trunk Avenue, which is an existing residential street. The townhouses are planned to be a maximum of 3-storeys in height and this low-rise form of residential development, which is adjacent to the built up community to the west, will provide a transition to the higher buildings planned for the easterly and southerly portions of the site.

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The proposed commercial building and interim stand-alone, single-use commercial buildings will also occur in the first phase. The proposed commercial uses consist of predominately low-rise built forms that will facilitate an active commercial district for the Carrville Centre. Block “7”, a high-rise residential block located at the corner of Rutherford Road and Dufferin Street, is also planned for the initial phase of development once servicing capacity has been identified.

The availability of municipal servicing allocation for the proposed first phase of development will determine the timing and the number of dwelling units to be developed in the initial phase and subsequent phases of development for the proposed Draft Plan of Subdivision, and future Site Development applications will be required prior to the development of the subsequent phases.

The Owner’s transportation consultant, Poulos and Chung Limited, has identified select transit infrastructure improvements in relation to subsequent phases of development from 2014 to 2031. This includes the following approved transit initiatives:

- 800 new parking spaces at the Rutherford GO Station located approximately 1 km west of the Carrville Centre near the intersection of Keele Street and Rutherford Road
- all day, two-way GO Train service at the Rutherford GO Station
- the construction of High Occupancy Vehicle (HOV) lanes on Rutherford Road through the Region of York’s 10 Year Roads Capital Construction Program

The above transportation improvements are estimated to increase transit modal split from 16% in 2014 to 40% by 2031.

All development within the Carrville District Centre area is subject to Site Plan Control and Site Development Agreements will be required as a condition of development approval for each phase.

Subdivision Design

The proposed 11.22 ha Draft Plan of Subdivision is shown on Attachment #4. Grand Trunk Avenue is an existing north-south primary road, and District Avenue is an existing east-west primary road along the northerly limit of the site. New local Streets “A” and “B” form the “Main Street”, as stipulated by the CCSP, and will measure 23 m in width. York Region has advised that Street “A” is restricted to a right-in/right-out movement at the intersections of both Rutherford Road and Dufferin Street. The Draft Plan of Subdivision includes two additional local streets, Street “C” measuring 23 m in width, and Street “D” measuring 17.5 m in width. The three (3) proposed townhouse blocks will be accessed by public laneways with access from Street “D”, District Avenue and Grand Trunk Avenue. Lane “1” will measure 11.5 m in width and Lane “2” will measure 8.5 m in width. Private roads are proposed between abutting development blocks, as shown on Attachment #4. The new public roads conform to the right-of-way width requirements of the CCSP.

The subdivision design is consistent with the proposed land use designations shown on Attachment #7. The Owner is required to complete sun/shadow studies and a pedestrian wind analysis for the proposed subdivision, and urban design guidelines and detailed drawings for the proposed public streets, “Main Street” (Streets “A” and “B”) and “Urban Square”, shown as Block “13” on Attachment #4. Conditions to this effect are included in Attachment #1 of this report.

The subject lands are located within the approved Block 18 Plan as shown on Attachment #10. Prior to the execution of the Subdivision Agreement, the Owner is required to satisfy all obligations, financial or otherwise, of the Block 18 Developer’s Group Agreement to the satisfaction of the Block 18 Trustee. A condition to this effect is included in Attachment #1. The development of the townhouse and high-rise mixed-use blocks are also subject to architectural control, and therefore, will require the control architect to review and certify compliance with the approved Architectural Design Guidelines for Block 18.

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Should Vaughan Council approve the applications, the Owner must update the approved Block 18 Plan to reflect Vaughan Council's decision. The Owner must display a Community Plan that reflects the approved Block 18 Plan on the interior wall of the sales office, comprising information approved by the City of Vaughan, prior to offering any units for sale, and no Building Permit shall be issued until such information is approved by the Vaughan Planning Department.

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

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the applications and provide the following comments:

a) Road Network

Site access is proposed from Dufferin Street, Rutherford Road, Grand Trunk Avenue and District Avenue. Internal local and minor collector roads, laneways and private roads are proposed to provide access to the individual blocks within the development.

b) Transportation Network/Traffic Impact Study

The Owner has submitted a "Traffic Impact Overview Assessment Study" prepared by Poulos and Chung Limited, dated November 13, 2013, with an addendum memorandum to the report dated October 4, 2014. The Owner is required to submit updated Traffic Impact Studies through the development of each Block at the Site Plan stage, which shall include appropriate phasing that identifies roadway/intersection infrastructure triggers, calculated signal warrants, and vehicle queue analyses. In their memorandum dated October 4, 2014, Poulos and Chung Limited advised that a likely recommendation would be to build the ultimate infrastructure requirements for the initial phase of developments.

The implementation of Traffic Demand Management (TDM) measures such as a sustainable mobility program will be considered at the Site Plan stage, and will require a commitment from the Owner to work with the City of Vaughan, in coordination with York Region, to implement and monitor TDM measures

c) Transportation Management Plan

The Owner has submitted a Transportation Management and Sidewalk Plan (TMP), as shown on Attachment #5, that identifies proposed transit routes and bus stops, sidewalks, pedestrian network and proposed traffic control measures for the proposed Draft Plan of Subdivision. The Development/Transportation Engineering Department must approve the final TMP.

d) Sewage and Water Allocation

On October 29, 2013, Vaughan Council endorsed the City's annual servicing capacity allocation strategy report. The report confirmed servicing capacity is available to support continued urban growth throughout the City over the next three years. Accordingly, servicing capacity for the subject development is available and unrestricted for the proposed townhouse blocks shown as Blocks "1" to "3" on Attachment #8. However, servicing allocation capacity for the remaining high-rise development blocks, shown as Blocks "4" to "12" on Attachment #8, have not been reserved nor assigned potential future capacity at this time.

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Therefore, servicing allocation capacity is currently not available to support the proposed high-rise development blocks. If this plan proceeds to approval, an agreement of no sale will apply, and the subject lands zoned CMU3 shall be zoned with the Holding Symbol “(H)”. The Holding Symbol “(H)” can be removed block-by-block when servicing capacity has been allocated through the site plan process for each development block.

The City of Vaughan 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 subject applications may be revisited at this time based on the status of the subject development applications.

e) Stormwater Management

The existing storm sewers along Grand Trunk Avenue are proposed to service the site. Water quantity and quality control measures are proposed to be provided via the existing Stormwater Management located at the northwest corner of Grand Trunk Avenue and Rutherford Road.

f) Sanitary Servicing

According to the Functional Servicing Report (FSR), sanitary flows generated from the subject development are to be conveyed to the existing sanitary sewers along Grand Trunk Avenue via the existing sanitary service connections. Water connection for the site will be provided through the existing 300 mm diameter watermain on Marc Santi Boulevard (within Planning Block 11).

g) Environmental Site Assessment (ESA)

The Development/Transportation Engineering Department has reviewed the “Phase One Environmental Site Assessment” report dated June 14 2013, and a “Letter of Reliance” dated November 26, 2014, by SPL Consultants Limited. Given that no areas of potential environmental concern were identified through the Phase One Environmental Site Assessment (ESA) report, a Record of Site Condition is not required at this time. However, a Phase Two Environmental Site Assessment conducted on the proposed park and urban square blocks shall be submitted to the City of Vaughan for review and approval.

h) Lot Grading

Existing grades are to be shown a minimum of 20 m beyond the site boundary in relation to the proposed development. The proposed grading of the site and lot grading shall meet the current City of Vaughan lot grading criteria.

i) Noise Report

The Owner has submitted a noise report titled “Environmental Noise Feasibility Study, Block 18, Carrville Centre, Proposed Mixed Use Development, City of Vaughan”, prepared by Valcoustic Canada Ltd., dated November 8, 2013. The noise report shall be revised at the subdivision agreement stage and/or individual Site Development application stage, to show height consistency of all acoustic fences throughout the development and match fence heights into abutting development along Grand Trunk Avenue and District Avenue.

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Toronto and Region Conservation Authority (TRCA)

The Toronto and Regional Conservation Authority (TRCA) has reviewed the proposed Draft Plan of subdivision and in a letter dated August 25, 2014, provided technical comments. The subject property is located entirely within the "Settlement Area" designation of the Oak Ridges Moraine Conservation Plan (ORMCP). The TRCA has reviewed the Environmental Impact Study prepared by Beacon Environmental, dated November 2013, and the Functional Servicing Report prepared by Schaffers Consulting Engineers, dated November, 2013, and is satisfied that the proposed development does not negatively impact or compromise the ORMCP. Accordingly, the TRCA has no objections to the proposal, subject to the Owner addressing the TRCA's conditions of approval included in Attachment #1.

Vaughan Planning Department - Cultural Heritage Division

The Cultural Heritage Division of the Vaughan Planning Department has received the Ministry of Citizenship, Culture and Recreation's clearance of archaeological concerns respecting the subject lands. Accordingly, the Cultural Heritage Division has no objections to the approval of the subject applications.

Vaughan Parks Development Department

The Draft Plan of Subdivision proposes approximately 0.48 ha of parkland, shown as Blocks "13" and "14" on Attachment #4. The Vaughan Parks Development Department has no objections to the proposed park blocks subject to their conditions of subdivision approval in Attachment #1.

Parkland Dedication

The Owner is required to pay cash-in-lieu of parkland dedication for the difference between lands being dedicated and the total required parkland dedication in accordance with the Planning Act and the recommendation in this report.

School Boards

The York Region District School Board and York Region Catholic School Board have no comments or concerns with respect to the applications, and require no conditions. The York Region District School Board has also indicated that the subject development applications will not require a new public elementary school site within the proposed development.

Canada Post

Canada Post Corporation has no objection to the proposed development applications, subject to their conditions of approval included in Attachment #1.

Utilities

Bell Canada and Enbridge Gas Distribution have no objections to the proposal, subject to their conditions of approval included in Attachment #1.

Rogers Communications Inc. has no objections to the proposal.

It is the responsibility of the Owner to contact PowerStream Inc. to determine the type of available service in the area to supply this project and assess PowerStream Inc.'s charges.

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Relationship to Vaughan Vision 2020/Strategic Plan

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

i. **Lead and Promote Environmental Sustainability**

The Owner will be incorporating the sustainable site and building features, as identified in this report. The proposed development will include three stream waste disposal systems within the high rise buildings, which will contribute to increasing the waste diversion targets as part of the Greening Vaughan strategy.

Plan and Manage Growth & Economic Vitality

The proposed development implements the City's Official Plan and the Growth Management Strategy as set in Vaughan Official Plan 2010. The proposal facilitates the form of development contemplated through Vaughan Official Plan 2010 with respect to the Carrville Centre Secondary Plan area and provides for intensification located on Rutherford Road and Dufferin Street, which will support the expansion of public transportation systems and alternative modes of transportation (e.g. cycling, walking, etc.).

ii. **Enhance and Ensure Community Safety/Health and Wellness**

The proposed development includes a public park and urban square to enhance the City's existing inventory of public amenity spaces. Pedestrian walkways and cycling trails will be provided throughout the development to encourage walking and cycling as a means of getting to community gathering areas within and outside the site.

Regional Implications

The York Region Transportation and Community Planning Department has reviewed the proposed Draft Plan of Subdivision and provided technical comments, Pre-conditions and Conditions of Draft Approval, in a letter dated July 11, 2014. York Region recognizes that servicing capacity may not be available for the subject lands in the short term, and in accordance with the Region's servicing protocol, respecting draft plans receiving approval prior to servicing allocation being available, has requested that all residential land within the subdivision plan, be subject of various restrictions, including the Holding Symbol "(H)" provisions, to ensure that the water and wastewater servicing are available prior to occupancy.

In addition, York Region requests that the City of Vaughan apply a lapsing provision to the Draft Plan of Subdivision, 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.

The Owner is required to address all transportation related comments from York Region pertaining to the Traffic Impact Study prior to final approval. Conditions to this effect are included in Attachment #1.

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

Conclusion

Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010 will facilitate development and housing forms that are in keeping with the intent and objectives of the Carrville Centre Secondary Plan in Vaughan Official Plan 2010. The proposal supports

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sustainable community objectives and the subdivision implements a neighbourhood design that provides opportunities for walking, cycling and the use of existing and proposed public transit. The mixed land uses support the Carrville District Centre where a higher density, and higher intensity and mix of uses is expected and planned to develop, and therefore, implements the City's Official Plan. The proposal will result in development that is appropriate and compatible with the context of the existing community.

The Vaughan Planning Department is satisfied that the proposed zoning as shown on Attachment #8, and the proposed Draft Plan of Subdivision as shown on Attachment #4, are appropriate and compatible with the existing and permitted uses in the surrounding area and the existing Carrville community. The Vaughan Planning Department can support the approval of Zoning By-law Amendment File Z.13.043, and Draft Plan of Subdivision File 19T-13V010, subject to the recommendations in this report, and the Conditions of Draft Approval as set out in Attachment #1.

Attachments

1. Conditions of Draft Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-13V010
5. Transportation Management and Sidewalk Plan
6. Landscape Plan
7. In-effect Official Plan (VOP 2010) Carrville Centre Secondary Plan
8. Proposed Zoning
9. Proposed Setbacks and Build-Within Zones
10. Approved Block 18 Plan (April 14, 2003)

Report prepared by:

Mark Antoine, Planner, ext. 8212
Christina Napoli, Senior Planner, ext. 8483

(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.)

COMMITTEE OF THE WHOLE JANUARY 13, 2015

**ZONING BY-LAW AMENDMENT FILE Z.13.043
DRAFT PLAN OF SUBDIVISION FILE 19T-13V010
NINE-TEN WEST LIMITED
WARD 4 - VICINITY OF DUFFERIN STREET AND RUTHERFORD ROAD**

Recommendation

The Commissioner of Planning, Director of Development Planning and Manager of Development Planning recommend:

1. THAT the Ontario Municipal Board be advised that City of Vaughan Council ENDORSES the following:
 - a) Zoning By-law Amendment File Z.13.043 (Nine-Ten West Limited) to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from A Agricultural Zone to the following zone categories as shown on Attachment #8:
 - i. Rezone Blocks “1” to “3” to RT1 Residential Townhouse Zone, together with the site-specific zoning exceptions identified in Table 1 of this report;
 - ii. Rezone Blocks “4” to “12” to CMU3(H) Mixed-Use 3 - Carrville Centre Zone with the Holding Symbol “(H)”, together with the proposed definitions, permitted uses, development standards and parking requirements identified in Tables 2 to 5 of this report; and,
 - iii. Rezone Blocks “13” and “14” to OS2 Open Space Park Zone.
 - b) The Holding Symbol “(H)” shall not be removed from the lands zoned CMU3(H) Mixed-Use 3 - Carrville Centre Zone until such time as a Site Development Application and Servicing Allocation have been approved by Vaughan Council, in whole or in part for each block. Prior to removal of the Holding Symbol “(H)”, the following uses shall be permitted on parts of the subject lands:
 - i. stand-alone, single-use commercial buildings, as interim uses, on the lands shown as “Block 10” on Attachment #8;
 - ii. stand-alone, single-use one-storey commercial buildings with a minimum height of 10 m, which may include a mezzanine and a maximum Gross Floor Area of 2,500 m² for each building, as interim uses, on the lands shown as “Block 6” on Attachment #8;
 - iii. stand-alone, single-use commercial buildings with a minimum height of one-storey and a maximum Gross Floor Area of 2,500 m², as interim uses, on the lands shown as “Block 8” on Attachment #8; and,
 - iv. a temporary surface parking lot, as an interim use, on the lands shown as “Block 4” on Attachment #8.
 - c) Draft Plan of Subdivision File 19T-13V010 (Nine-Ten West Limited) to facilitate a Plan of Subdivision comprised of nine (9) high-rise mixed-use blocks, three (3) low-rise (townhouse) blocks, and two (2) open space park blocks as shown on Attachment #4, subject to the conditions of approval set out in Attachment #1.

- d) The subdivision agreement for Draft Plan of Subdivision File 19T-13V010 (Nine-Ten West Limited) shall contain the following clauses:
- i. "The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 dwelling units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.";
 - ii. "For residential high-density development, the Owner shall dedicate parkland and/or pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at a fixed rate per unit prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy"; and,
 - iii. "Prior to final approval of the Plan, the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 18 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 parkland dedication, roads and municipal services within Block 18. This Agreement shall also provide a provision for additional developers to participate within the Developers Group Agreement when they wish to develop their lands."
- e) The Transportation Management and Sidewalk Plan for Draft Plan of Subdivision File 19T-13V010 (Nine-Ten West Limited) as shown on Attachment #5, subject to the conditions of approval set out in Attachment #1.
2. THAT Draft Plan of Subdivision File 19T-13V010 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 45 residential units (138 persons equivalent) for Blocks "1" to "3" zoned RT1 Residential Townhouse Zone, as shown on Attachment #8.
 3. THAT City of Vaughan staff be directed to attend the Ontario Municipal Board Hearing in support of Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010.

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 2.3: 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 3.3: Reduce single occupant vehicle (SOV) trips by supporting active transportation, car pooling and public transit

Goal 4: To create a vibrant community where citizens, businesses and visitors thrive

- Objective 4.2: Ensure that the City of Vaughan attracts businesses and investment that will result in well-paying jobs for Vaughan citizens, a sustainable tax base and continuing prosperity into the 21st century

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:

- medium and high-density residential and mixed-use built-forms that efficiently support water, sewage, energy and transit infrastructure
- a connected and permeable street network and enhanced streetscapes to encourage pedestrian activity, provide a safe comfortable pedestrian environment and facilitate the efficient movement of pedestrians, cyclists, transit and vehicles through and within the community
- enhanced on-street landscaping along all major and minor roads, thereby creating a comfortable pedestrian environment and reducing the urban heat island effect
- bicycle parking located throughout the site
- park blocks that support passive and active recreation, as well as social interaction activities, within a 2.5 to 5 minute walk
- passive solar alignments to permit enhanced efficiencies and optimal conditions for solar strategies by utilizing an east-west orientation for two of the low-rise mixed-use blocks
- additional sustainable design features will be identified through future Site Development Applications for each block

Economic Impact

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

Communications Plan

On January 31, 2014, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands, and to the Eagle Hills Community Association, the Valleys of Thornhill Ratepayers Association and the Confederation Parkway Ratepayers Association. The Notice of Public Hearing was also posted on the City's web-site at www.vaughan.ca and Notice Signs were installed on the property in accordance with the City's Sign Notification Protocol. A courtesy notice of the Public Hearing was also circulated to approximately 2,000 residents in proximity to the subject lands and outside of the required 150 m circulation area, as shown on Attachment #2.

The recommendation of the Committee of the Whole to receive the Public Hearing report of February 25, 2014, and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on March 18, 2014, and included a resolution that the Local Councillor convene a community meeting, which was held at Vaughan City Hall on June 16, 2014. The following deputations, written submissions and petitions were received at the Public Hearing:

Deputations

- Mr. Daniel Leeming, Partner, The Planning Partnership, Bay Street, Toronto, on behalf of the Owner
- Ms. Irina Rakhimova, Santa Amato Crescent, Vaughan
- Mr. Selim Gabra, Maple Valley Road, Maple
- Mr. Nilay Bhatt, Apple Blossom Drive, Thornhill
- Mr. Joseph Del Vasto, Tuscana Boulevard, Concord
- Mr. Furio Liberatore, Princess Isabella Court, Maple
- Mr. Elliott Silverstein, Belvia Drive, Vaughan
- Mr. Fadi Minawi, District Avenue, Vaughan
- Mr. Peter Badali, Butterfield Crescent, Maple, representing the Eagle Hills Community Association
- Mr. Eduardo Suarez, Santa Amato Crescent, Thornhill
- Mr. Jeffrey Stone, Bathurst Street, Vaughan
- Mr. Kevin Hanit, Queensbridge Drive, Concord
- Mr. Nikolay Shlepov, Maverick Crescent, Maple
- Mr. Rubin Zak, Maverick Crescent, Maple
- Mr. Sherif Abouelenin, Maple Valley Road, Vaughan
- Mr. Jason Badrick, Peter Rupert Avenue, Maple

Written Submissions

- Mr. Geo, Maple Valley Road, Maple, dated February 22, 2014
- Mr. Brad Byrne, Jacobi Court, Thornhill, dated February 23, 2014
- Mr. Earl S. Weiner, Yale & Partners LLP, Holly Street, Toronto, dated February 24, 2014
- Mr. Oz Solomon, Chaya Sara Gardens, Maple, dated February 24, 2014
- Ms. Elvira Kondratovits, Maple Valley Road, dated February 23, 2014
- Mr. Alexander Levin, Santa Amato Crescent, Vaughan, dated February 24, 2014
- Mr. Anat Goldschmidt, Foxwood Road, Vaughan, dated February 24, 2014
- Ms. Nicole Kondratovits, Maple Valley Road, dated February 24, 2014
- Mr. Ali Karevan, Maple Valley Road, Maple, dated February 24, 2014
- Mr. Abbas Rizvi, Santa Amato Crescent, Vaughan, dated February 25, 2014
- Mr. Kaniz Sivjee, Santa Amato Crescent, Vaughan, dated February 25, 2014

Petitions

- a) Petition submitted to the City Clerks Department on June 9, 2014, with 58 signatures from residents living on the following streets:
- Santa Amato Crescent, Maple
 - Jacobi Court, Thornhill
 - Apple Blossom Drive, Vaughan
 - Rivington Avenue, Thornhill
 - Paperbark Avenue, Vaughan
 - Maple Valley Road, Vaughan
- b) Form letter and online petition consolidated by the City Clerks Department on February 25, 2014, with 29 signatures from the following streets:
- Santa Amato Crescent, Maple
 - Autumn Hill Boulevard, Thornhill
 - Maple Valley Road, Vaughan
 - Pantano Drive, Thornhill

- Golden Forest Road, Maple
- Redmond Drive, Thornhill
- Jacobi Court, Thornhill
- Apple Blossom Drive, Vaughan

The following is a summary of, and response to the concerns noted in the written submissions and petitions, the Public Hearing (February 25, 2014) and the subsequent community meeting with the residents and Owner (June 16, 2014):

a) Traffic and Transit

The proposal will result in increased traffic, on-street parking and congestion, noise and air pollution.

Response

Traffic studies have been completed for the Carrville District Centre Plan through the OPA #651/VOP 2010 approval processes and the review of the subject applications. These studies have been reviewed and approved by the City of Vaughan Development/Transportation Engineering Department and York Region. If the applications are approved, the development must comply with the recommendations in the approved Traffic Studies including pedestrian and traffic systems. In addition, the Owner is required to submit a separate Transportation Demand Management (TDM) plan for each high-rise mixed-use block at the Site Plan stage. Comments respecting traffic and the road network are discussed further in the Vaughan Development/Transportation Engineering Department and Regional Implications sections of this report.

b) Density and Community Safety

The increase in the number of residents and traffic will hinder community safety and negatively impact the quality of life for the surrounding residents.

Response

The proposal is consistent with the policies, objectives and requirements of the Carrville Centre Secondary Plan (Section 11.2 in Volume 2 of Vaughan Official Plan 2010), to establish a District Centre in this area that will become a centre of commercial and residential activities in the Carrville Community. The proposed density is consistent with the Vaughan Official Plan 2010 policies and related Urban Design Study for the Carrville District, which was approved by Vaughan Council on June 29, 2010.

c) Building Height

The proposed building heights will result in a loss of privacy for the abutting residents, and will cast shadows on the existing residential development resulting in reduced exposure to sunlight. Concerns were also raised regarding appropriateness and compatibility with the surrounding community that is developed with low-density residential and commercial uses.

Response

The proposed building heights for the development are in conformity with the Carrville Centre Secondary Plan. Building heights are strategically planned to provide an appropriate transition whereby buildings with the greatest heights are located along the regional arterial roads of Dufferin Street and Rutherford Road. Blocks "1" to "4", as shown on Attachment #4, are intended to be developed with low and mid-rise building typologies

in order to provide an appropriate transition from the existing low-density residential development to the west, to the proposed mid and high-rise building forms located internal to the site and closer to Dufferin Street and Rutherford Road. The maximum building height for each block will be controlled by the implementing Zoning By-law, and shadow studies are required for the entire development prior to final registration of the Plan of Subdivision.

d) Over-development of the Site

The proposal represents an over-development of the site and will overload infrastructure.

Response

The Owner has been working with the City of Vaughan to approve plans for the development of the subject lands for approximately 10 years. Vaughan Council has envisioned the Carrville District as a commercial and residential centre for the Carrville Community since the approval of OPA #600 on June 29, 2001. The Block Plan for Planning Block 18, which was approved by City of Vaughan Council on April 14, 2003, as shown on Attachment #10, identifies the subject lands as a "District Centre".

The proposed development is consistent with the building height and density requirements of the Carrville Centre Secondary Plan, and proposes a compact urban form that will efficiently utilize sewer and water infrastructure, while promoting travel by other modal alternatives to the car, and thereby fostering public transit ridership.

e) Parkland and Amenity Space

The proposed park areas are out of proportion and too small when compared to the development. Concerns were also raised regarding insufficient amenities in the area to cope with the increase in population.

Response

The subject lands represent a majority of the northwest quadrant within the Carrville Secondary Plan Boundary, as shown on Attachment #3. The northwest quadrant of the Carrville Secondary Plan area represents the primary focus for higher density, urban and compact building typologies in the form of mixed commercial and residential land uses. The Carrville Secondary Plan requires a minimum of 5.0 ha of parkland for the entire Carrville Secondary Plan Boundary area, and identifies larger, conventional parks to the north and east of the subject lands, as shown on Attachment #7. The approved Block 18 Plan, as shown on Attachment #10, also identifies a planned new District Park and Community Centre located on the west side of Peter Rupert Avenue, north of Rutherford Road.

f) Notification for January 13, 2015, Committee of the Whole

On December 19, 2014, a courtesy notice was mailed to all individuals and groups who spoke on deputation, provided written comments, signed a petition and attended any of the above-noted meetings, and requested notification of upcoming meetings respecting the subject applications.

Purpose

To seek instructions from the Committee of the Whole on the following applications, which have been appealed by the Owner to the Ontario Municipal Board and are scheduled for a one-day Pre-Hearing on February 20, 2015:

1. Zoning By-law Amendment File Z.13.043 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from A Agricultural Zone to the following zone categories in the manner shown on Attachment #8:
 - a) RT1 Residential Townhouse Zone (Lot Accessed By a Lane) (Blocks 1 to 3 inclusive), together with the site-specific zoning exceptions identified in Table 1 of this report;
 - b) CMU3(H) Mixed Use 3 - Carrville Centre Zone with the Holding Symbol "(H)" (Blocks 4 to 12 inclusive) together with the proposed definitions, permitted uses, development standards and parking requirements identified in Tables 2 to 5 of this report; and,
 - c) OS2 Open Space Park Zone (Blocks 13 and 14).
2. Draft Plan of Subdivision File 19T-13V010, consisting of the following as shown on Attachment #4:

Low-Rise Mixed-Use (Blocks 1-3)	0.88 ha
High-Rise Mixed-Use (Blocks 4-12)	7.80 ha
Parks (Blocks 13 and 14)	0.48 ha
Public Right-of-Way (Streets "A" to "C" (23 m), "D" (17.5 m) and Lanes "1" (11.5 m) and "2" (8.5 m))	2.06 ha
Total Area	11.22 ha

Background - Analysis and Options

Location

The 11.22 ha vacant subject lands shown on Attachments #2 and #3 are located in the Block 18 quadrant of the Carrville District Centre, bounded by Dufferin Street, Rutherford Road, Grand Trunk Avenue and District Avenue. The surrounding land uses are shown on Attachment #3.

Vaughan Design Review Panel (DRP)

The Vaughan Design Review Panel (DRP) reviewed the development proposal on January 30, 2014. The DRP made the following suggestions for consideration by the Owner and the Vaughan Planning Department:

- early phasing of the development should include synergy with commercial spaces, such as professional offices, on top of two-storey retail buildings
- the relationship between the urban square and westerly neighbourhood park should be improved through a linear green feature connecting the neighbourhood park to the urban square
- more effort to integrate and connect with adjacent communities so that people can arrive on foot, with better consideration given to the location of pedestrian crossings at signalized intersections, materiality, and streetscape design
- consider how to create better built form presence along Dufferin Street
- the neighbourhood park at the west end is a successful interface with the adjacent low density residential that should be better connected to the inner parts of the plan
- the pedestrian mews that breaks down the size of the block between Main Street and Dufferin Street are positive features of the development
- the relationship between the existing townhouse units on Grand Trunk Avenue and the proposed park on the east side needs to be considered
- encourage the inclusion of more native species and fewer cultivars in the tree planting mix

The Owner has addressed many of the DRP comments that relate to the proposed Draft Plan of Subdivision, as shown on Attachment #4. If the applications are approved, the DRP will have the opportunity to review each separate high-rise mixed-use development block through the Site Development Approval process.

Land Use Policies and Planning Considerations

The Vaughan Planning Department has reviewed Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010, and provide the following analysis:

a) Application History for Official Plan Amendment File OP.13.015

On May 23, 2006, Vaughan Council approved OPA #651, known as the Carrville District Centre Plan. OPA #651 provided a framework to develop the Carrville District Centre, as shown on Attachment #3, as a compact, pedestrian friendly community with high density residential and mixed-use (i.e. commercial and residential) development.

Following the approval of the Carrville District Centre Plan (OPA #651), Vaughan Council approved the Carrville District Centre Urban Design Streetscape Master Plan Study on June 29, 2010, which facilitated modifications to the policies included in OPA #651 to achieve an appropriate built form and massing within the Carrville District Centre. This included minor adjustments to the road and block patterns, and increased building heights, while maintaining the same overall density within the District Centre as stipulated in OPA #651.

The changes identified in the Carrville District Centre Urban Design Streetscape Master Plan Study were incorporated into Volume 2 of the City of Vaughan Official Plan 2010 (VOP 2010). VOP 2010 was adopted by Vaughan Council on September 7, 2010 and was approved, in part, by the Ontario Municipal Board on September 30, 2014. The Ontario Municipal Board approved the Carrville Centre Secondary Plan (Volume 2, Section 11.2), as shown (in part) on Attachment #7, on December 2, 2013.

On November 29, 2013, the Owner submitted Official Plan Amendment File OP.13.015 to amend the permitted building heights, densities, road pattern and site-specific exceptions of the in-effect Official Plan, being OPA #651. Official Plan Amendment File OP.13.015 was submitted in consideration of the Carrville Centre Secondary Plan (Vaughan Official Plan 2010, Volume 2, Section 11.2), as the proposed land use designations, development blocks, building heights, densities and road network for OP.13.015 were consistent with the policies and objectives of the Carrville Centre Secondary Plan (CCSP), as incorporated into VOP 2010. However, the CCSP was not in-effect at the time of submission, and as a result, an Official Plan Amendment application was required to amend the policies of OPA #651.

The Ontario Municipal Board approved the CCSP on December 2, 2013, which supersedes OPA #651. Accordingly, Official Plan Amendment File OP.13.015 is no longer required, as the proposed land use designations, development blocks, building heights, densities and road network of the proposal are consistent with the policies and objectives of the CCSP. On November 27, 2014, the Owner withdrew Official Plan Amendment File OP.13.015.

b) Official Plan

The subject lands are identified as a "Local Centre", with Rutherford Road identified as a "Primary Intensification Corridor" on Schedule 1, "Urban Structure" of VOP 2010. Local Centres are intended to be developed as mixed-use areas that serve the surrounding community to meet the daily needs of residents. Primary Intensification Corridors are intensification areas that are

planned to evolve with mixed-use intensification over time to complement adjacent areas, support public transit, and enhance the structure of the City by linking intensification areas.

The subject lands are designated “High-Rise Mixed-Use”, “Low-Rise Mixed-Use” and “Parks” by Section 11.2 in Volume 2 of VOP 2010 (the Carrville Centre Secondary Plan). The land use configuration, permitted building heights and densities of the CCSP are shown on Attachment #7.

The “High-Rise Mixed-Use” designation represents the primary retail development area within the Carrville District Centre, and is intended to be developed as an active, mixed-use area characterized by high quality design standards. The “High-Rise Mixed-Use” designation permits residential units in a low, mid and high-rise building formats, with a broad variety of retail and commercial activities, offices, and cultural, entertainment and social facilities. The “Low-Rise Mixed-Use” designation permits street, block and stacked townhouse units, and is intended to provide an appropriate built-form transition from the existing low-density residential neighborhoods surrounding the District Centre.

The CCSP identifies a “Main Street” and “Urban Square”, as shown on Attachment #7, which will act as a gateway and community fulcrum to the District Centre, and will support and achieve the following features:

- a pedestrian-oriented, human-scaled environment
- a safe and comfortable walking environment
- a consistent level of streetscape design, planting, signage, street furniture and other amenities
- active commercial ground floor uses
- a strong relationship between the building and the street

In order to assist in establishing the District Centre and Main Street during initial phases of development, the CCSP identifies a number of exceptions to the “High-Rise Mixed-Use” policies that allow for commercial uses and built forms that are not permitted within the “High-Rise Mixed-Use” designations. The intent of the exceptions is to attract a larger number of people and to act as a catalyst to further development into the District Centre. The exception areas are shown on Attachment #7, and permit the following:

- a large commercial complex located in the area identified by a “*1”, which will function as a commercial anchor for the District Centre
- stand-alone, single-use commercial buildings, as interim uses (10 to 15 years) in the initial phase of development, with a minimum height of one-storey and a maximum gross floor area of 2,500 m², on the areas identified by a “*2” and “*3”

As discussed above, the proposed Draft Plan of Subdivision and Zoning By-law Amendments conform with the permitted land use designations and development blocks, building height, density and road network, and is consistent with the policies and objectives of the CCSP, including:

- facilitating development with a compact urban form
- facilitating a broad range of retail and office uses
- implementing strong urban design principles
- supporting efficient transportation
- providing a range of housing and unit types
- anticipating future growth

c) Ontario Municipal Board (OMB)

On September 25, 2014, pursuant to Sections 34(11) and 51 (34) of the Planning Act, the Owner appealed Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010 to the OMB (File No. PL141122), citing Vaughan Council's refusal or neglect to make a decision on the Zoning By-law Amendment and Draft Plan of Subdivision Application within 120 and 180 days, respectively, of filing complete applications. An OMB pre-hearing is scheduled for February 20, 2015.

Zoning

The subject lands are zoned A Agricultural Zone by Zoning By-law 1-88. To facilitate the Draft Plan of Subdivision shown on Attachment #4, a Zoning By-law Amendment is required to rezone the subject lands from A Agricultural Zone to the following zone categories in the manner shown on Attachment #8:

1. Rezone Blocks 1 to 3 to RT1 Residential Townhouse Zone (Lot Accessed by a Lane), subject to the zoning exceptions identified in Table 1 below:

Table 1:

	By-law Standard	By-law 1-88 RT1 Residential Townhouse Zone Requirements (Lot Accessed by a Lane)	Proposed Exceptions to RT1 Residential Townhouse Zone Requirements (Lot Accessed by a Lane)
a.	Definition of Lot (Block 1 – Attachment #8)	Lot must have frontage on a street	Permit a lot to have frontage on a park (OS2 Open Space Park Zone) and rear onto a lane
b.	Minimum Lot Area	180 m ²	145 m ²
c.	Minimum Lot Depth	30 m	25 m
d.	Minimum Front Yard Setback	4.5 m	4 m
e.	Minimum Rear Yard Setback (Attached Garage)	15 m	1.5 m
f.	Minimum Exterior Side Yard Setback	4.5 m	3 m

g.	Minimum Exterior Side Yard Setback to Attached Garage Abutting a Public Lane or Sight Triangle	3 m	1 m
h.	Maximum Building Height	11 m	12 m
i.	Maximum Interior Garage Width	3.048 m	5.8 m

2. Rezone Blocks 13 and 14 to OS2 Open Space Park Zone; and,
3. To create the "CMU3 Mixed-Use 3 - Carrville Centre Zone" as a new zone category in Zoning By-law 1-88 for Blocks 4 to 12 inclusive, as shown on Attachment #8, in order to implement the policies of the CCSP, with the following definitions, permitted uses, development standards and parking requirements:

Table 2: Proposed Definitions

ARTS STUDIO:	Means a building or part of a building primarily used as the workplace of an artist or craftsman who is engaged in the creation of hand-made material arts and includes an artist, painter, sculptor, photographer or artisan, and where accessory uses may include the retail sale of the created goods and instruction.
COMMERCIAL PARKING LOT:	Means a building or part of a building used for the temporary parking of motor vehicles but shall not include the storing of impounded or damaged motor vehicles or a salvage yard. A commercial parking lot shall include ten (10) or more parking spaces along with parking aisles and with principal access to a street.
OFFICE, GENERAL:	Means a building or part of a building in which one or more persons are employed in a profession or the administration, direction or management of a business, agency, brokerage, or organization, but shall not include a Medical Office or the office of a Veterinarian.
OFFICE, MEDICAL:	Means the building or part of a building used for the consultation, diagnosis and/or treatment of outpatients by a Regulated Health Professional.
RESTAURANT:	Means a building or part of a building where food and drink are prepared and offered for sale or sold to the public for consumption on or off the premises and may include delivery and an Outdoor Patio.
RESTAURANT, TAKE-OUT:	Means a building or part of a building having limited seating not to exceed six (6) seats where food and drink are prepared and offered for sale to be primarily taken out or delivered for consumption off the premises.

RETAIL ESTABLISHMENT: Means a building or part of a building where goods, wares, merchandise, substances, articles or things are offered and kept for sale directly to the public at retail but does not include a supermarket or an automotive retail store.

TEMPORARY PARKING LOT: Means a parcel of land used as an interim parking area servicing the short-term parking needs of commercial establishments.

Table 3: Proposed Permitted Uses

Commercial Uses:

- Arts Studio
- Club
- Health Centre
- Commercial Parking Lot
- Day Nursery
- Financial Institution
- Hotel
- Office, General
- Office, Medical
- Personal Service Shop
- Place of Entertainment
- Recreational Use
- Restaurant
- Restaurant, Take-Out
- Retail Establishment
- Service or Repair Shop
- Supermarket, including a Garden Centre
- Technical or Commercial School
- Veterinary Clinic

Residential Uses:

- Dwelling, Apartment
- Dwelling, Block Townhouse
- Dwelling, Street Townhouse
- Independent Living Facility
- Long Term Care Facility
- Supportive Living Facility

Table 4: Proposed Development Standards for the CMU3 Mixed-Use 3 - Carrville Centre Zone

	By-law Standard	Proposed CMU3 Mixed-Use 3 - Carrville Centre Zone Standards
a.	Minimum Lot Area	5,000 m ²
b.	Minimum Lot Frontage	50 m
c.	Maximum Building Height	<ul style="list-style-type: none"> • 7-storeys and 27.5 m (Blocks 4, 5 and 9) • 8-storeys and 31 m (Blocks 10 and 11) • 15-storeys and 55.5 m (west half of Block 6) • 20-storeys and 73 m (east half of Block 6) • 20-storeys and 73 m (Block 8) • 22-storeys and 80 m (Block 12) • 25-storeys and 90.5 m (Block 7)

	By-law Standard	Proposed CMU3 Mixed-Use 3 - Carrville Centre Zone Standards
		As shown on Attachment #8
d.	Maximum Density (Floor Space Index - FSI)	<ul style="list-style-type: none"> • 2.5 FSI (Blocks 4, 5, 6, 9, 10, 11 inclusive) • 2.9 FSI (Block 8) • 4.32 FSI (Block 12) • 6.05 FSI (Block 7) <p>As shown on Attachment #8</p>
e.	Building Setback (Build-Within Zone) Requirements (See Attachment #9)	<p>Minimum “build-within zone” setback requirements:</p> <ul style="list-style-type: none"> • 0.6 m - 2 m for all sight triangles and lot lines abutting “Block 13”; • 1 m - 3 m for lot lines abutting Streets “A”, “B”, “C”, “D” and District Avenue; • 3 - 8 m for lot lines abutting Rutherford Road, Dufferin Street and Grand Trunk Avenue; • 7 - 15 m for the southeasterly lot line abutting Street “A” on Block “10”; and, • 4 - 18 m for the westerly lot line abutting Grand Trunk Avenue on Block “4”; <p>As shown on Attachment #9.</p> <p>Minimum setback for towers above podium:</p> <ul style="list-style-type: none"> • A 1.5 m minimum setback is required from the “build-within zone” for buildings 8-storeys and under; and, • A 4 m minimum setback is required from the “build-within zone” requirement for buildings 9-storeys and greater. <p>Minimum setback requirement between shared lot lines:</p> <ul style="list-style-type: none"> • 3 - 9 m, in the manner shown on Attachment #9.

	By-law Standard	Proposed CMU3 Mixed-Use 3 - Carrville Centre Zone Standards
f.	“Build-Within Zone”, meaning an area abutting a street line within which a portion of the building on the lot must be located. The horizontal extent to which the build to zone is required to be occupied by a building is given as a percentage of the length of the street line of the lot on which the building is located.	<p>75% of the podium shall be located within the “minimum build-within zone” for lot lines abutting Streets “A”, “B”, “D” and Grand Trunk Avenue, as shown on Attachment #9</p> <p>50% of the podium shall be located within the “minimum build-within zone” for lot lines abutting Street “C”, District Avenue, Rutherford Road and Dufferin Street, as shown on Attachment #9</p>
g.	Minimum Landscaping Requirements	<p>i) The minimum width of a landscape strip abutting the street line shall be equal in width to the required minimum setback; and,</p> <p>ii) Outdoor Patios shall be permitted within the required landscape strip.</p>
h.	Minimum Floor to Floor Height for Ground Floor Units	4.5 m
i.	Maximum Building Floorplate of a Tower Above a Podium	850 m ²
j.	Minimum Distance Between Towers Above Podiums	25 m
k.	Building Types Not Permitted	Stand-alone, one-storey commercial buildings are not permitted.
l.	Exceptions for Blocks 5, 6, 7, 8, 9, 10, 11 and 12, as shown on Attachment #8	<p>i. The uses permitted in the CMU3 Zone shall be developed in a mixed-use development format;</p> <p>ii. Only commercial uses shall be provided at each block grade;</p> <p>iii. The maximum gross floor area for all ground floor commercial units shall be 2,500 m² and,</p> <p>iv. The front façade and main entrance of a building shall face Street “A” and Street “B”, shown as “Main Street” on Attachment #8.</p>

	By-law Standard	Proposed CMU3 Mixed-Use 3 - Carrville Centre Zone Standards
m.	Exceptions for Block 5, as shown on Attachment #8	<p>A stand-alone commercial building shall be permitted, and shall comply with the following:</p> <ul style="list-style-type: none"> i. the commercial building shall be developed in accordance with the permitted building height and density requirements shown on Attachment #8; ii. the commercial building may contain individual or a combination of the commercial uses permitted by the CMU3 Zone; iii. the commercial building shall contain at-grade commercial uses; iv. the front façade and main entrance of the commercial building shall face "Street A"; and, v. no driveways, parking or access shall be permitted between the building face and "Street A".
n.	Interim Uses Permitted (10 to 15 year timeframe)	<ul style="list-style-type: none"> i. Stand-alone, single-use commercial buildings shall be permitted on an interim basis on the lands shown as "Block 10" on Attachment #8, provided that the uses comply with the permitted "commercial" uses in the CMU3 Zone and that no driveways, parking or access shall be permitted between the building face and "Street A" and "Street B" shown as "Main Street" on Attachment #8; ii. Stand-alone, single-use one-storey commercial buildings with a minimum height of 10 m, which may include a mezzanine, and a maximum Gross Floor Area of 2,500 m² for each building shall be permitted as interim uses on the lands shown as "Block 6" on Attachment #8, provided that the uses comply with the permitted "commercial" uses in the CMU3 Zone and that no driveways, parking or access shall be permitted between the building face and "Street A" and Rutherford Road; iii. Stand-alone, single-use commercial buildings with a minimum height of one-

	By-law Standard	Proposed CMU3 Mixed-Use 3 - Carrville Centre Zone Standards
		<p>storey and a maximum Gross Floor Area of 2,500 m² shall be permitted as an interim use on the lands shown as "Block 8" on Attachment #8, provided that the uses comply with the permitted "commercial" uses in the CMU3 Zone and that no driveways, parking or access shall be permitted between the building face and the portion of "Street A" shown as "Main Street" on Attachment #8; and,</p> <p>iv. A temporary parking lot shall be permitted on the lands shown as Block "4" on Attachment #8, and may be used for the calculation of the minimum required parking for a commercial building on "Block 5" on Attachment #8.</p>

Table 5: Proposed Parking Requirements for the CMU3 Mixed-Use 3 - Carrville Centre Zone

Parking Standards (Carrville Mixed Use Zone) (Number of parking spaces/100m ² GFA or as specified)			
	Type of Use	Minimum	Maximum
COMMERCIAL	Arts Studio Personal Service Shop Retail Establishment Financial Institution Service or Repair Shop Supermarket	3.0	4.25
	Restaurant	8.0	-
	Restaurant, Take-Out	4.0	-
	General Office	2.0	3.0
	Medical Office	3.0	-
	Hotel	0.85 / bedroom	-
	Club	4.5	-
	Health Centre	6.0	-
	Place of Entertainment	8.0	-
	Commercial or Technical School	3.5 / classroom + 1.0 / 7 seats in an auditorium or theatre	-

Parking Standards (Carrville Mixed Use Zone) (Number of parking spaces/100m² GFA or as specified)				
	Type of Use		Minimum	Maximum
	Day Nursery	Parking	0.85 / employee	-
		Pick-up and Drop-off/ Visitor spaces	3 spaces + 1.0 space / classroom	-
RESIDENTIAL	Street Townhouse Dwelling Block Townhouse Dwelling		1.0 / unit	2.0 / unit
	Apartment Dwelling	Resident Parking	1.0 / unit	1.5 / unit
		Visitor Parking	0.20 / unit	0.25 / unit
RESIDENTIAL / INSTITUTIONAL	Independent Living Facility	Bachelor / 1 Bedroom	0.50 / unit	-
		2 Bedrooms	0.70 / unit	-
		Visitor	0.20 / unit	-
	Supportive Living Facility	Parking	0.45 / unit	-
		Visitor	0.20 / unit	-
	Long Term Care Facility	Parking	0.25 / bed	-
		Visitor	0.20 / bed	-

The Vaughan Planning Department can support the proposed site-specific exceptions and the new CMU3 Mixed Use 3 - Carrville Centre Zone to Zoning By-law 1-88, for the following reasons:

RT1 Residential Townhouse Zone Exceptions

a) Lot Definition (Block 1)

The Owner proposes to redefine a “lot” to permit frontage on a park (and rear onto a public lane), for only the future lots fronting on the OS2 Open Space Park Zone in Block “1” on the subject lands, whereas the Zoning By-law 1-88 defines “lot”, in part, as a parcel of land fronting on a street. The Vaughan Planning Department considers this exception appropriate, as the proposed definition of “lot” would facilitate a planned housing form that will animate and provide direct access to a future public open space area.

b) Minimum Lot Area and Lot Depth (Blocks 1, 2 and 3)

The Owner is requesting an exception to reduce the minimum lot area from 180 m²/unit (Lot Accessed by a Lane) to 145 m²/unit for all townhouse lots. The Owner is also seeking a reduction in the minimum lot depth requirement from 30 m to 25 m. These reductions are appropriate since the intent of the Carrville District Centre is to plan for more urban forms of development at higher densities than townhouse developments in the area surrounding the Carrville District Centre.

c) Minimum Building Setbacks (Blocks 1, 2 and 3)

The following site-specific setbacks are proposed for the RT1 Residential Townhouse Zone:

- reduced front yard setback to a dwelling from the required 4.5 m to 4 m;
- reduced rear yard setback to an attached garage from the required 15 m to 1.5m;
- reduced exterior side yard setback to a dwelling from the required 4.5 m to 3 m; and,
- reduced minimum exterior side yard setback to an attached garage abutting a public lane or sight triangle from 3 m to 1 m.

The proposed building setback reductions will facilitate an appropriate pedestrian and street interface in a compact urban built form, as stipulated by the CCSP, while providing for an appropriate transition from the low density neighbourhoods surrounding the Carrville District Centre.

d) Maximum Building Height (Blocks 1, 2, and 3)

The Owner is proposing to increase the maximum permitted building height for the townhouse units from 11 m to 12 m (3 storeys). The proposed building height is justified since it will provide a transition in building height from the low density residential (2-storey) community to the west, to the proposed high-rise residential buildings planned for the easterly portion of the subject lands.

e) Maximum Interior Garage Width (Blocks 1, 2, and 3)

The Owner proposes a maximum interior garage width of 5.8 m to facilitate double car garages accessed by a lane, whereas the Zoning By-law 1-88 permits a maximum interior garage width of 3.048 m for a single car garage. The proposed interior garage width will provide storage for an additional vehicle in a garage that faces an internal lane. The double car garage townhouse typology accessed by a lane has been successfully implemented by the Owner in other areas of the City where physical access to the individual units is via the lane through the garage.

CMU3 Mixed Use 3 - Carrville Centre Zone (Blocks 4 to 12)

Definitions

The definitions proposed for the CMU3 Zone shown on Table 2 are verbatim to the definitions specific to the Vaughan Metropolitan Centre (VMC) in Zoning By-law 1-88, which were approved by Vaughan Council on December 10, 2013. However, as these definitions are specific to the VMC area only, they must also be incorporated as site-specific definitions for the proposed CMU3 Zone.

The definition of “Commercial Parking Lot” has been altered slightly by removing the provision to allow for parking on an “area of land”, thereby requiring a commercial parking lot to be in an enclosed building or structure in order to reduce the presence of surface parking within the Carrville District Centre.

Permitted Uses

The proposed permitted uses for the CMU3 Zone as shown on Table 3 are consistent with the permitted uses in the “High-Rise Mixed-Use” designation of the CCSP. The “High-Rise Mixed-Use” designation represents the primary retail development area within the Carrville Centre, and permits residential units in a low, mid and high-rise building format, with a broad variety of retail and commercial activities, offices, and cultural, entertainment and social facilities.

The proposed commercial uses will generate pedestrian and consumer shopping activity at-grade, and will contribute to the mixed-use, pedestrian-friendly and transit-supportive environment envisioned for the Carrville District Centre. General and Medical Office uses will attract employees into the Carrville Centre, while uses such as a Day Nursery, Personal Service Shop, Supermarket and Service and Repair Shop will cater to the day-to-day needs of residents and employees living and working in the District Centre. The proposed residential uses represent a broad range of housing forms and types that provide housing accommodations for varied ages, incomes and demographic compositions.

The Vaughan Planning Department is of the opinion that the proposed uses for the CMU3 Zone are appropriate in order to implement the “High-Rise Mixed-Use” designation of the CCSP and promote a mixed-use residential and commercial shopping district for the Carrville Centre, as envisioned by the CCSP.

Development Standards

a) Minimum Lot Area and Lot Frontage

The proposed minimum lot area of 5,000 m² and lot frontage of 50 m is required to implement the proposed Draft Plan of Subdivision, and will facilitate the building forms and densities stipulated in the CCSP. The proposed lot area and frontage standards are consistent with other mixed-use zones in the City of Vaughan, most notably the C9 and C10 Corporate Centre Zones. On this basis, the Vaughan Planning Department has no objections to the proposed minimum lot area and lot frontage requirements for the CMU3 Zone.

b) Maximum Building Height and Density

The maximum building height and density for each block, as shown on Attachment #8, is consistent with the CCSP and the Carrville District Centre Streetscape Master Plan Study. Greater building heights and densities for Blocks 7, 8, and 9 are proposed along Dufferin Street in order to achieve the preferred massing of taller and smaller point towers, as opposed to continuous street walls. Section 11.2.6.8 (d) of the CCSP permits a maximum building height of 15-storeys and 20-storeys for Block 6 in the manner shown on Attachment #8, in order to achieve greater densities adjacent to Rutherford Road. Building heights and densities are reduced for the remaining Blocks in order to provide for an appropriate transition to the proposed lower density built forms adjacent to Grand Trunk Avenue.

The maximum building height in storeys is based on the maximum height requirement identified in the CCSP. The CMU3 Zone proposes a minimum floor-to-floor height of 4.5 m for ground floor units. The maximum building height in metres for this development is based on a 6.5 m high ground floor (to accommodate parapets, mezzanines and

building assembly), with subsequent floors measuring 3.5 m in height. The Vaughan Planning Department supports the proposed maximum building height and density requirements.

c) Setback and Build-within Zone Requirements

Sections 11.2.14.4 and 11.2.14.16 of the CCSP require “build-within zones” for all properties within the District Centre. Build-within zones require walls of buildings that face a street line to be located within a defined zone on the lot, setting both a minimum and maximum building setback in order to provide important spatial definition and a sense of enclosure for the street.

The proposed build-within zone setback requirements shown on Attachment #9 are consistent with the recommendations of the Carrville District Centre Streetscape Master Plan Study and the “Built Form” policies of the CCSP (Section 11.2.14). This includes a 1 m to 3 m build within zone for all lot lines abutting internal local roads, and a 3 m to 8 m build-within zone for all lot lines abutting Rutherford Road and Dufferin Street. The build-within zones have also been modified in the following areas, as shown on Attachment #9:

- The westerly lot line of “Block 4”, abutting Grand Trunk Avenue, where the build-within zone requirement has increased to 4 m to 18 m, in order to provide a larger distance separation to the existing low-density residential community to the west; and,
- The southeasterly lot line on “Block “10” adjacent to the Urban Square, where the build-within zone requirement has been increased to be between 7 m to 15 m, in order to provide opportunities for active, pedestrian-oriented uses (e.g. patios) that will complement the Urban Square.

Seventy-five percent (75%) of the building face will be located within the build-within zone requirement for all local and primary roads that run north-south (Streets “A”, “B”, “D” and Grand Trunk Avenue), as shown on Attachment #9. Fifty percent (50%) of the building face will be located within the build-within zone requirement for all local and primary roads that run east-west (Street “C” and District Avenue), as well as Rutherford Road and Dufferin Street, as shown on Attachment #9.

The tower portions proposed for each Block will require an additional minimum 1.5 m setback from the “build-within zone” for buildings 8-storeys or less, and an additional minimum 4 m setback from the “build-within zone” for buildings 9-storeys and greater. The additional 4 m tower setback will provide an appropriate pedestrian-scaled experience at ground level, and will mitigate the visual impact of taller towers.

Conventional minimum building setback requirements are proposed for blocks that share a mutual lot line, in the manner shown on Attachment #9.

The proposed setback and build-within zone requirements conform to the requirements of the CCSP and Carrville District Centre Streetscape Master Plan Study, and are an important element to achieving active commercial ground floor uses, an attractive public realm and a strong relationship between the building and the street. The proposed requirements allow buildings to be sited and organized to create street space scaled to the pedestrian, and present appropriate façades that will provide comfort and interest at ground level. The Vaughan Planning Department supports the proposed building setbacks for the CMU3 Zone.

d) Landscaping Requirements

In order to achieve the appropriate building setback requirements for the proposed CMU3 Zone, the landscaping requirements under the general provisions for all Commercial Zones in Zoning By-law 1-88 must be amended for the proposal. The minimum width of a landscape strip abutting the street line will be equal in width to the required yard for all high-rise mixed-use blocks. Outdoor patios will be permitted inside the landscape strip in order to provide an animated visual and social street image.

e) Maximum Building Floorplate for a Tower Above Podium

In order to achieve the preferred massing of taller and smaller point towers, as opposed to long, continuous street wall buildings, the Carrville District Centre Streetscape Master Plan Study recommends a maximum 850 m² floorplate size for point towers, which will assist in minimizing shadow impacts, loss of skyview and adverse wind conditions on adjacent properties.

f) Minimum Distance Between a Tower Above Podium

The CCSP states “in order that appropriate spacing is achieved between buildings on the same block, light, view and privacy setbacks may be used to provide the appropriate relationship between building facing conditions” (Section 11.2.14.17 of VOP 2010, Volume 2). The Carrville District Centre Streetscape Master Plan Study identifies a minimum separation distance of 25 m between point towers in order to provide appropriate light and privacy. On this basis, the Vaughan Planning Department supports the 25 m separation distance requirement.

g) Building Types Not Permitted

In order to limit large-scale commercial retail buildings and promote mixed-use development in the Carrville District Centre, Section 11.2.6.7 of the CCSP does not permit stand alone, one-storey commercial buildings within the “High-Rise Mixed-Use” designation. Accordingly, stand alone, one-storey commercial buildings are not permitted in the CMU3 Zone upon full build-out. One-storey commercial buildings will be permitted as interim uses during the initial phase of development, as described in greater detail under the “Holding Symbol “(H)” and “Proposed Interim Uses” section of this report.

h) Exceptions

1. Blocks 5, 6, 7, 8, 9, 10, 11 and 12

In an effort to create the desired mixed-use character, streetscape design and built form stipulated in the Carrville District Centre Streetscape Master Plan Study, Section 11.2.6.7 (g) of the CCSP require specific development standards for blocks that abut the “Main Street” and “Urban Square”, being Blocks 5 to 12 inclusive, as shown on Attachment #8. The proposed standards promote an active mix of commercial uses at-grade, and facilitate a pedestrian-oriented environment for the “Main Street”. The maximum gross floor area for each commercial unit is restricted to 2,500 m² in order to limit large-scale retail units and create greater variety and character to the main street.

2. Block 5

The subject lands are planned to be developed over a series of phases with a time horizon exceeding 15 years. The initial phase of development will include primarily commercial uses in order to establish the Carrville District Centre as a lively and active

shopping district. As per Section 11.2.6.8 of the CCSP, "Block 5", as shown on Attachment #8, will contain a stand-alone, commercial building intended to:

- function as an important commercial anchor for the Carrville District Centre
- assist with creating stronger retail uses by bringing a larger number of people into the area
- act as a catalyst to attract further developments

The proposed commercial building is required to comply with the permitted building height, density, setback and build-within zone requirements in the CMU3 Zone. The intent of the commercial building is to maintain a built form that will respond to the urban feel of the "Main Street", and will contain at-grade commercial uses with the front façade and main entrance facing "Street A" and "Street B", as shown on Attachment #8. No driveways, parking, or access will be permitted between the building face and "Street A".

The proposed commercial building represents an important element in successfully developing the Carrville District as a distinct mixed-use neighbourhood.

Holding Symbol "(H)" and Proposed Interim Uses

Should Vaughan Council approve the subject applications, the implementing Zoning By-law will utilize the Holding Symbol "(H)" for all development blocks zoned CMU3 Mixed Use 3 – Carrville Centre Zone. The Holding Symbol "(H)" will not be removed until such time as water and sewage servicing capacity has been identified and allocated to the subject lands, and a Site Development Application for the subject lands (or portions thereof) has been approved by Vaughan Council. A condition to this effect is included in the recommendation of this report.

Section 11.2.6.8 of the CCSP permits the development of stand-alone, single-use commercial buildings as interim uses in the initial phase of development, in order to attract users to the Carrville District Centre and assist in establishing the "Main Street" together with the proposed commercial complex. The permitted stand-alone buildings as stipulated in the CCSP are located on the lands identified with a "**2" and "**3" on Attachment #7.

The implementing Zoning By-law will permit stand-alone, single use commercial buildings as interim uses on Blocks "6", "8" and "10", as shown on Attachment #8, in accordance with the setbacks and build-within zone requirements outlined in Table 2, and the permitted commercial uses of the CMU3 Zone. The interim uses are permitted prior to the removal of the Holding Symbol "(H)" for the subject blocks, and shall cease to exist upon removal of the Holding Symbol "(H)" through development of the Blocks via subsequent phases.

The implementing Zoning By-law will also permit a temporary parking lot on Block "4", as shown on Attachment #8, which will serve the proposed commercial complex located on Block "5", as shown on Attachment #8. Surface parking lots are also proposed on Blocks "6" and "8" to serve the interim commercial uses. The temporary surface parking lots on Blocks "4" and "6" shall cease to exist upon the residential development of Block "6". A similar provision will be included in the implementing Zoning By-law for Block "8".

Proposed Parking Standards

In 2007, the City of Vaughan began the process of undertaking a City-wide Parking Standards review. The study, conducted by the City of Vaughan and the IBI Group, identified contemporary parking standards based on the experience of other municipalities and other best practices research. In general, the standards recommended were lower than those of Zoning By-law 1-88. The study's findings were outlined in a report dated March 2010, titled Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning By-law.

The IBI Report and Parking Design Guidelines were considered by Vaughan Council at the June 28, 2010, Committee of the Whole (Working Session) meeting. The report recommended that both the IBI Report and related Design Guidelines be received, and that an amendment to Zoning By-law 1-88, based on the findings of the IBI Report, be brought forward to a future Committee of the Whole (Public Hearing) meeting. On July 13, 2010, Vaughan Council approved the recommendation contained in the report and required that the Working Group be led by the Engineering and Public Works Commission.

Implementation of the parking standards has been phased. Some of the parking standards were implemented in 2013 for the VMC area only, while details for parking standards applicable city-wide are under consideration.

The proposed minimum parking standards for the CMU3 Zone represent the standards outlined for "Local Centres" identified in the IBI Report, and are consistent with the standards approved by Vaughan Council on July 13, 2010. The CCSP identifies proposed maximum parking standards for specific uses in the Carrville Centre in order to reduce large surface parking areas in the District Centre. Accordingly, a maximum parking requirement has been applied to certain retail, general office and residential uses, as shown on Table 5.

The Development/Transportation Engineering Department has no objections to the proposed parking standards for the CMU3 Zone, as they are consistent with the IBI Report and required maximums in the CCSP. Accordingly, the Vaughan Planning Department supports the proposed parking standards for the CMU3 Zone.

Summary

The proposed development demonstrates good urban design principles, provides an appropriate transition to the surrounding existing community, and is consistent with the applicable Official Plan policies. The Vaughan Planning Department has no objections to the proposed zoning, which will facilitate a development with an active, mixed-use area that will be characterized by high quality design standards with a broad variety of residential, retail and commercial activities, offices, parks, and cultural, entertainment and social facilities. The Vaughan Planning Department supports the approval of Zoning By-law Amendment File Z.13.043.

Phased Development Concept

The CCSP requires development within the Carrville District Centre to be phased to ensure the most efficient and economical use of existing and proposed infrastructure. The proposed land use designations shown on Attachment #7 illustrate the planned land uses for the full build out of the site.

The Owner proposes to develop the subject lands in phases over a time horizon exceeding 15 years. The townhouse development of Blocks "1" to "3" will occur in the first phase. The townhouse blocks are adjacent to Grand Trunk Avenue, which is an existing residential street. The townhouses are planned to be a maximum of 3-storeys in height and this low-rise form of residential development, which is adjacent to the built up community to the west, will provide a transition to the higher buildings planned for the easterly and southerly portions of the site.

The proposed commercial building and interim stand-alone, single-use commercial buildings will also occur in the first phase. The proposed commercial uses consist of predominately low-rise built forms that will facilitate an active commercial district for the Carrville Centre. Block "7", a high-rise residential block located at the corner of Rutherford Road and Dufferin Street, is also planned for the initial phase of development once servicing capacity has been identified.

The availability of municipal servicing allocation for the proposed first phase of development will determine the timing and the number of dwelling units to be developed in the initial phase and subsequent phases of development for the proposed Draft Plan of Subdivision, and future Site Development applications will be required prior to the development of the subsequent phases.

The Owner's transportation consultant, Poulos and Chung Limited, has identified select transit infrastructure improvements in relation to subsequent phases of development from 2014 to 2031. This includes the following approved transit initiatives:

- 800 new parking spaces at the Rutherford GO Station located approximately 1 km west of the Carrville Centre near the intersection of Keele Street and Rutherford Road
- all day, two-way GO Train service at the Rutherford GO Station
- the construction of High Occupancy Vehicle (HOV) lanes on Rutherford Road through the Region of York's 10 Year Roads Capital Construction Program

The above transportation improvements are estimated to increase transit modal split from 16% in 2014 to 40% by 2031.

All development within the Carrville District Centre area is subject to Site Plan Control and Site Development Agreements will be required as a condition of development approval for each phase.

Subdivision Design

The proposed 11.22 ha Draft Plan of Subdivision is shown on Attachment #4. Grand Trunk Avenue is an existing north-south primary road, and District Avenue is an existing east-west primary road along the northerly limit of the site. New local Streets "A" and "B" form the "Main Street", as stipulated by the CCSP, and will measure 23 m in width. York Region has advised that Street "A" is restricted to a right-in/right-out movement at the intersections of both Rutherford Road and Dufferin Street. The Draft Plan of Subdivision includes two additional local streets, Street "C" measuring 23 m in width, and Street "D" measuring 17.5 m in width. The three (3) proposed townhouse blocks will be accessed by public laneways with access from Street "D", District Avenue and Grand Trunk Avenue. Lane "1" will measure 11.5 m in width and Lane "2" will measure 8.5 m in width. Private roads are proposed between abutting development blocks, as shown on Attachment #4. The new public roads conform to the right-of-way width requirements of the CCSP.

The subdivision design is consistent with the proposed land use designations shown on Attachment #7. The Owner is required to complete sun/shadow studies and a pedestrian wind analysis for the proposed subdivision, and urban design guidelines and detailed drawings for the proposed public streets, "Main Street" (Streets "A" and "B") and "Urban Square", shown as Block "13" on Attachment #4. Conditions to this effect are included in Attachment #1 of this report.

The subject lands are located within the approved Block 18 Plan as shown on Attachment #10. Prior to the execution of the Subdivision Agreement, the Owner is required to satisfy all obligations, financial or otherwise, of the Block 18 Developer's Group Agreement to the satisfaction of the Block 18 Trustee. A condition to this effect is included in Attachment #1. The development of the townhouse and high-rise mixed-use blocks are also subject to architectural control, and therefore, will require the control architect to review and certify compliance with the approved Architectural Design Guidelines for Block 18.

Should Vaughan Council approve the applications, the Owner must update the approved Block 18 Plan to reflect Vaughan Council's decision. The Owner must display a Community Plan that reflects the approved Block 18 Plan on the interior wall of the sales office, comprising information approved by the City of Vaughan, prior to offering any units for sale, and no Building Permit shall be issued until such information is approved by the Vaughan Planning Department.

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

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the applications and provide the following comments:

a) Road Network

Site access is proposed from Dufferin Street, Rutherford Road, Grand Trunk Avenue and District Avenue. Internal local and minor collector roads, laneways and private roads are proposed to provide access to the individual blocks within the development.

b) Transportation Network/Traffic Impact Study

The Owner has submitted a "Traffic Impact Overview Assessment Study" prepared by Poulos and Chung Limited, dated November 13, 2013, with an addendum memorandum to the report dated October 4, 2014. The Owner is required to submit updated Traffic Impact Studies through the development of each Block at the Site Plan stage, which shall include appropriate phasing that identifies roadway/intersection infrastructure triggers, calculated signal warrants, and vehicle queue analyses. In their memorandum dated October 4, 2014, Poulos and Chung Limited advised that a likely recommendation would be to build the ultimate infrastructure requirements for the initial phase of developments.

The implementation of Traffic Demand Management (TDM) measures such as a sustainable mobility program will be considered at the Site Plan stage, and will require a commitment from the Owner to work with the City of Vaughan, in coordination with York Region, to implement and monitor TDM measures

c) Transportation Management Plan

The Owner has submitted a Transportation Management and Sidewalk Plan (TMP), as shown on Attachment #5, that identifies proposed transit routes and bus stops, sidewalks, pedestrian network and proposed traffic control measures for the proposed Draft Plan of Subdivision. The Development/Transportation Engineering Department must approve the final TMP.

d) Sewage and Water Allocation

On October 29, 2013, Vaughan Council endorsed the City's annual servicing capacity allocation strategy report. The report confirmed servicing capacity is available to support continued urban growth throughout the City over the next three years. Accordingly, servicing capacity for the subject development is available and unrestricted for the proposed townhouse blocks shown as Blocks "1" to "3" on Attachment #8. However, servicing allocation capacity for the remaining high-rise development blocks, shown as Blocks "4" to "12" on Attachment #8, have not been reserved nor assigned potential future capacity at this time.

Therefore, servicing allocation capacity is currently not available to support the proposed high-rise development blocks. If this plan proceeds to approval, an agreement of no sale will apply, and the subject lands zoned CMU3 shall be zoned with the Holding Symbol "(H)". The Holding Symbol "(H)" can be removed block-by-block when servicing capacity has been allocated through the site plan process for each development block.

The City of Vaughan 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 subject applications may be revisited at this time based on the status of the subject development applications.

e) Stormwater Management

The existing storm sewers along Grand Trunk Avenue are proposed to service the site. Water quantity and quality control measures are proposed to be provided via the existing Stormwater Management located at the northwest corner of Grand Trunk Avenue and Rutherford Road.

f) Sanitary Servicing

According to the Functional Servicing Report (FSR), sanitary flows generated from the subject development are to be conveyed to the existing sanitary sewers along Grand Trunk Avenue via the existing sanitary service connections. Water connection for the site will be provided through the existing 300 mm diameter watermain on Marc Santi Boulevard (within Planning Block 11).

g) Environmental Site Assessment (ESA)

The Development/Transportation Engineering Department has reviewed the "Phase One Environmental Site Assessment" report dated June 14 2013, and a "Letter of Reliance" dated November 26, 2014, by SPL Consultants Limited. Given that no areas of potential environmental concern were identified through the Phase One Environmental Site Assessment (ESA) report, a Record of Site Condition is not required at this time. However, a Phase Two Environmental Site Assessment conducted on the proposed park and urban square blocks shall be submitted to the City of Vaughan for review and approval.

h) Lot Grading

Existing grades are to be shown a minimum of 20 m beyond the site boundary in relation to the proposed development. The proposed grading of the site and lot grading shall meet the current City of Vaughan lot grading criteria.

i) Noise Report

The Owner has submitted a noise report titled "Environmental Noise Feasibility Study, Block 18, Carrville Centre, Proposed Mixed Use Development, City of Vaughan", prepared by Valcoustic Canada Ltd., dated November 8, 2013. The noise report shall be revised at the subdivision agreement stage and/or individual Site Development application stage, to show height consistency of all acoustic fences throughout the development and match fence heights into abutting development along Grand Trunk Avenue and District Avenue.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Regional Conservation Authority (TRCA) has reviewed the proposed Draft Plan of subdivision and in a letter dated August 25, 2014, provided technical comments. The subject property is located entirely within the "Settlement Area" designation of the Oak Ridges Moraine Conservation Plan (ORMCP). The TRCA has reviewed the Environmental Impact Study prepared by Beacon Environmental, dated November 2013, and the Functional Servicing Report prepared by Schaffers Consulting Engineers, dated November, 2013, and is satisfied that the proposed development does not negatively impact or compromise the ORMCP. Accordingly, the

TRCA has no objections to the proposal, subject to the Owner addressing the TRCA's conditions of approval included in Attachment #1.

Vaughan Planning Department - Cultural Heritage Division

The Cultural Heritage Division of the Vaughan Planning Department has received the Ministry of Citizenship, Culture and Recreation's clearance of archaeological concerns respecting the subject lands. Accordingly, the Cultural Heritage Division has no objections to the approval of the subject applications.

Vaughan Parks Development Department

The Draft Plan of Subdivision proposes approximately 0.48 ha of parkland, shown as Blocks "13" and "14" on Attachment #4. The Vaughan Parks Development Department has no objections to the proposed park blocks subject to their conditions of subdivision approval in Attachment #1.

Parkland Dedication

The Owner is required to pay cash-in-lieu of parkland dedication for the difference between lands being dedicated and the total required parkland dedication in accordance with the Planning Act and the recommendation in this report.

School Boards

The York Region District School Board and York Region Catholic School Board have no comments or concerns with respect to the applications, and require no conditions. The York Region District School Board has also indicated that the subject development applications will not require a new public elementary school site within the proposed development.

Canada Post

Canada Post Corporation has no objection to the proposed development applications, subject to their conditions of approval included in Attachment #1.

Utilities

Bell Canada and Enbridge Gas Distribution have no objections to the proposal, subject to their conditions of approval included in Attachment #1.

Rogers Communications Inc. has no objections to the proposal.

It is the responsibility of the Owner to contact PowerStream Inc. to determine the type of available service in the area to supply this project and assess PowerStream Inc.'s charges.

Relationship to Vaughan Vision 2020/Strategic Plan

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

i. Lead and Promote Environmental Sustainability

The Owner will be incorporating the sustainable site and building features, as identified in this report. The proposed development will include three stream waste disposal systems within the high rise buildings, which will contribute to increasing the waste diversion targets as part of the Greening Vaughan strategy.

ii. Plan and Manage Growth & Economic Vitality

The proposed development implements the City's Official Plan and the Growth Management Strategy as set in Vaughan Official Plan 2010. The proposal facilitates the form of development contemplated through Vaughan Official Plan 2010 with respect to the Carrville Centre Secondary Plan area and provides for intensification located on Rutherford Road and Dufferin Street, which will support the expansion of public transportation systems and alternative modes of transportation (e.g. cycling, walking, etc.).

iii. Enhance and Ensure Community Safety/Health and Wellness

The proposed development includes a public park and urban square to enhance the City's existing inventory of public amenity spaces. Pedestrian walkways and cycling trails will be provided throughout the development to encourage walking and cycling as a means of getting to community gathering areas within and outside the site.

Regional Implications

The York Region Transportation and Community Planning Department has reviewed the proposed Draft Plan of Subdivision and provided technical comments, Pre-conditions and Conditions of Draft Approval, in a letter dated July 11, 2014. York Region recognizes that servicing capacity may not be available for the subject lands in the short term, and in accordance with the Region's servicing protocol, respecting draft plans receiving approval prior to servicing allocation being available, has requested that all residential land within the subdivision plan, be subject of various restrictions, including the Holding Symbol "(H)" provisions, to ensure that the water and wastewater servicing are available prior to occupancy.

In addition, York Region requests that the City of Vaughan apply a lapsing provision to the Draft Plan of Subdivision, 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.

The Owner is required to address all transportation related comments from York Region pertaining to the Traffic Impact Study prior to final approval. Conditions to this effect are included in Attachment #1.

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

Conclusion

Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010 will facilitate development and housing forms that are in keeping with the intent and objectives of the Carrville Centre Secondary Plan in Vaughan Official Plan 2010. The proposal supports sustainable community objectives and the subdivision implements a neighbourhood design that provides opportunities for walking, cycling and the use of existing and proposed public transit. The mixed land uses support the Carrville District Centre where a higher density, and higher intensity and mix of uses is expected and planned to develop, and therefore, implements the City's Official Plan. The proposal will result in development that is appropriate and compatible with the context of the existing community.

The Vaughan Planning Department is satisfied that the proposed zoning as shown on Attachment #8, and the proposed Draft Plan of Subdivision as shown on Attachment #4, are appropriate and compatible with the existing and permitted uses in the surrounding area and the existing Carrville community. The Vaughan Planning Department can support the approval of Zoning By-law

Amendment File Z.13.043, and Draft Plan of Subdivision File 19T-13V010, subject to the recommendations in this report, and the Conditions of Draft Approval as set out in Attachment #1.

Attachments

1. Conditions of Draft Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-13V010
5. Transportation Management and Sidewalk Plan
6. Landscape Plan
7. In-effect Official Plan (VOP 2010) Carrville Centre Secondary Plan
8. Proposed Zoning
9. Proposed Setbacks and Build-Within Zones
10. Approved Block 18 Plan (April 14, 2003)

Report prepared by:

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Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

GRANT UYEYAMA
Director of Development Planning

MAURO PEVERINI
Manager of Development Planning

/CM

ATTACHMENT NO. 1

STANDARD CONDITIONS OF DRAFT APPROVAL

**DRAFT PLAN OF SUBDIVISION FILE 19T-13V010
NINE-TEN WEST LIMITED (OWNER)
PART OF LOTS 16 AND 17, CONCESSION 3, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (CITY) THAT SHALL BE
SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF
PLAN OF SUBDIVISION (PLAN) FILE 19T-13V010, ARE AS FOLLOWS:**

City of Vaughan Conditions

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by The Planning Partnership, drawing #DP3, dated November 27, 2014.
2. Prior to or concurrent with draft plan approval for any residential units, the Owner shall enter into an agreement with the City of Vaughan, which agreement shall be registered on title, committing the Owner to:
 - A. Not enter into any Agreements of Purchase and Sale with end users¹ for the subject lands until such time as:
 - a) The City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the construction of infrastructure;
or
 - b) 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,

York Region has advised in writing that the required infrastructure to support the capacity assignment associated with this development will be completed within a time period acceptable to the Region (usually 12 months) to permit presales;
or
 - c) 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

- B. 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

¹ The term 'end users' for the purposes of Condition #2 is defined as the eventual homeowner who is purchasing an individual lot containing a dwelling for the purpose of occupancy.

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.

3. The lands within this Plan shall be appropriately zoned by a zoning by-law which has come into effect in accordance with the provisions of The Planning Act.
4. The Owner shall pay any and all outstanding Planning application fees to the Vaughan Planning Department, in accordance with the in-effect Tariff of Fees By-law.
5. The Owner shall enter into a subdivision agreement with the City to satisfy all financial and other conditions, with regard to such matters as the City may consider necessary, including payment of development levies and the woodlot development charge, the provision of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
6. The Owner shall agree to create easements for maintenance purposes for all lots providing less than 1.2 m side yards, or having roof encroachments, prior to transfer of land.
7. Prior to final approval, easements required for utility, drainage and construction purposes shall be created and granted to the appropriate authority(ies), free of all charge and encumbrances.
8. Prior to final approval of the Plan, the Owner shall make the necessary arrangements at the expense of the Owner for the relocation of any utilities required by the development of the Plan to the satisfaction of the City.
9. Prior to application for Building Permit, site plan approval will be required for development under the City's Site Plan Control By-law, for draft approved Blocks 1 to 12 inclusive.
10. The road allowances within this Plan shall be named to the satisfaction of the City. In consultation with York Region, proposed street names shall be in accordance with the City of Vaughan Street Naming Policy, as approved by Vaughan Council on December 10, 2013, and shall be submitted by the Owner for approval by City of Vaughan Council and shall be included on the first engineering drawings.
11. The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 metre reserves. The pattern of streets and the layout of Lots and Blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
12. The road allowances included within this Draft Plan of Subdivision shall be dedicated as public highways without monetary consideration and free of all encumbrances.
13. Any dead end or open side of a road allowance created by this Plan shall be terminated in a 0.3m reserve, to be conveyed to the City free of all charge and encumbrances, until required for a future road allowance or development of adjacent lands.

14. The Owner acknowledges that the final engineering design(s) may result in minor variations to the Plan (e.g., in the configuration of road allowances and lotting, number of lots, etc.), which may be reflected in the final plan to the satisfaction of the City.
15. The Owner shall agree in the subdivision agreement that the location and design of the construction access shall be approved by the City and York Region.
16. Prior to final approval, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
17. The Owner shall agree to remove any driveways and buildings on site, which are not approved to be maintained as part of the plan; any modification to off-site driveways required to accommodate this Plan shall be co-ordinated and completed at the cost of the Owner.
18. The Owner shall agree that all Lots or Blocks to be left vacant shall be graded, seeded, maintained and signed to prohibit dumping and trespassing.
19. The Owner shall agree in the subdivision agreement that no Building Permits will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the proposed development.
20. The Owner shall agree that on lots with flankages on a collector, primary or local road, as identified by the Architectural Design Guidelines and the City, a front elevation featuring a main entrance or in some cases, an upgraded elevation, shall face the flankage. The flankage elevation for such lots shall be approved by the Control Architect, and the Director of Development Planning, prior to issuance of a Building Permit.
21.
 - a) Prior to the initiation of grading or stripping of topsoil and prior to final approval, the Owner shall submit environmental site assessment report(s) in accordance with the "Ministry of Environment and Energy's Guidelines for Use at Contaminated Sites in Ontario, June 1996", as amended, and shall reimburse the City for the cost of peer review of the reports.
 - b) Should site remediation be required to meet the applicable soil and ground water criteria set out in the above Guidelines, the Owner shall submit to the City prior to final approval, a copy of the Record of Site Condition acknowledged by a Provincial Officer of the Ministry of the Environment.
 - c) The Owner shall provide a certificate by a qualified professional that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the City, meet the applicable soil and ground water criteria noted above.

- d) Where lands are being conveyed to the City for parkland purposes, the Owner shall agree that prior to issuance of any Building Permits, the Owner shall submit a Phase 2 environmental site assessment report(s) addressing all park blocks in the plan, in accordance with the Ministry of Environment Guideline for Use at Contaminated Sites in Ontario (June 1996 as amended), to the satisfaction of the City. On-site sampling contained in the reports shall be conducted following completion and certification of the rough grading of the park block(s). Testing may include but not be limited to surface and subsurface soil, ground water, soil vapour, plant and aquatic species sampling and testing of building materials. The Owner shall reimburse the City for the cost of peer review of said report(s).
22. Prior to the initiation of grading, and prior to the registration of this Draft Plan of Subdivision or any phase thereof, the Owner shall submit to the City for review and approval, the following:
- a) a detailed engineering report that describes the storm drainage system for the proposed development within this draft plan, which report shall include:
 - i. plans illustrating how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
 - ii. the location and description of all outlets and other facilities;
 - iii. storm water management techniques which may be required to control minor or major flows; and,
 - iv. proposed methods of controlling or minimizing erosion and siltation on site and in downstream areas during and after construction.

The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports to the satisfaction of the City.

23. The Owner shall agree:
- a) to obtain all necessary permits pursuant to Ontario Regulation 158 and the Lakes and Rivers Improvement Act from the Toronto and Region Conservation Authority (TRCA);
 - b) to maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period; and
 - c) to provide a copy of the executed subdivision agreement to the TRCA.

24. Prior to final approval, the Owner shall pay the proportionate share of the cost of any external municipal services, temporary and/or permanent built or proposed, that have been designed and oversized by others to accommodate the subject plan.
25.
 - a) Prior to final approval, the Owner shall satisfy all technical, financial and other requirements of PowerStream Inc., its successors and assign regarding the design, installation, connection and/or expansion of electric distribution services, or any other related matters; the Owner shall enter into a development agreement with PowerStream Inc. which addresses the foregoing requirements.
 - b) The Owner shall agree to design, purchase materials, and install a buried hydro distribution system, compatible with the existing and/or proposed systems in surrounding Plans, all in accordance with the latest standards and specifications of PowerStream Distribution Inc. and the City.
26. The Owner shall convey the following lands to the City of Vaughan, where appropriate, free of all charge and encumbrances:
 - a) Blocks 13 and 14 for park purposes.
 - b) Streets "A", "B", "C" and "D"; and, Lanes "1" and "2".
27. The Owner shall agree to design, purchase materials and install a street lighting system, compatible with the existing and/or proposed systems in surrounding plans, all in accordance with City standards and specifications.
28. The Owner shall agree to erect fencing in the locations and of the types as shown on the approved construction drawing and as required by the City, in accordance with an Urban Design and Architectural Design Guidelines.
29. The Owner shall agree to pay the City at the time of registration of the Plan, payment at the rate of \$1,000.00 per residential unit, plus \$500.00 per future unit on each part lot, as per Schedule "I", in accordance with the Special Area Woodlot Development Charge By-law.
30. Prior to final approval, the Owner shall submit a tree assessment, including an inventory of all existing trees, assessment of significant trees to be preserved, and proposed methods of tree preservation/or remedial planting; the Owner shall agree to undertake the measures identified in the City-approved assessment.
31. Prior to final approval, the Owner shall submit:
 - a) an Urban Design Guidelines Report which shall identify all the objectives of the approved Urban Design Guidelines for the Block Plan;
 - b) an urban design/streetscape master plan in accordance with the approved Urban Design Guidelines, which shall address, at minimum, the following:
 - internal landscaping on boulevards as it relates to the road rights-of-ways

and the location of underground services (ie. typical road sections incorporating boulevard trees);

- co-ordination of the urban design/streetscape elements as they relate to all Plans within Block 18, including entrance features and medians;
- landscaping along District Avenue and Grand Trunk Avenue, including walls and fencing, and typical cross-sections required to determine appropriate locations for buffer landscaping; and,
- landscaping along greenways and single-loaded roads.

32. Prior to final approval, the Owner shall prepare a preliminary Pedestrian Level Wind Study in accordance with the City's Terms of Reference, to evaluate the micro-climate conditions and recommend appropriate mitigation measures that involve building design, massing and form adjacent to public spaces.
33. Prior to final approval, the Owner shall not remove any vegetation or topsoil or start any grading of the lands, without a Fill Permit issued by the City, and a development agreement, if necessary.
34. Prior to final approval, architectural design guidelines shall be submitted for Vaughan Council's approval; the Owner shall agree that:
 - a) a control architect satisfactory to the City shall be retained at the cost of the Owner, to ensure that all development proceeds in compliance with the approved architectural design guidelines;
 - b) prior to the submission of individual Building Permit applications, the control architect shall have stamped and signed the drawings certifying compliance with the approved architectural guidelines; and,
 - c) the City may undertake periodic reviews to ensure compliance with the architectural guidelines; should inadequate enforcement be evident, the City may cease to accept drawings stamped by the control architect and retain another control architect at the expense of the Owner.
35. Prior to final approval, the Owner shall prepare a preliminary sun/shadow study in accordance with the City's terms of reference, to evaluate the impact of shadow cast by the proposed plan on the streetscapes, parks and open spaces.
36. a) Prior to final approval and prior to commencement of any work on the site, the Owner shall carry out an archaeological assessment of the subject property to the satisfaction of the City and the Ministry of Culture; and the Owner shall agree to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements.

- b) Prior to final approval and prior to the commencement of any work on site, the Owner shall deliver to the City (Vaughan Planning Department, Cultural Heritage Division) two copies of the Archaeological Assessment.
- c) Prior to the commencement of any archaeological fieldwork, a copy of the contract information sheet which was submitted to the Ministry of Culture, shall have been forwarded to the City; licensed consultants are urged to review the Archaeological Master Plan Study for the City of Vaughan prior to commencing any fieldwork.
37. The Owner shall cause the following to be displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City. No Building Permit shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan:
- the Block Plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines, etc.
 - the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval.
 - the location of parks, open space, stormwater management facilities and trails.
 - the location of institutional uses, including schools, places of worship, community facilities.
 - the location and type of commercial sites.
 - colour-coded residential for singles, semis, multiples, and apartment units.
 - the following notes in BOLD CAPITAL TYPE on the map:

"For further information, on proposed and existing land uses, please call or visit the City of Vaughan, Planning Department, at 2141 Major Mackenzie Drive, L6A 1T1; (905)832-8585."

"For detailed grading and berming information, please call the developer's engineering consultant, (name) at *_____".

"This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers."

[In such circumstances, the Owner is responsible for updating the map and forwarding it to the City for verification.]

38. Where the Owner proposes to proceed with the construction of a model home(s) prior to registration of the Plan, the Owner shall enter into an agreement with the City, setting out the conditions, and shall fulfill relevant conditions of that agreement prior to issuance of a Building Permit.
39. Prior to the initiation of grading or stripping of topsoil and prior to final approval, the Owner shall submit a topsoil storage plan detailing the location, size, side slopes, stabilization methods and time period, for approval by the City. Topsoil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on either park or school blocks.
40. The Owner shall permit any telephone or telecommunications service provider to locate its plant in a common trench within the proposed Plan of Subdivision prior to release of the plan for registration, provided such service provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision as and when each dwelling unit is constructed.
41. The Owner shall agree in the subdivision agreement to design, purchase material and install a streetlighting system in the Plan in accordance with City Standards and specifications. This Plan shall be provided with decorative streetlighting to the satisfaction of the City.
42. The Owner shall agree in the subdivision agreement to maintain adequate chlorine residuals in the watermain within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.
43. The Owner shall cause the following warning clauses to be included in a schedule to all Offers of Purchase and Sale, or Lease for all Lots/Blocks within the entire Plan:
 - a) "Purchasers and/or tenants are advised that the planting of trees on City boulevards in front of residential units is a requirement of the City and a conceptual location Plan is included in the subdivision agreement. While every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice.

The City has not imposed an amount of a tree fee or any other fee, which may be charged as a condition of purchase for the planting of trees. Any tree fee paid by purchasers for boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of the residential dwelling."
 - b) "Purchasers and/or tenants are advised that proper grading of all lots in conformity with the Subdivision Grading Plans is a requirement of this subdivision agreement."

The City has taken a Letter of Credit from the Owner (Subdivision Developer) for the security to ensure all municipal services including, but not limited to lot grading, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for lot grading purposes, is NOT a requirement of this subdivision agreement. The City of Vaughan does not control the return of such deposits and purchasers/tenants must direct inquiries regarding this return to their vendor/landlord.”

- c) “Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs.”
- d) “Purchasers and/or tenants are advised that driveway widths and curb cut widths are governed by City of Vaughan Zoning By-law 1-88, as amended, as follows:
 - a) The maximum width of a driveway shall be 6 metres measured at the street curb, provided circular driveways shall have a maximum combined width of 9 metres measured at the street curb.
 - b) Driveway in either front or exterior side yards shall be constructed in accordance with the following requirements:

Lot Frontage	Maximum Width of Driveway
6.0 - 6.99 m ¹	3.5 m
7.0 - 8.99 m ¹	3.75 m
9.0 - 11.99 m ¹	6.0 m
12.0 m and greater ²	9.0 m

¹The Lot Frontage for Lots between 6.0 - 11.99 m shall be comprised of a Minimum of 33% Landscaped Front or Exterior side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior side yard shall be soft landscaping in accordance with Paragraph 4.1.2.

²The Lot Frontage for Lots 12.0m and greater shall be comprised of a Minimum of 50% Landscaped Front or Exterior side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior side yard shall be soft landscaping in accordance with Paragraph 4.1.2.”

- e) “Purchasers and/or tenants are advised that mail delivery will be from a designated community mailbox as per requirements dictated by Canada Post. The location of the mailbox shall be shown on the community plan provided by the Owner in its Sales Office.”
- f) “Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise

levels, including from construction activities, may be of concern and occasionally interfere with some activities of the building occupants.”

- g) “Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of lots and blocks abutting public lands, including public highway, laneway, walkway or other similar public space, is a requirement of this subdivision agreement and that all required fencing and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 m reserve, as shown on the Construction Drawings.”
- h) “The City has taken a Letter of Credit from the Owner for security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for fencing, is not a requirement of this subdivision agreement.”
- i) “Purchasers and/or tenants are advised that fencing along the lot lines of Lots and Blocks abutting public lands is a requirement of this subdivision agreement and that all required fencing, noise attenuation features and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 metre reserve, as shown on the Construction Drawings.

The City has taken a Letter of Credit from the Owner (Subdivision Developer) for the security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for fencing, is NOT a requirement of this subdivision agreement.

The maintenance of the noise attenuation feature or fencing shall not be the responsibility of the City, or York Region and shall be maintained by the Owner until assumption of the services of the Plan. Thereafter the maintenance of the noise attenuation feature or fencing shall be the sole responsibility of the lot owner. Landscaping provided on Regional Road right-of-ways by the Owner or the City for aesthetic purposes shall be approved by the Region and maintained by the City with the exception of the usual grass maintenance.”

- j) “Purchasers and/or tenants are advised that this plan of subdivision is designed to include rear lot catchbasins. The rear lot catchbasin is designed to receive and carry only clean stormwater. It is the homeowner’s responsibility to maintain the rear lot catchbasin in proper working condition by ensuring that the grate is kept clear of ice, leaves and other debris that would prevent stormwater from entering the catchbasin. The rear lot catchbasins are shown on the Construction Drawings and the location is subject to change without notice.”
- k) “Purchasers and/or tenants are advised that the Owner (Subdivision Developer) has made a contribution towards recycling containers for each residential unit as a requirement of this subdivision agreement. The City has taken this contribution from the Owner to off-set the cost for the recycling containers, therefore, direct cash deposit from the Purchasers to the Owner for recycling containers purposes

is not a requirement of the City of Vaughan. The intent of this initiative is to encourage the home Purchasers to participate in the City's waste diversion programs and obtain their recycling containers from the Joint Operation Centre (JOC), 2800 Rutherford Road, Vaughan, Ontario, L4K 2N9, (905) 832-8562; the JOC is located on the north side of Rutherford Road just west of Melville Avenue."

l) abutting or in proximity of any parkland or walkway:

- "Purchasers and/or tenants are advised that the lot abuts a "Park" and/or Urban/Square of which noise and lighting may be of concern due to the nature of the park for active recreation."

m) abutting a laneway:

- "Purchasers and tenants are advised that the public laneway will be maintained to a lesser standard than local public streets.

Purchasers and/or tenants are advised that snow clearing, plowing and sanding operations for the public laneway will occur only after all city streets have been cleared, plowed, and/or sanded, and either 15 cm or more snow has fallen or severe rutting has occurred.

Purchasers and tenants are advised that lighting in the public laneway will only occur from light fixtures installed on the garage, and the light fixtures shall be operated and maintained by the property owner at the expense of the property owner."

n) encroachment and/or dumping:

- "Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot/block to the park and/or open space are prohibited."

o) gate of access point:

- "Purchasers and/or tenants are advised that the installation of any gate of access point from the Lot/Block to the park or urban square is prohibited."

p) Rutherford Road:

- "Purchasers and/or tenants are advised that York Region has plans to widen and reconstruct Rutherford Road between Bathurst Street and Regional Road 50."

q) Landfill:

- "Purchasers and/or tenants are advised that the City of Toronto owned and operated a landfill within 4 kilometres of the property and the facility is now closed and will be redeveloped into a passive park."

Any additional warning clause as noted in the subdivision agreement shall be included in all Offers of Purchase and Sale or Lease for all Lots and/or Blocks within the Plan to the satisfaction of the City.

44. The Owner shall agree in the subdivision agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the Draft Plan, to the satisfaction of the City.
45. Prior to final approval of the Plan, the Owner shall prepare a comprehensive Traffic Management Plan (TMP) on the basis of an updated traffic study, once the realignment and widening of Rutherford Road is established by York Region. The TMP shall include the details of the future traffic signal locations, traffic calming measures, future transit routes, pedestrian network, traffic controls, park/school treatment, phasing, etc. that reflects the latest road network to the satisfaction of the City.
46. Prior to final approval of the Plan, a Water Supply Analysis Report shall be submitted to the satisfaction of the City which shall include a comprehensive water network analysis of the water distribution system and shall demonstrate that adequate water supply for the fire flow demands is available for the Plan.
47. The Owner shall complete a downstream analysis of the sanitary sewer system within the Carrville District Centre and provide financial security towards its proportionate share, if necessary, for the construction of the Carrville District Centre Trunk Sewer as per the City's Water and Wastewater Master Plan Class Environmental Assessment Study, prior to final registration of the draft plan and to the City's satisfaction.
48. The Owner shall agree in the subdivision agreement to design, tender a construction contract and construct a 1.5 m wide concrete sidewalk along the north side of Rutherford Road from Grand Trunk Avenue to Dufferin Street in accordance with City Standards and specifications, to the satisfaction of the City.
49. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study for the review and approval of the City that identifies, if any, local wells that may be influenced by construction and, if necessary, outline a monitoring program to be undertaken before, during and after construction of the subdivision.
50. Prior to final approval of the Plan, and/or any conveyance of land, and/or any initiation of grading or construction, the Owner shall submit the Environmental Site Assessment (ESA) Phase 1 Report and if required, Phase 2 Report and the Remedial Action Plan for the lands within the Plan, in accordance with the Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for Use Under Part XV.1 of the Environmental Protection Act. In addition, for park Blocks and open space Blocks, a Phase II Environmental Site Assessment (ESA) report is to be carried in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval.
51. The Owner shall agree in the subdivision agreement to construct a 1.5 metre high black vinyl chain link fence along the limits of the residential lots where they abut open space

(excluding Block 1), valley/woodlot, storm water management, and/or park blocks to the satisfaction of the City.

52. Prior to final approval of the Plan, the Owner shall carry out or cause to be carried out, the design and construction of the traffic calming/management measures that are identified on the Traffic Management Master Plan. In the event that these traffic calming measures are found to be insufficient and/or ineffective by the City prior to the assumption of the municipal services on the Plan, then the Owner shall design and construct additional traffic calming measures to the satisfaction of the City.
53. Prior to final approval of the Plan, the Owner shall provide drawings for the location and design of proposed bicycle parking at transit stops, school campuses, commercial sites, and other destinations within the Plan such as retail/entertainment, to the satisfaction of the Vaughan Development/Transportation Engineering Department.
54. The Owner shall agree in the subdivision agreement to provide information on sustainable transportation, via various media, to all purchasers and/or tenants within the Plan, including pedestrian, cycling facilities, transit routes, roundabouts, and carpooling and park-and-ride facilities (if applicable) to the satisfaction of the Vaughan Development/Transportation Engineering Department.
55. Prior to final approval of the Plan, the Owner shall submit an environmental noise and/or vibration report to the City for review and approval. The preparation of the noise/vibration report shall include the ultimate traffic volumes associated with the surrounding road network and railway according to the Ministry of Environment Guidelines. The Owner shall convey any required buffer block(s) for acoustic barrier purposes, free of all costs and encumbrances, to the satisfaction of the City. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in the approved noise/vibration report to the satisfaction of the City.
56. Prior to final approval of the Plan, the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 18 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 parkland, roads and municipal services within Block 18. The Owner acknowledges that parkland shall be dedicated and/or cash-in-lieu paid in accordance with the Planning Act and conform to the City's "Cash-in-lieu of Parkland Policy". This agreement shall also include a provision for additional developers to participate in the Developers' Group Agreement when they wish to develop their lands.
57. Prior to final approval of the Plan, the Trustee for Block 18 shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 18 Developers' Group Agreement.
58. Prior to initiation of grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall prepare and implement a detailed erosion and sedimentation control plan(s) addressing all phases of the construction of the municipal services and house building program including stabilization methods, topsoil storage locations and control measures to the satisfaction of the City. The Owner shall prepare the erosion and sediment control plan(s) for each stage of construction (pre-stripping/earthworks, pre-servicing, post-servicing) in accordance with the TRCA Erosion and Sediment Control

Guidelines for Urban Construction, dated December 2006 and implement a monitoring and reporting program to the satisfaction of the City.

59. The Owner shall agree in the subdivision agreement to decommission any existing wells and driveways on the Plan in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the City.
60. The Owner shall convey Blocks 13 and 14 to the City for park purposes, free of all costs and physical and title encumbrances, upon registration of the plan of subdivision. This Block shall be conveyed in a physical condition which is satisfactory to the Vaughan Parks Development Department.
61. The Owner shall covenant and agree to enter into a developer build agreement for the development of park Blocks 13 and 14 as per the "Developer Build Parks Policy, No. 07.2.05". The Owner shall develop park Blocks 13 and 14 in association with residential and mixed use development in order to provide park facilities to the local residents in a timely manner.
62. The Owner shall agree to rough grade the park Blocks to the approved design grades and maintain (free of stock piles and debris) the park Blocks within the subdivision to the satisfaction of the Vaughan Parks Development Department. The park Block shall be maintained until such time as the park has been constructed and formally assumed by the City for maintenance purposes.
63. The Owner shall agree to complete a detailed design facility fit of the Urban Square associated with Block 13 which shall be planned and designed to complement the mixed use developments of Blocks 8, 9, 10 and a portion of Street A. The facility fit of Park Block 13 shall be provided to the Vaughan Parks Development Department for review, including the following information:
 - a) A plan illustrating the boundaries of the overall limits of the urban square and how the square is located and designed to fit with the adjacent right-of-way and private developments. The plan shall include topographic information in order to assess slopes, pedestrian access and drainage;
 - b) A detailed urban square concept plan which illustrates proposed program requirements as determined by the Vaughan Parks Development Department; and,
 - c) A grading concept plan illustrating proposed storm water run-off, surface drainage patterns and sub-surface storm water servicing requirements.
64. The Owner shall agree to the following clause in the Subdivision Agreement:

"Prior to finalization of the site plan for Blocks 8 and 9, the Owner shall submit for review and approval a concept plan and a grading plan that illustrates how park Block 13 interfaces with the mixed use development blocks."
65. All park plans are to be completed by a registered Landscape Architect and are required to provide sufficient information to confirm facility and program requirements to the

satisfaction of Vaughan Parks Development, Planning (Urban Design Division) and Development/Transportation Engineering Departments.

66. The Owner shall submit grading, servicing and survey plans by a qualified person for Blocks 13 and 14 to the satisfaction of the Vaughan Parks Development Department.
67. The Owner shall provide the following to serve Blocks 13 and 14 to the satisfaction of the Vaughan Parks Development Department:
 - a) A geotechnical investigation and Phase 2 Environmental Site Assessment is to be conducted by a qualified Professional Engineer to the satisfaction of the City in accordance with O.Reg. 153/04 (as amended) assessing all park/open space block(s) in the Plan for contaminants of concern to the satisfaction of the City. Ensure compliance with the most updated Engineering Design Criteria and Standard Drawings;
 - b) A minimum of 12 boreholes are required for the Park Blocks: 13 (6 boreholes) and 14 (6 boreholes). Boreholes are to be taken at regular intervals along the full length of the proposed park blocks. Borehole reports will indicate soil type, water content, and density (general compaction). All samples are to be tested in a laboratory to determine their physical properties, including levels of various chemical elements and contaminants;
 - c) Park Blocks 13 and 14 shall be graded to conform to the overall grading plan of the approved park blocks and subdivision with clean engineered fill compacted to 95% Standard Proctor Dry Density (SPDD). No fill is to be placed on existing topsoil and the stockpiling of topsoil is prohibited on Park Blocks 13 and 14. Spread fine grade topsoil evenly to a depth of 300mm over the entire park blocks. Topsoil for fine grading shall be fertile and friable, natural loam soil with two percent (2%) minimum organic matter for sandy loams and clay loams. Acidity of topsoil shall range from 6.0pH to 7.5 pH and shall be capable of sustaining vigorous plant growth; a chemical analysis shall be conducted by a qualified testing laboratory and results of testing provided to the Vaughan Parks Development Department prior to placing of topsoil;
 - d) Park Blocks 13 and 14 are to be seeded with a seed mix approved by the City of Vaughan Parks Development Department;
 - e) The perimeter of Park Blocks 13 and 14 are to be fenced off with fencing approved by the City and "No Dumping" signs shall be placed along the perimeter of the park blocks;
 - f) Park Blocks 13 and 14 shall not be encumbered by any easements for utility services, transformer boxes, Canada Post mail boxes and/or access, and the like;
 - g) Park Blocks 13 and 14 shall include adequate sized servicing connections along the main frontage of the park blocks, including a water chamber manhole, complete with a curb stop and storm water manhole. All storm water structures are to be located no less than 5 metres away from property lines, A storm water management brief and grading plan for all required storm water services is

required to ensure that proposed works have been designed to accommodate storm water flows in accordance with the Vaughan Development/Transportation Engineering Department Design Manual; and,

- h) The approved electrical distribution plan will include a 120/240 volt, single phase, three wire power supply to the park blocks. The power supply will consist of a 3 conductor #3/0 aluminum underground cable drop located 1 metre from the street line and 1 metre from the property line inside the park blocks. The cable feed is to originate from the closest (within 75 metre cable length) single phase pad mounted transformer and is to be left coiled and attached to a 2" X 4" wood stake, visible above grade.

York Region Conditions

- 68. Prior to draft plan approval for any residential units, the Owner shall enter into an indemnity agreement with York Region, which agreement shall be registered on title, agreeing to save harmless York Region from any claim or action as a result of York Region releasing conditions and pre-conditions of draft approval as part of the draft approval of Plan of Subdivision File 19T-13V10, or any phase thereof, including, but not limited to claims or actions resulting from, water or sanitary sewer service not being available when anticipated. The agreement shall include a provision that requires all subsequent purchasers of the subject lands, to enter into a separate agreement with York Region as a condition of the agreement of purchase and sale, agreeing to indemnify York Region on the same terms and conditions as the Owner.
- 69. Prior to final approval, York Region shall confirm that adequate water supply and sewage servicing capacity are available and have been allocated by the City of Vaughan for the development proposed within this draft plan of subdivision or any phase thereof. Registration of the plan of subdivision shall occur in phases based on the availability of water supply and sewage servicing allocation.
- 70. The Owner shall agree in the Subdivision Agreement that the Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
- 71. Prior to final approval, the engineering drawing showing the layout of the watermain and sewers shall be submitted to the Infrastructure Asset Management Branch for review.
- 72. For all lands, the Holding Symbol "(H)" provisions of Section 36 of the *Ontario Planning Act* shall be used in conjunction with all residential zone categories in order to ensure that final plan approval and development of these lands does not occur until such time as the Holding Symbol "(H)" is removed in accordance with the provisions of the *Ontario Planning Act*. The Zoning By-law shall specify the terms under which Vaughan Council may consider the removal of the Holding Symbol "(H)". Said terms shall include a minimum of the following:
 - a) The City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,

- b) York Region has advised in writing that the required infrastructure to support the capacity assignment associated with this development will be completed within a time period acceptable to the Region (usually 6 to 36 months depending on the complexity of the development) to permit the plan registration; or,
 - c) The Regional Commissioner of Environmental Services confirms servicing allocation for this development by a suitable alternative method and the City of Vaughan allocates the capacity to this development.
73. Prior to final approval, the Owner shall agree to provide direct pedestrian and cycling connections to the boundary roadways and adjacent developments, as well as facilities on the site (e.g. convenient and secure bike racks near entrances) to promote the usage of non-auto travel modes. York Region and the City of Vaughan will not assume any financial responsibility for implementing the provision of the pedestrian and cycling connections/facilities. Drawings shall be provided to show the locations of sidewalk and pedestrian connections.
74. Prior to final approval, the Owner shall agree to restrict Street "A" intersections with Dufferin Street to right-in/right-out only. It should also be noted that York Region is currently undertaking a Municipal Class Environmental Assessment (EA) for improvements to Carrville Road/Rutherford Road, from Yonge Street to Jane Street. All access designs onto Rutherford Road must be consistent with the findings of the EA Study, in consultation with York Region's Transportation and Community Planning Department.
75. Prior to final approval, the Owner shall agree to provide measures to support active transportation and public transit.
76. Prior to final approval, the Owner shall agree to provide a revised Traffic Impact Overview Assessment Study to address the comments provided by York Region to the satisfaction of the York Region Transportation and Community Planning Department.
77. Prior to final approval, the Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required Regional road improvements for this subdivision. The report/plan shall be submitted to the York Region Transportation and Community Planning Department for review and approval, and shall explain all transportation issues and shall recommend mitigative measures for these issues.
78. Prior to final approval, the Owner shall provide a written undertaking, to the satisfaction of the York Region Transportation and Community Planning Department that the Owner agrees to implement the recommendations of the functional transportation report/plan as approved by the York Region Transportation and Community Planning Department.
79. Prior to final approval, the Owner shall submit detailed engineering drawings, to the York Region Transportation and Community Planning Department for review and approval, that incorporate the recommendations of the functional transportation report/plan as approved by the York Region Transportation and Community Planning Department. Additionally, the engineering drawings shall include the subdivision storm drainage system, erosion and siltation control plans, site grading and servicing, plan and profile drawings for the proposed intersections, construction access and mud mat design, utility

and underground servicing location plans, pavement markings, electrical drawings for intersection signalization and illumination design, traffic control/construction staging plans and landscape plans.

80. Prior to final approval, the Owner shall provide a set of engineering drawings, approved by the area municipality, which indicates the storm drainage system, the overall grading plans and all proposed accesses onto York Region roads, for all lands within this plan of subdivision, to the York Region Transportation and Community Planning Department for verification that all York Region's concerns have been satisfied.
81. Prior to final approval and concurrent with the submission of the subdivision servicing application (MOE) to the area municipality, the Owner shall provide a set of engineering drawings, for any works to be constructed on or adjacent to the York Region road, to the Community Planning Branch, Attention: Manager, Development Approvals, that includes the following drawings:
 - a) Plan and Profile for the York Region road and intersections;
 - b) Grading and Servicing;
 - c) Intersection/Road Improvements, including the recommendations of the Traffic Report;
 - d) Construction Access Design;
 - e) Utility and underground services Location Plans;
 - f) Signalization and Illumination Designs;
 - g) Line Painting;
 - h) Traffic Control/Management Plans;
 - i) Erosion and Siltation Control Plans;
 - j) Landscaping Plans, including tree preservation, relocation and removals; and,
 - k) Requirements of York Region Transit/Viva.
82. Prior to final approval, the Owner shall provide drawings for the proposed servicing of the site to be reviewed by the Vaughan Development/Transportation Engineering Department. Three (3) sets of engineering drawings (stamped and signed by a professional engineer), and MOE forms together with any supporting information shall also be submitted to the York Region Transportation and Community Planning Department, Attention: Mrs. Eva Pulnicki, P.Eng.
83. Prior to final approval, the location and design of the construction access for the subdivision work shall be completed to the satisfaction of the York Region Transportation and Community Planning Department and illustrated on the Engineering Drawings.
84. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the York Region Transportation and Community Planning Department, that all existing driveway(s) along the Regional road frontage of this subdivision will be removed as part of the subdivision work, at no cost to York Region.
85. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the York Region Transportation and Community Planning Department that elevations along the streetline shall be 0.3 metres above the centreline elevations of the York Region roadways, unless otherwise specified by the York Region Transportation and Community Planning Department.

86. Prior to final approval, the Owner shall submit drawings depicting the following to the satisfaction of York Region staff:
- a) All existing woody vegetation within the York Region road right-of-way;
 - b) Tree protection measures to be implemented on and off the York Region road right-of-way to protect right-of-way vegetation to be preserved;
 - c) Any woody vegetation within the York Region road right-of-way that is proposed to be removed or relocated. However, it is to be noted that tree removal within York Region road right-of-way shall be avoided to the extent possible/practical. Financial or other compensation may be sought based on the value of trees proposed for removal; and,
 - d) A planting plan for all new and relocated vegetation to be planted within the York Region road right-of-way, based on the following general guideline:

Tree planting shall be undertaken in accordance with York Region standards as articulated in Streetscaping Policy and using species from the York Region Street Tree Planting List. These documents may be obtained from the Forestry Section. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are proposed and included in the Subdivision Agreement, they will require the approval of the City and be supported by a Maintenance Agreement between the City and the Region for City maintenance of these features; any such Maintenance Agreement should indicate that where the area municipality does not maintain the feature to York Region's satisfaction, the area municipality will be responsible for the cost of maintenance or removal undertaken by York Region. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are required, as a condition of approval set out by the City of Vaughan, it is our explicit understanding that the City of Vaughan will assume responsibility for the maintenance for the enhanced landscaping.
87. Prior to final approval, the Owner shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of the York Region Transportation and Community Planning Department recommending noise attenuation features.
88. The Owner shall agree in the Subdivision Agreement, in wording satisfactory to the York Region Transportation and Community Planning Department, to implement the noise attenuation features as recommended by the noise study and to the satisfaction of the York Region Transportation and Community Planning Department.
89. The Owner shall agree in the Subdivision Agreement, in wording satisfactory to the York Region Transportation and Community Planning Department, that where berm, noise wall, window and/or oversized forced air mechanical systems are required, these features shall be certified by a professional engineer to have been installed as specified by the approved Noise Study and in conformance with the Ministry of Environment guidelines and the York Region Noise Policy.
90. The following warning clause shall be included in a registered portion of the Subdivision Agreement with respect to the lots or blocks affected:

"Purchasers are advised that despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building's occupants."

91. Where noise attenuation features will abut a York Region right-of-way, the Owner shall agree in the Subdivision Agreement, in wording satisfactory to York Region's Transportation and Community Planning Department, the following:
- a) That no part of any noise attenuation feature shall be constructed on or within the York Region right-of-way;
 - b) That noise fences adjacent to York Region roads may be constructed on the private side of the 0.3 metre reserve and may be a maximum 2.5 metres in height, subject to the area municipality's concurrence;
 - c) That maintenance of the noise barriers and fences bordering on York Region right-of-ways shall not be the responsibility of York Region; and,
 - d) That any landscaping provided on a York Region right-of-way by the Owner or the area municipality for aesthetic purposes must be approved by the York Region Transportation and Community Planning Department and shall be maintained by the area municipality with the exception of the usual grass maintenance.
92. Prior to final approval, the Owner shall agree that the following lands will be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor:
- a) A widening across the full frontage of the site where it abuts Rutherford Road of sufficient width to provide a minimum of 21.5 metres from the centreline of construction of Rutherford Road;
 - b) A widening across the full frontage of the site where it abuts Dufferin Street of sufficient width to provide a minimum of 22.5 metres from the centreline of construction of Rutherford Road;
 - c) A 10 metre by 10 metre daylight triangle at the northeast and northwest corners of Rutherford Road and Street "A" and at the northwest and southwest corners of Dufferin Street and Street "A";
 - d) A 15 metre by 15 metre daylight triangle at the northeast corner of Rutherford Road and Grand Trunk Avenue and at the southwest corner of Dufferin Street and District Avenue;
 - e) A 20 metre by 20 metre daylight triangle at the northwest corner of Dufferin Street and Rutherford Road; and,

- f) A 0.3 metre reserve across the full frontage of the site, except at the approved access locations, adjacent to the above noted widening, where it abuts Dufferin Street and Rutherford Road and adjacent to the above noted widening(s).
93. Prior to final approval, in order to determine the property dedications (if any) required to achieve the ultimate right-of-way width of Rutherford Road and Dufferin Street abutting the subject site, the Owner shall submit a recent plan of survey for the property that illustrates the existing centre line of construction of Rutherford Road and Dufferin Street.
94. Prior to final approval, the Owner shall provide a solicitor's certificate of title in a form satisfactory to the York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
95. Prior to final approval, York Region requires the Owner to submit to it, in accordance with the requirements of the *Environmental Protection Act* and O. Reg. 153/04 *Records of Site Condition Part XV.1 of the Act* (as amended), a Phase I environmental site assessment prepared and signed by a qualified professional, of the Owner's lands and more specifically of the lands to be conveyed to York Region (the "Assessment"). Based on the findings and results of the Assessment, York Region may require further study, investigation, assessment and delineation to determine whether any remedial or other action is required. The Assessment and any subsequent environmental reports or other documentation prepared in respect of the environmental condition of the lands to be conveyed must be addressed to York Region, contain wording to the effect that York Region shall be entitled to rely on such reports or documentation in their entirety, and such reports or documentation shall be satisfactory to York Region.
96. Prior to final approval, the Owner shall certify, in wording satisfactory to the York Region Transportation and Community Planning Department, that no contaminant, pollutant, waste of any nature, hazardous substance, toxic substance, dangerous good, or other substance or material defined or regulated under applicable environmental laws is present at, on, in or under all lands to be conveyed to York Region (including soils, substrata, surface water and groundwater, as applicable): (i) at a level or concentration that exceeds the *Environmental Protection Act* O. Reg. 153/04 full depth generic site condition standards applicable to the intended use that such lands will be put by York Region at the time of conveyance or any other remediation standards published or administered by governmental authorities applicable to the intended land use; and (ii) in such a manner, condition or emanating from such lands in such a way, that would result in liability under applicable environmental laws. The Assessment, any subsequent environmental reports or other documentation and the Owner's certification shall be done at no cost to York Region.
97. The Owner shall agree in the Subdivision Agreement, in wording satisfactory to the York Region Transportation and Community Planning Department, to be responsible to decommission any existing wells on the Owner's lands in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the area municipality.
98. The Owner shall agree that prior to the development approval of Block 6 that direct access to Block 6 will not be permitted from Rutherford Road.

99. The Owner shall agree prior to the development approval of Block 6 that access to Block 6 shall be obtained via a public easement centred on the dividing line between Block 6 and Blocks 4 and 5.
100. The Owner shall agree that access to a public easement between Block 6 and Blocks 4 and 5 shall be restricted to right-in and right-out movements only where it meets Grand Trunk Avenue, and that the Owner shall extent the median island northerly on Grand Trunk Boulevard for a sufficient distance to ensure that the access to the public easement operates as a right-in and right-out movements access only.
101. The Owner shall agree, prior to the development approval of Block 7 that direct access to Block 7 will not be permitted from Rutherford Road and not from Dufferin Street.
102. The Owner shall agree, prior to the development approval of Block 7 that access to Block 7 shall be obtained via a public easement centred on the dividing line between Block 7 and Blocks 9 and 8.
103. The Owner shall agree that access to the public easement between Block 7 and Blocks 8 and 9 where it meets Dufferin Street shall be restricted to right-in and right-out movements only.
104. The Owner shall agree, prior to the development approval of Block 12 that direct access to Block 12 will not be permitted from Dufferin Street, not from District Avenue within 60 metres from the widened limit of Dufferin Street, and not from Street A within 60 metres from the widened limit of Dufferin Street.
105. The Owner shall agree in the Subdivision Agreement, that the intersection of Street A and Rutherford Road shall be restricted to right-in and right-out movements only.
106. The Owner shall agree in the Subdivision Agreement, that the intersection of Street A and Dufferin Street shall be restricted to right-in and right-out movements only.
107. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the York Region Transportation and Community Planning Department, that pedestrian access to Dufferin Street and Rutherford Road shall be provided from Street A.
108. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the York Region Transportation and Community Planning Department, that pedestrian access to Rutherford Road shall be provided from Grand Trunk Boulevard.
109. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the York Region Transportation and Community Planning Department, that pedestrian access to Dufferin Street shall be provided from District Avenue.
110. Prior to final approval, the intersections of Street A with Rutherford Road and Dufferin Street shall be designed to the satisfaction of the York Region Transportation and Community Planning Department with any interim or permanent intersection works including turning lanes, median islands, profile adjustments and/or illumination deemed necessary by the Transportation and Community Planning Department.

111. Prior to final approval, the intersection of District Avenue with Dufferin Street shall be designed to the satisfaction of the York Region Transportation and Community Planning Department with any interim or permanent intersection works including turning lanes, median islands, profile adjustments and/or illumination deemed necessary by the York Region Transportation and Community Planning Department.
112. Prior to final approval, the intersection of Grand Trunk Avenue with Rutherford Road shall be designed to the satisfaction of the Transportation and Community Planning Department with any interim or permanent intersection works including turning lanes, median islands, profile adjustments and/or illumination deemed necessary by the York Region Transportation and Community Planning Department.
113. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the York Region Transportation and Community Planning Department, that all local underground services will be installed within the area of the development lands and not within York Region's road allowance. If a buffer or easement is needed to accommodate the local services adjacent to York Region's right-of-way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.
114. The Owner shall agree in the Subdivision Agreement, in wording satisfactory to the York Region Transportation and Community Planning Department that the Owner will be responsible for determining the location of all utility plants within the York Region right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.
115. Prior to final approval, the Owner shall submit engineering plans for York Region's approval that identify on the plans the Transit requirements.
116. Prior to the execution of the Site Plan Agreement by York Region, the Owner shall submit plans and satisfy the York Region Transportation and Community Planning Department that sidewalks will be provided, including illumination in accordance with the local municipality's or the Region's design standards, as applicable. The sidewalks shall meet the local municipality's standards, and be provided by the Owner along the subject lands' frontage onto roadways that have transit services.

Existing YRT/Viva transit services operate on the following roadways in the vicinity of the subject lands:

- a. Dufferin Street
- b. Rutherford Road/Carrville Road

117. Prior to the execution of the Site Plan Agreement by York Region, the Owner shall submit plans and satisfy the York Region Transportation and Community Planning Department that a concrete pedestrian access connection from the building entrances to the sidewalk and/or bus stop on the Regional roadway, will be provided, as follows:

- a. From “building entrance” to “sidewalk and/or bus stop location”

The concrete pedestrian access connection shall be a privately owned and maintained walkway provided by the Owner.

118. Prior to the execution of the Site Plan Agreement by York Region, the Owner shall submit plans, and satisfy the York Region Transportation and Community Planning Department that the passenger standing area[s]/shelter pad[s] identified below shall be installed to the satisfaction of York Region Transit, in accordance with the final approved Transportation Management and Sidewalk Master Plan.

Subject to approval by YRT/Viva, a passenger standing area and shelter pad shall be provided at the following location:

ON Street	AT Street	Location	Standard	Traffic Signal Request
Rutherford	Street “A”	NW corner Between Street “A” and Grand Trunk Avenue	YRT 1.02 or YRT 1.03	

Landscaping should not interfere with the bus stop, passenger standing area, shelter or corner sightlines. Bus stops located in front of the employment areas shall be incorporated into the landscape design.

The bus stop location determined during the design phase is subject to change. Prior to construction of the passenger standing area/shelter pad, the Owner shall confirm with YRT/Viva the final bus stop location/requirements. The Owner/consultant is to contact YRT/Viva Facilities Supervisor (tel. 905-762-2111) to confirm final details.

119. The Owner shall submit drawings showing, as applicable, the sidewalk locations, concrete pedestrian access, passenger standing area and shelter pad to the satisfaction of York Region.
120. The Owner shall make provision for continuous flow-through circulation for YRT/Viva’s Mobility Plus specialized vehicles within the property. Since the subject site will likely become a destination for residents/visitors with disabilities, servicing provision for passenger boarding and disembarking shall be provided at/near the primary entrance of the facility. Internal driveways and designated pick-up areas should be identified and to facilitate movement and circulation of Mobility Plus smaller buses/vehicles. Due to safety concerns, Mobility Plus fleet will not manoeuvre in reverse direction.
121. Prior to final approval, the Owner shall provide a copy of the Subdivision Agreement to the York Region Transportation and Community Planning Department, outlining all requirements of the Transportation and Community Planning Department.

122. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable prior to final approval in accordance with By-law # 2012-36.
123. Prior to approval, the Owner shall agree to:
- a) Provide a basic 45 metre right-of-way for this section of Dufferin Street. As such, all municipal setbacks shall be referenced from a point 22.5 metres from the centreline of construction of Dufferin Street. Any additional lands required for turn lanes at the intersections will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor;
 - b) Provide a basic 43 metre right-of-way for this section of Rutherford Road. As such, all municipal setbacks shall be referenced from a point 21.5 metres from the centreline of construction of Rutherford Road. Any additional lands required for turn lanes at the intersections will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor;
 - c) Provide direct pedestrian and cycling connections to the boundary roadways and adjacent developments, as well as facilities on the site (e.g. convenient and secure bike racks near entrances) to promote the usage of non-auto travel modes. York Region and the City of Vaughan will not assume any financial responsibility for implementing the provision of the pedestrian and cycling connections/facilities. Drawings shall be provided to show the locations of sidewalk and pedestrian connections;
 - d) Restrict Street "A" intersections with Dufferin Street to right-in/right-out movements only. It should also be noted that York Region is currently undertaking a Municipal Class Environmental Assessment (EA) for improvements to Carrville Road/Rutherford Road, from Yonge Street to Jane Street. All access designs onto Rutherford Road must be consistent with the findings of the EA Study, in consultation with York Region's Transportation and Community Planning Department;
 - e) To provide measures to support active transportation and public transit;
 - f) Address all transportation related comments pertaining to the Traffic Impact Overview Assessment Study report;
 - g) The intersection of Dufferin Street and Rutherford Road is projected to have very poor level of service with long vehicle delays and queues for through and left turn movements. The intersection will operate at Level of Service (LOS) F with v/c (volume to capacity) ratios of 1.22 and 1.37 during AM and PM peak periods respectively. The study shall recommend mitigations to improve intersection operation;
 - h) It should be noted that, it is the Region's Policy that widening of any corridor to six lanes is only to accommodate Transit and HOV. This will not directly increase capacity for general traffic. Similarly, new dual left turn lanes are not encouraged

or desired. The study should look at other capacity improvements and avoid dual left turn lanes, because of pedestrian crossing distances and signal phasing inefficiencies.

- i. The Study shall provide rationale/support for the assumption of 0.4 percent per year background traffic growth.
- ii. The study shall include a table showing approaches V/C, LOS and delay information for the existing, background and total traffic scenarios for all the intersections analysed.
- iii. The study briefly mentions a Transportation Demand Management (TDM) program and recommends formulating TDM plans for each phase of development. This approach is not acceptable and a comprehensive TDM Plan shall be provided. The TDM plan shall also include but not be limited to the following measures:
 - A check list that identifies the programs/measures, associated costs, the applicant's responsibility and specific actions to carry out the TDM implementation;
 - A drawing shall be provided to illustrate the locations of the pedestrian/cycling facilities and connections to adjacent developments and roadways;
 - Illustrate the proposed locations of the bicycle racks on the site plan or a concept plan and should be added to the study;
 - Provide carefully planned, safe, illuminated and convenient pedestrian walkways and sidewalks linking the building to bus stops and transit stations/ terminals;
 - Where appropriate, install adequate signage for pedestrians, including directions to nearest transit stops and terminals; and
 - Provide high quality pedestrian amenities such as benches and garbage receptacles.

Toronto and Region Conservation Authority (TRCA)

124. That prior to the initiation of grading and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report for review and approval of the TRCA that describes the storm drainage system (quantity and quality), in accordance with the Functional Servicing Report prepared by Schaeffers Consulting Engineers, dated November 2013. This report shall include:
- Plans illustrating how this drainage system will tie into the surrounding drainage system, i.e., is it part of an overall drainage scheme? How will external flows be accommodated? What is the design capacity of the receiving system?;
 - Stormwater management techniques which may be required to control minor or major flows;

- Appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground surface water resources as it relates to fish and their habitat;
 - Proposed method for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;
 - Location and description of all outlets and other facilities which may require a permit pursuant to Ontario Regulation 166/06, the TRCA's (*Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*) Regulation;
 - Overall grading plans for the subject lands; and,
 - Supplementary measures including additional source and conveyance measures to enhance infiltration and reduce runoff volumes.
125. The Draft Plan of Subdivision be red-lined revised in order to meet the requirements of Condition 124 and/or 127, if necessary
126. The Owner shall submit a detailed and comprehensive Erosion and Sediment Control Plan, which complies with the TRCA's Erosion and Sediment Control Guidelines for Urban Construction (www.sustainabletechnologies.ca)
127. The Owner shall complete a detailed water budget analysis, to the satisfaction of the TRCA, in accordance with the criterion states in the Functional Servicing Report (November 2013), prepared by Schaeffers Consulting Engineers. This analysis will demonstrate how infiltration, evapo-transpiration, and retention / reuse of runoff from the first 5 mm of rainfall is to occur, as well as identify preliminary mitigation measures and locations to achieve water balance criterion. The analysis will include detailed calculations, and will first and foremost consider infiltration as the preferred means of achieving the water balance criterion; otherwise, if best management practices to provide infiltration are not feasible, then the use of alternative measures to reduce runoff volumes based on evapo-transpiration or water reuse (green roofs, rainwater harvesting, etc.) may be considered. Given the long term build-out of the plan, interim measures (bio-swales, et.) may also be considered prior to end state solutions.
128. The Owner shall agree in the subdivision agreement, in wording acceptable to the TRCA;
- a) To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical report referenced in Condition 124, and/or 127;
 - b) To maintain all stormwater management and erosion and sediment control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA; and,
 - c) To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA.

129. That a copy of the executed subdivision agreement shall be provided to the TRCA when available, in order to expedite the clearance of conditions of draft approval.
130. That at the time of registration, the Owner shall provide a detailed letter indicating how TRCA conditions of draft plan approval have been met (i.e., citing specific sections of the executed subdivision agreement and technical report/plans).

Canada Post

131. The Owner shall consult with Canada Post to determine suitable locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
132. The Owner shall agree, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Vaughan.
133. The Owner shall agree to include in all Offers of Purchase and Sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
134. The Owner shall be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.
135. The Owner shall agree to provide the following for each Community Mailbox site and include these requirements on appropriate servicing plans:
 - a) A Community Mailbox concrete base pad per Canada Post specifications;
 - b) Any required walkway across the boulevard, as per municipal standards; and,
 - c) Any required curb depressions for wheelchair access.
136. The Owner shall agree to determine, provide and fit up (a) suitable temporary Community Mailbox location(s) which may be utilized by Canada Post until the permanent mailbox pads, curbs, sidewalks and final grading have been completed at the permanent Community Mailbox site locations (a gravel area with a single row of patio stones - specifications to be provided). This will enable Canada Post to provide mail service to new residences as soon as homes are occupied. The Owner further agrees to fit up the temporary area 30 to 60 days prior to the first occupancy and notify Canada Post of the first occupancies at this time. (The Owner should provide evidence of how they intend to co-ordinate this activity in a timely manner to a safe and clean usable area).

Enbridge Gas Distribution Inc.

137. The Owner shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea30@enbridge.com for service and meter installation details and to

ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and /or soil trenches) and/or asphalt paving.

138. If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs shall be the responsibility of the Owner.
139. In the event that easement(s) are required to service this development, the Owner shall provide the easement(s) to Enbridge Gas Distribution at no cost.
140. In the event a pressure reducing regulator station is required, the Owner shall provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details, contact SalesArea30@enbridge.com.
141. The Owner shall grade all road allowances to a final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

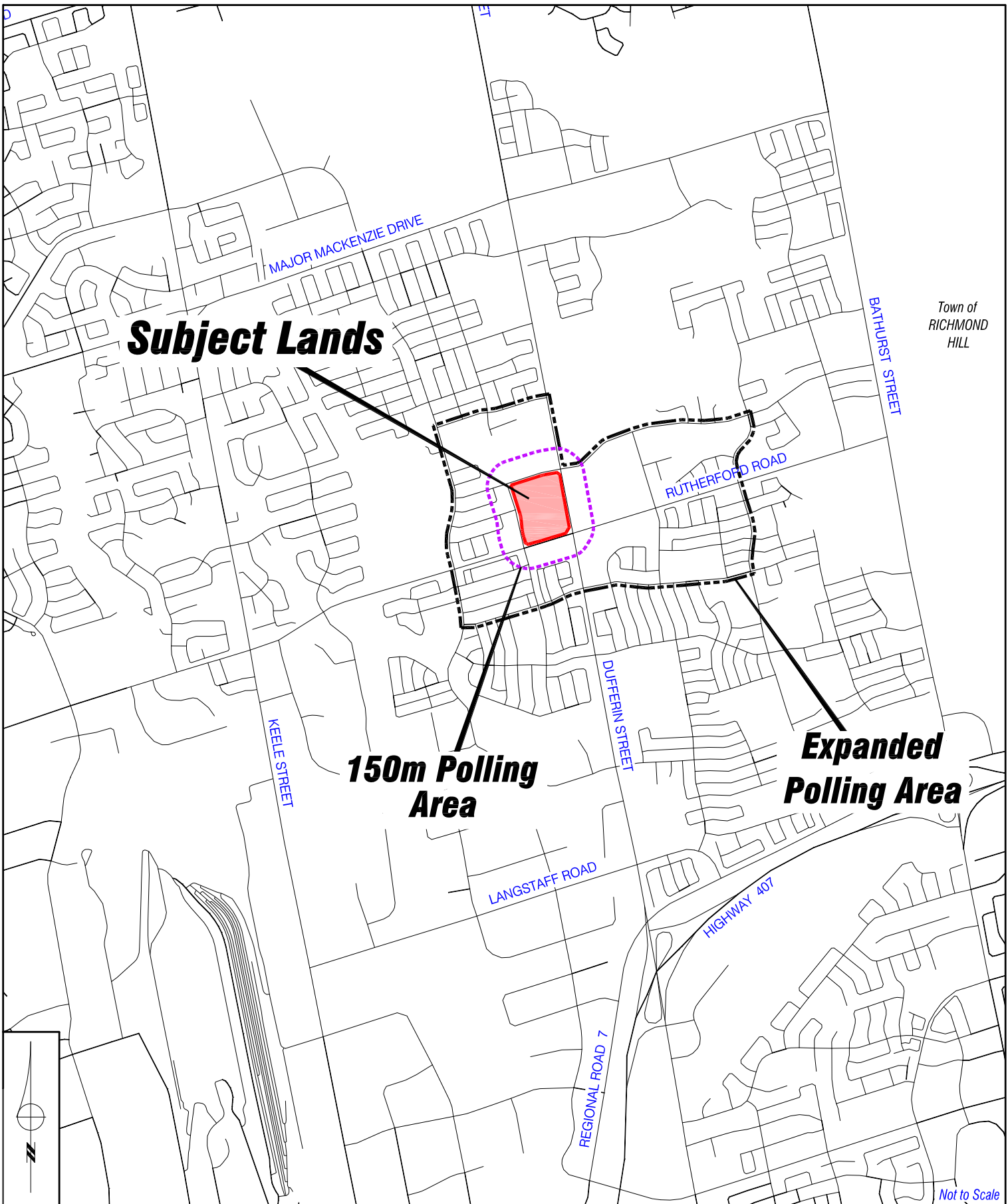
Bell Canada

142. Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are situated and one or more conduits from the room(s) in which the telecommunication facilities are located to the street line.

Other Conditions

143. Final approval for registration may be issued in phases to the satisfaction of the City, subject to all applicable fees provided that:
 - a) phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure, schools and other essential services; and,
 - b) all government agencies agree to registration by phases and provide clearances, as required in Conditions 1 to 142 inclusive, for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
144. The City shall advise that Conditions 1 to 67 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
145. The Regional Municipality of York shall advise that Conditions 68 to 123 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.

146. The TRCA shall advise that Conditions 124 to 130 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
147. Canada Post shall advise that Conditions 131 to 136 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
148. Enbridge Gas Distribution Inc. shall advise that Conditions 137 to 141 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
149. Bell Canada shall advise that Condition 142 has been satisfied; the clearance letter shall include a brief statement detailing how the condition has been met.



Context Location Map

LOCATION:
Part Lot 16, Concession 3

APPLICANT:
Nine-Ten West Limited

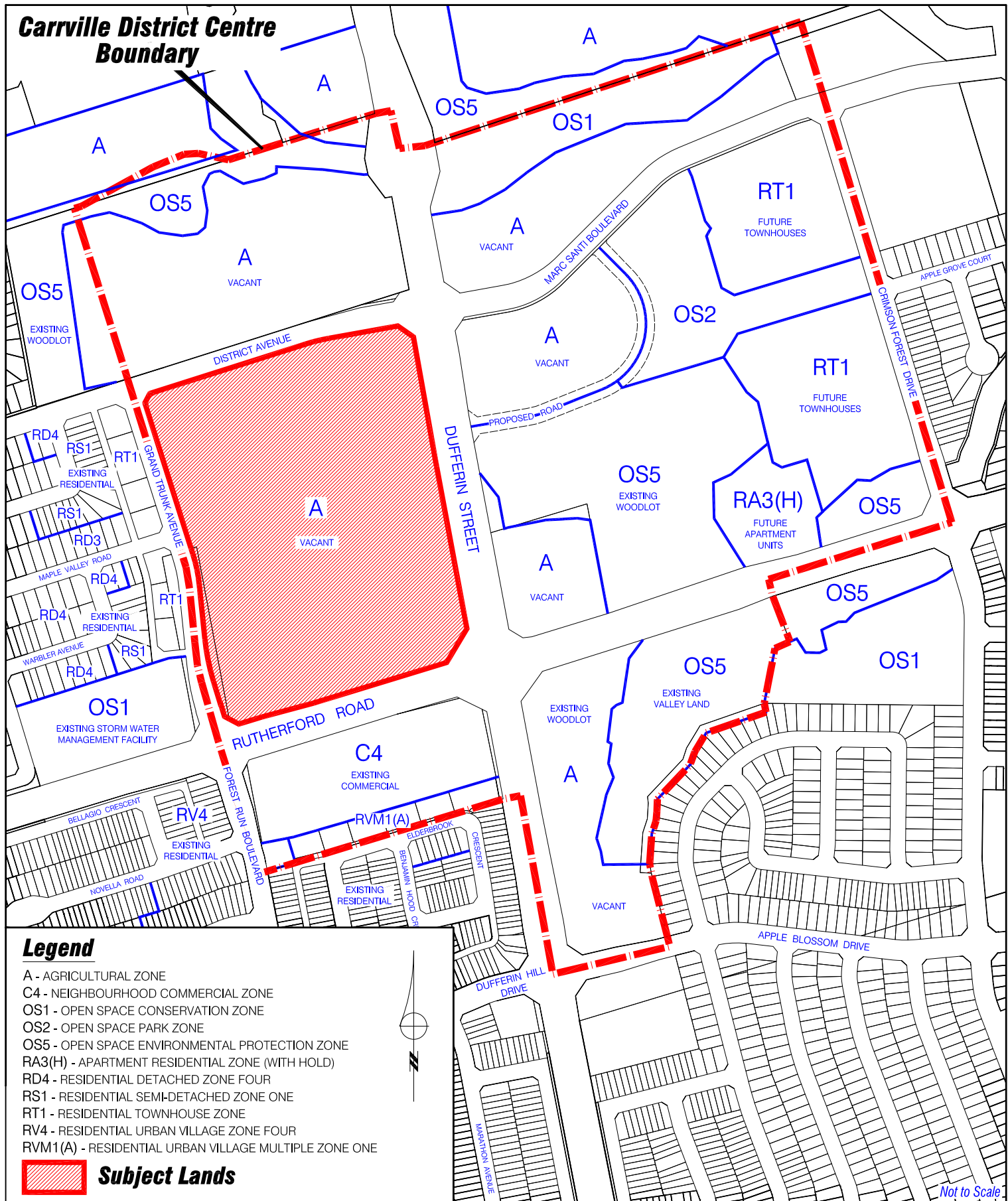


Attachment

FILE(S):
Z.13.043, 19T-13V010

DATE:
January 13, 2015

2



Location Map

LOCATION:
Part Lot 16, Concession 3

APPLICANT:
Nine-Ten West Limited

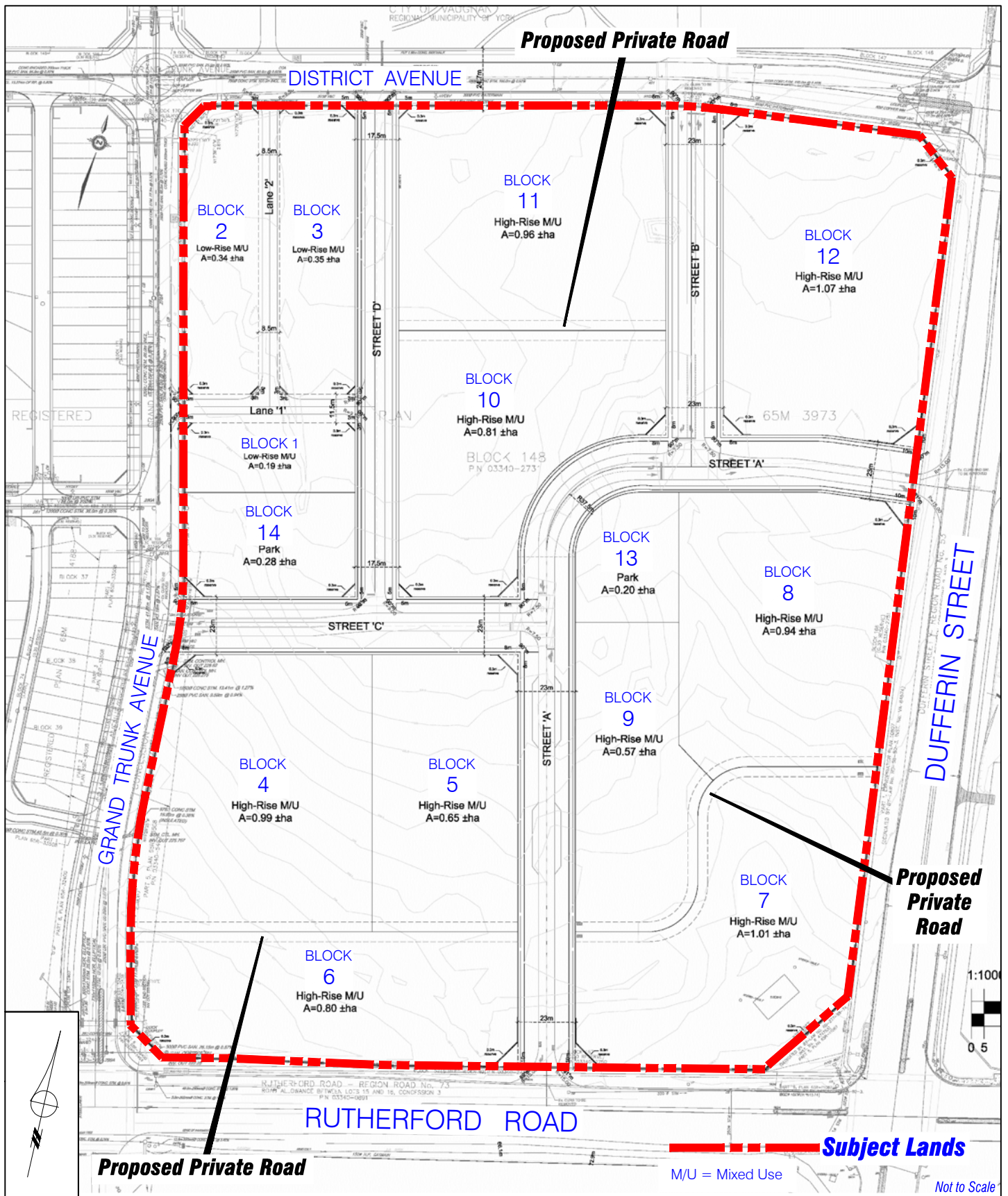


Attachment

FILE(S):
Z.13.043, 19T-13V010

DATE:
January 13, 2015

3



Draft Plan of Subdivision File 19T-13V010

LOCATION:
Part Lot 16, Concession 3

APPLICANT:
Nine-Ten West Limited

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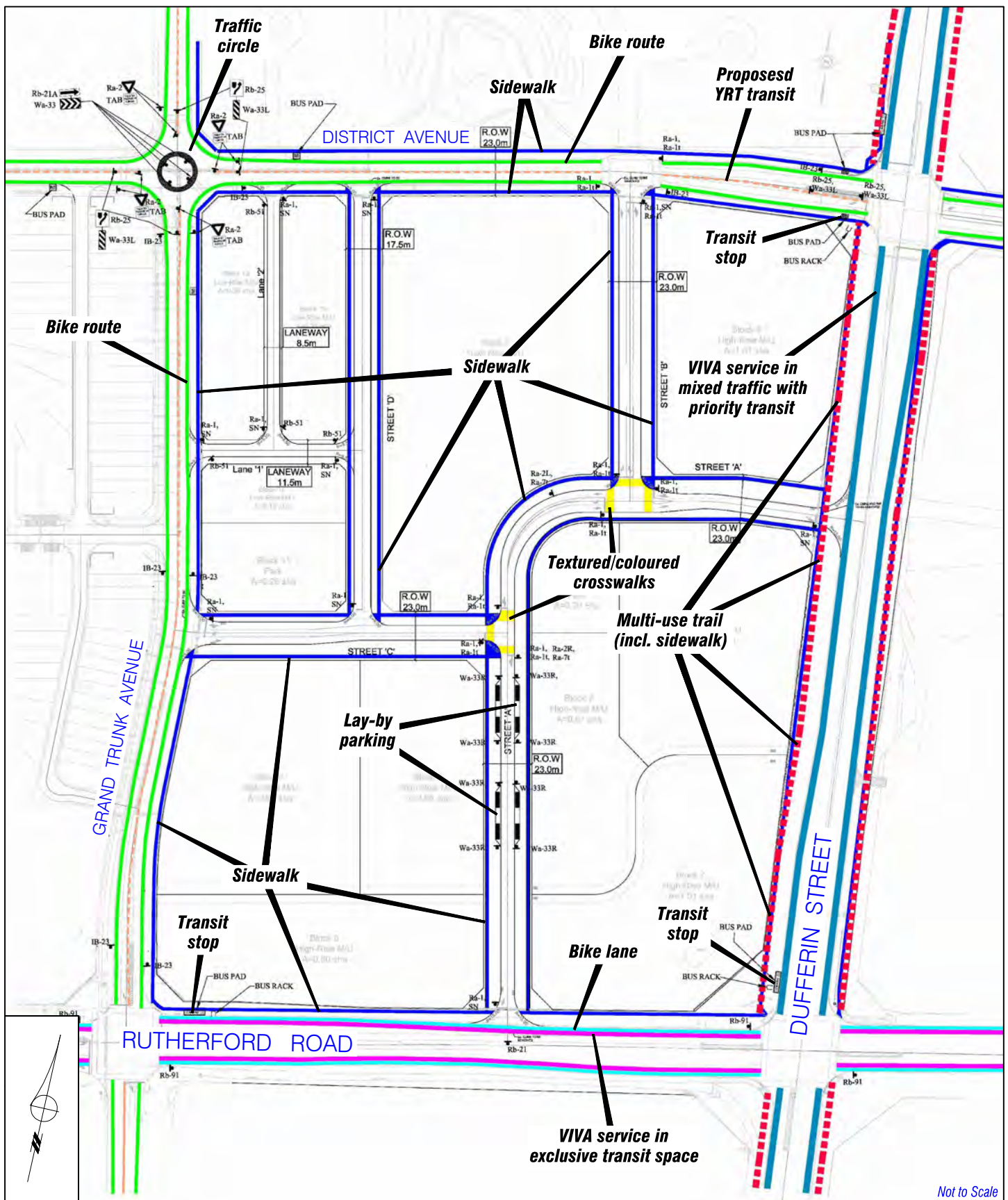


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FILE(S):
Z.13.043, 19T-13V010

DATE:
January 13, 2015

4



Transportation Management and Sidewalk Plan

LOCATION:
Part Lot 16, Concession 3

APPLICANT:
Nine-Ten West Limited

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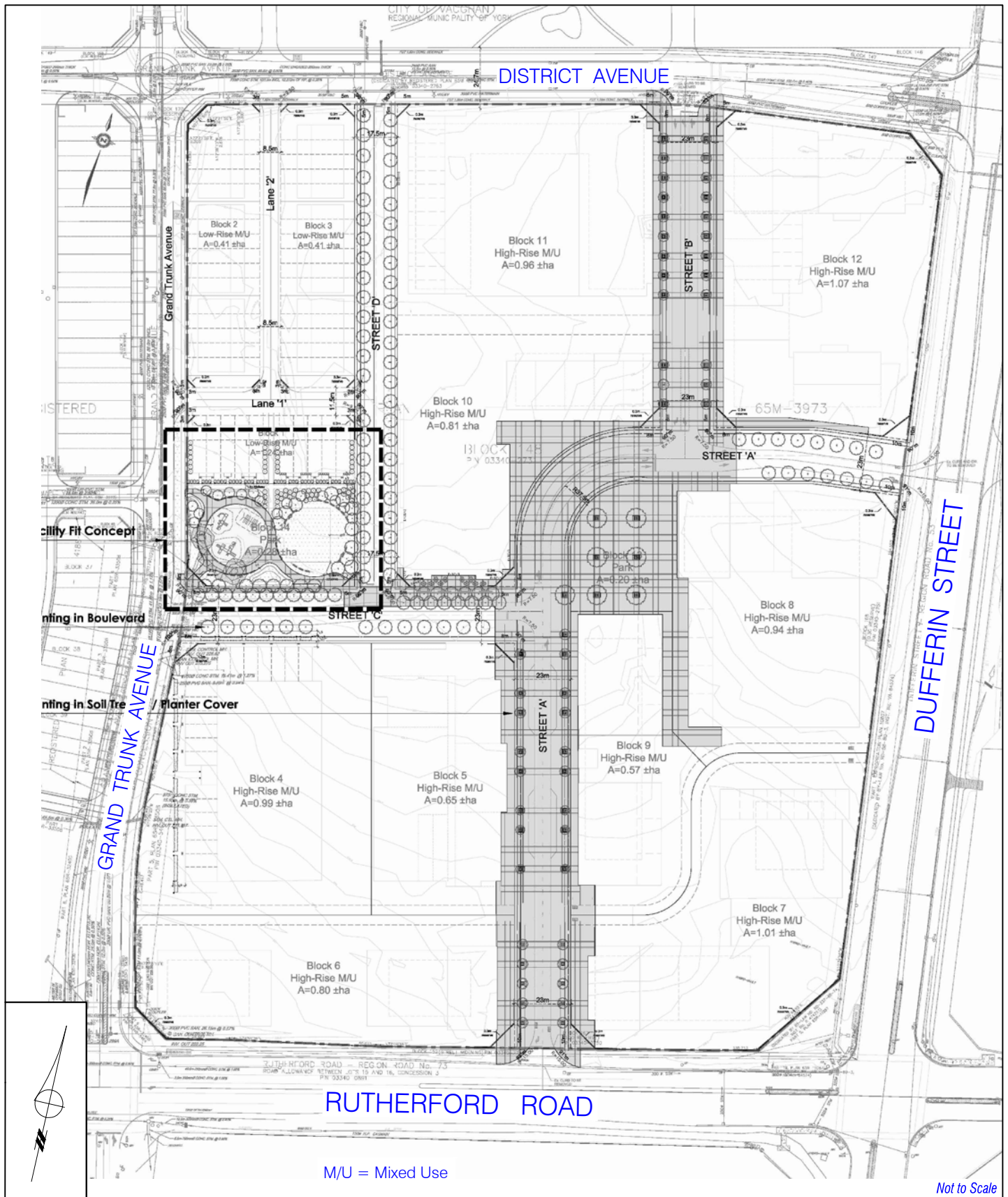


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FILE(S):
Z.13.043, 19T-13V010

DATE:
January 13, 2015

5



Landscape Plan

LOCATION:
Part Lot 16, Concession 3

APPLICANT:
Nine-Ten West Limited

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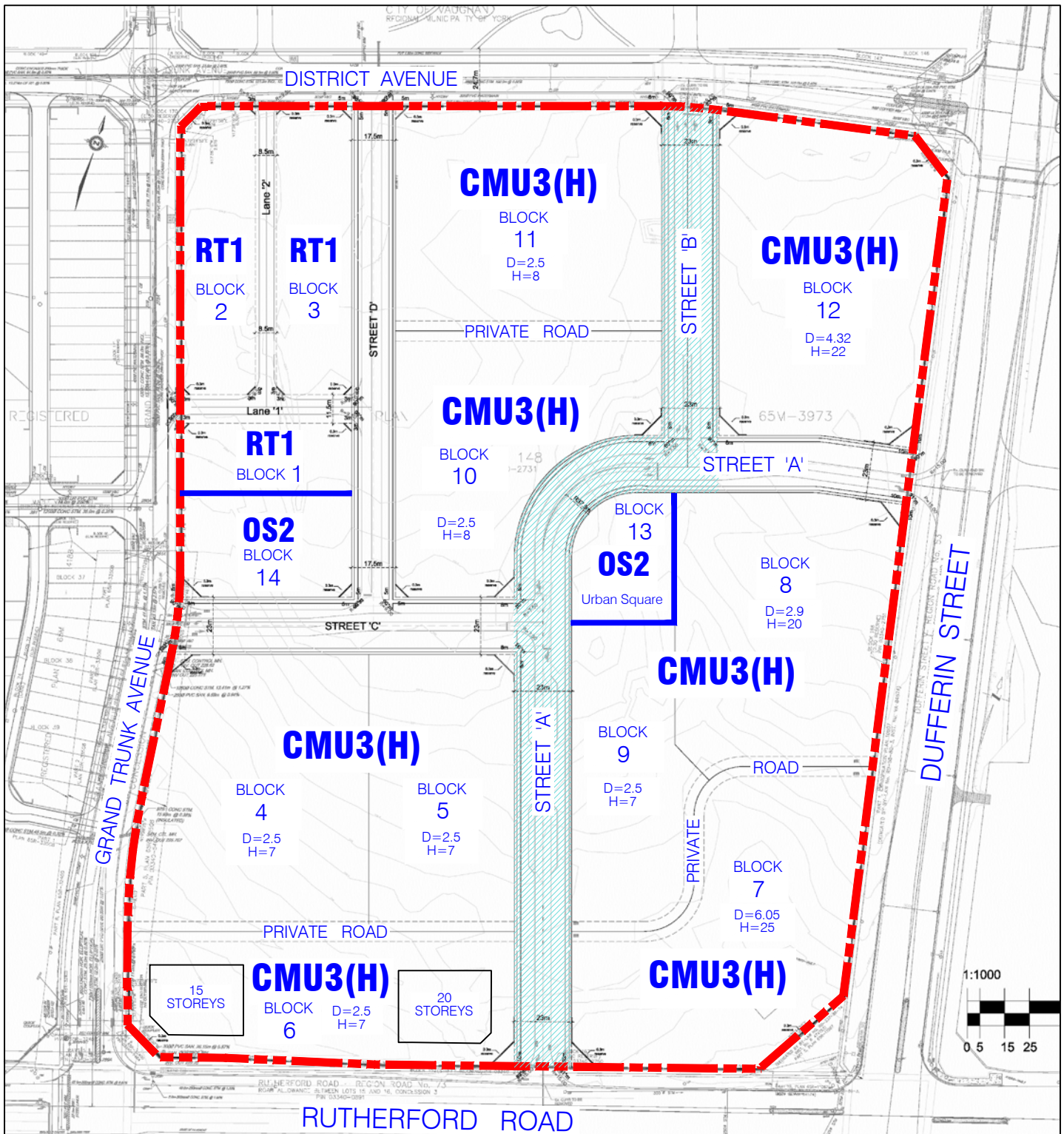


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FILE(S):
Z.13.043, 19T-13V010

DATE:
January 13, 2015

6



To amend Zoning By-Law 1-88 to rezone the Subject lands from A Agricultural to:

RT1 Residential Townhouse Zone
 OS2 Open Space Park Zone
 CMU3 Mixed Use 3 - Carrville Centre

D = Density (FSI)
 H = Height (storeys)

Subject Lands
'Main Street'

Not to Scale

Proposed Zoning

LOCATION:
 Part Lot 16, Concession 3

APPLICANT:
 Nine-Ten West Limited

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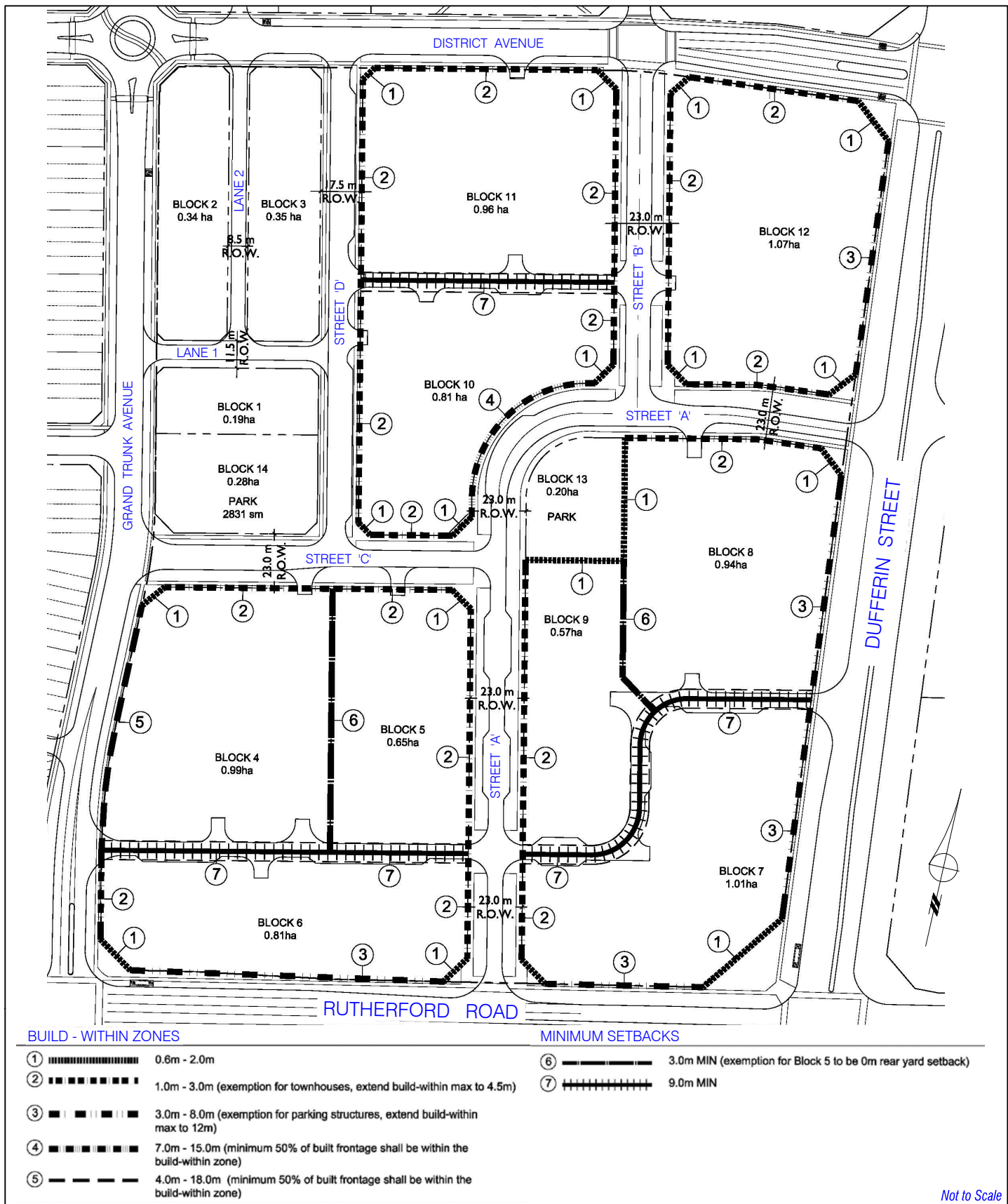


Attachment

FILE(S):
 Z.13.043, 19T-13V010

DATE:
 January 13, 2015

8



Proposed Setbacks & Build - Within Zones

LOCATION:
Part Lot 16, Concession 3

APPLICANT:
Nine-Ten West Limited

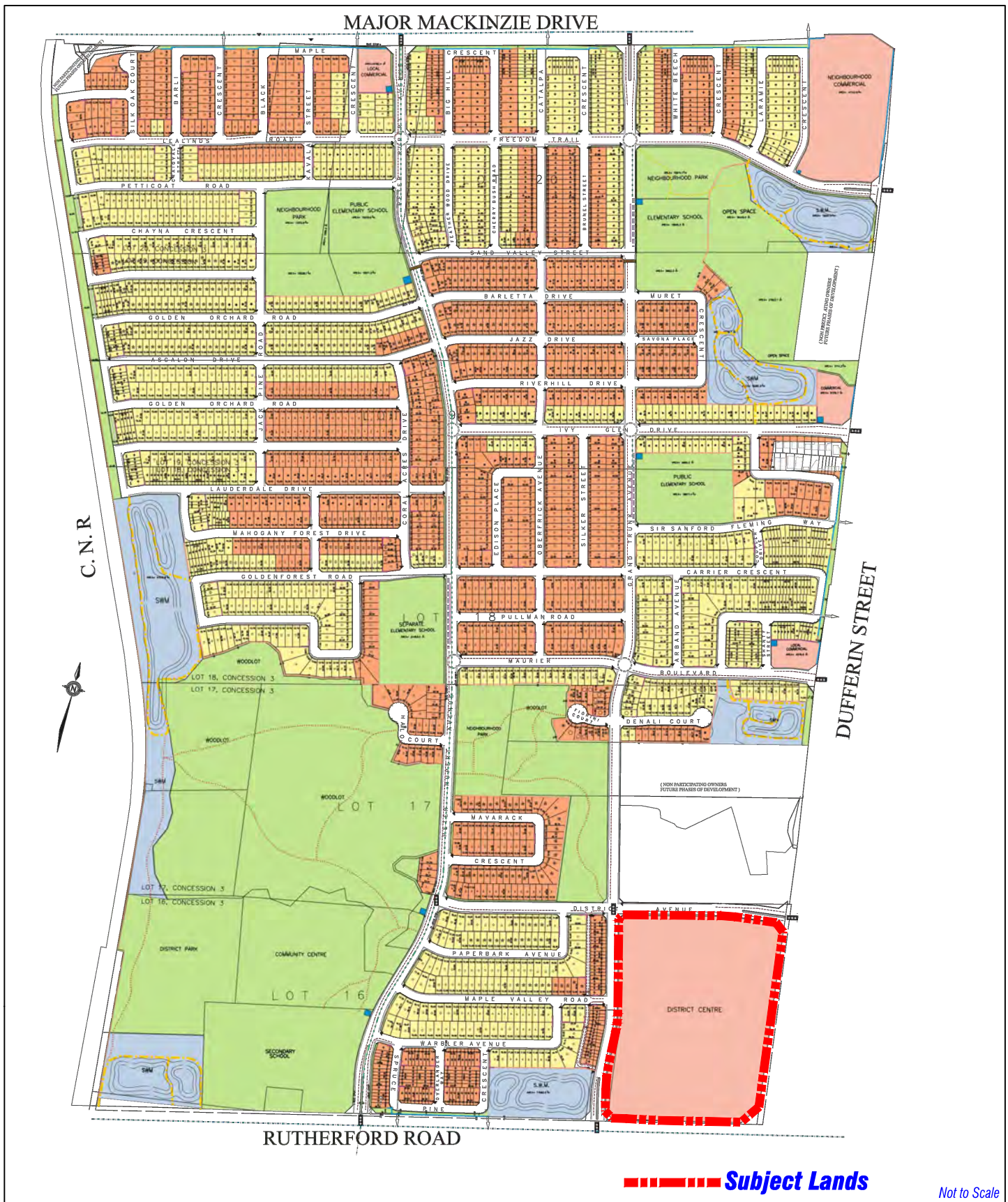


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FILE(S):
Z.13.043, 19T-13V010

DATE:
January 13, 2015

9



Approved Block 18 Plan (April 14, 2003)

LOCATION:
Part Lot 16, Concession 3

APPLICANT:
Nine-Ten West Limited

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FILE(S):
Z.13.043, 19T-13V010
DATE:
January 13, 2015

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