

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

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

4

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

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

Recommendation

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 2

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

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

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

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

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

Contribution to Sustainability

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

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth

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

- Objective 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation
- Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit
- Objective 3.3: Reduce single occupant vehicle (SOV) trips by supporting active transportation, car pooling and public transit

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 3

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

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

Economic Impact

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

Communications Plan

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

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

Purpose

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 4

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

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

Background - Analysis and Options

Synopsis:

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 5

Location

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

Vaughan Official Plan 2010

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

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

Nashville Heights Block 61 West Plan

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 6

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

Zoning

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

Table 1: Proposed Zoning Exceptions

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 7

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 8

i) Proposed Zoning

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

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

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

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

iii) Minimum Interior Side Yard

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

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

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

iv) Maximum Interior Garage Width

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 9

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

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

v) Minimum Interior Garage Dimensions

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

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

Holding Symbol “(H)”

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

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

Subdivision Design

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 10

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

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

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

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

Developer’s Group Agreement

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

Development Engineering and Infrastructure Planning (DEIP) Department

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

a) Road Network

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 11

b) Sidewalk Plan

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

c) Water Servicing

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

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

d) Sanitary Servicing

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

e) Storm Drainage

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 12

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

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

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

f) Sewage and Water Allocation

On December 13, 2016, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City over the next three years. Accordingly, the following resolution to allocate capacity to the subject development is recommended for Council approval.

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

g) Geotechnical

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

h) Environmental Site Assessment

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

i) Environmental Noise Impact

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 13

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

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

j) Street-lighting

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

Draft Plan

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

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

Development Planning Department, Urban Design and Cultural Heritage Division

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

Office of the City Solicitor, Real Estate Department

The Office of the City Solicitor, Real Estate Department has advised that prior to final approval of the Draft Plan of Subdivision the Owner shall enter into a Developers’ Group Agreement with the other participating landowners within Block 61 West to the satisfaction of the City. The agreement shall include, but not be limited to, all cost sharing for the provision of parks, cash-in-lieu of parkland, road and municipal services within Block 61 West. This agreement shall also provide a provision for additional developers to participate in the Developers’ Group Agreement when they wish to develop their lands. The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the *Planning Act* and conform to the City’s Cash-in-Lieu of Parkland Policy. A condition to this effect is included in the recommendation of this report and in Attachment #1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 14

Parks Development Department

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

Fire Department

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

Toronto and Region Conservation Authority (TRCA)

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

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 15

Metrolinx (Formerly GO Transit)

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

Canadian Pacific Railway (CPR)

CPR has indicated that a 30 m building setback from the railway right-of-way be included as a condition of draft approval. This will ensure the safety and comfort of adjacent residents and mitigate any potential environmental factors. This setback requirement has been provided in the plan and will be included in the implementing Zoning By-law, should the subject applications be approved. CPR's conditions of approval are included in Attachment #1.

School Boards

The York Region District (Public) School Board, York Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have advised that they have no objection to the proposal and have no conditions regarding the proposed Draft Plan of Subdivision.

Canada Post

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

Utilities

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

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

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

- Improve municipal road network
- Continue to develop transit, cycling and pedestrian options to get around the City
- Continue to cultivate and environmentally sustainable City

Regional Implications

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2017

Item 4, CW Report No. 31 – Page 16

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

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

Conclusion

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

The Development Planning Department is satisfied that the proposed Draft Plan of Subdivision shown on Attachment #4, and the proposed zoning and site-specific exceptions identified in Table 1 will result in a residential development that is appropriate and compatible with the existing and permitted uses in the surrounding area. The Development Planning Department can support the approval of the Zoning By-law Amendment and the Draft Plan of Subdivision applications, subject to the recommendations in this report, and the Conditions of Approval set out in Attachment #1.

Attachments

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

Report prepared by:

Judy Jeffers, Planner, ext. 8645
Carmela Marrelli, Senior Planner, ext. 8791

(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 SEPTEMBER 19, 2017

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

Recommendation

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

1. THAT Zoning By-law Amendment File Z.16.052 (Nashville Developments (North) Inc.) BE APPROVED, to:
 - a) amend Zoning By-law 1-88 on the subject lands shown on Attachments #2 and #3, specifically to rezone the subject lands from A Agricultural Zone, A Agricultural Zone subject to site-specific Exception 9(189) and RR Rural Residential Zone subject to site-specific Exception 9(256) to the following zones in the manner shown on Attachment #4.
 - RD3(H) Residential Detached Zone Three and RD4(H) Residential Detached Zone Four both with the Holding Symbol “(H)”;
 - RD4(H) Residential Detached Zone Four with the Holding Symbol “(H)” subject to site-specific Exception 9(1440); and
 - OS1 Open Space Conservation Zone, OS2 Open Space Park Zone and OS4 Open Space Woodlot Zone;
 - b) permit the site-specific exceptions to Zoning By-law 1-88 identified in Table 1 of this report; and
 - c) that the Holding Symbol “(H)” shall not be removed from the subject lands or portion(s) thereof until the following conditions are satisfied:
 - i) Street access through Draft Plan of Subdivision Files 19T-10V004 (to the north), 19T-10V005 (to the south) and 19T-15V006 (to the east) is secured to the satisfaction of the Development Engineering and Infrastructure Planning Department.
 - ii) Blocks 129 to 133 inclusive are developed with Block 56 in Registered Plan 65M-4564 (Plan of Subdivision File 19T-10V005, Pinestaff Developments Inc.) and are in a consistent zone to form full lots for future development.
2. THAT Draft Plan of Subdivision File 19T-16V010 (Nashville Developments (North) Inc.), BE APPROVED, to facilitate a residential Draft Plan of Subdivision comprised of 125 lots for detached dwellings and 8 blocks to be combined with future blocks on the adjacent lands to create full lots for future detached dwellings, as shown on Attachment #4, subject to the Conditions of Approval set out in Attachment #1.
3. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

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

4. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-16V010 (Nashville Developments (North) Inc.) include the following clauses:
- i) Prior to final approval of the Draft Plan of Subdivision the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 61 West to the satisfaction of the City. The agreement shall include, but not be limited to, all cost sharing for the provision of parks, cash-in-lieu of parkland, road and municipal services within Block 61 West. This agreement shall also provide a provision for additional developers to participate in the Developers' Group Agreement when they wish to develop their lands.
 - ii) The Owner shall provide parkland and/or pay to Vaughan, by way of certified cheque, cash-in-lieu of the dedication of parkland prior to the issuance of a Building Permit in accordance with the *Planning Act* and the City's Cash-in-Lieu of Parkland Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Contribution to Sustainability

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

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth

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

- Objective 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation
- Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit
- Objective 3.3: Reduce single occupant vehicle (SOV) trips by supporting active transportation, car pooling and public transit

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

- i) low impact development (LID) measures are proposed to manage stormwater, the design(s) of which will be finalized through the detailed engineering of the plan of subdivision. Infiltration trenches are proposed adjacent to open spaces and watercourses resulting in a net reduction of runoff to the stormwater management ponds while enhancing the recharge of the local groundwater system and the flow of the central watercourse. The

proposed lot grading, where possible, will convey overland flow to the central watercourse resulting in less treatment and adequate water supply for the watercourse and wetlands;

- ii) pedestrian and cycling connections on the multi-use paths (sidewalks and a curb cycling lane on Street "A") to transit stops (90% of the planned population is located within 500 m of a transit stop), commercial and recreational facilities;
- iii) building materials which include, the use of low volatile organic compound (VOC) paints, varnishes, stains and sealers; energy efficient appliances; EnergyStar homes;
- iv) hiring a construction waste management company to collect and stream construction waste; and
- v) a homeowner education package regarding sustainable features incorporated into the development.

Economic Impact

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

Communications Plan

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

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

Purpose

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

1. Zoning By-law Amendment File Z.16.052 to:
 - a) amend Zoning By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone, A Agricultural Zone subject to site-specific Exception 9(189) and RR Rural Residential Zone subject to site-specific Exception 9(256) as shown on Attachment #3, to the following zones in the manner shown on Attachment #4:
 - RD3(H) Residential Detached Zone Three and RD4(H) Residential Detached Zone Four both with the Holding Symbol "(H)";
 - RD4(H) Residential Detached Zone Four with the Holding Symbol "(H)", subject to site-specific Exception 9(1440); and
 - OS1 Open Space Conservation Zone, OS2 Open Space Park Zone and OS4 Open Space Woodlot Zone;

- b) permit site-specific zoning exceptions to Zoning By-law 1-88 identified in Table 1 of this report.
2. Draft Plan of Subdivision File 19T-16V010, to facilitate a proposed residential Draft Plan of Subdivision consisting of 125 lots for detached dwellings and 8 part blocks for future detached dwellings, as shown on Attachment #4, consisting of the following:

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

Background - Analysis and Options

Synopsis:

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

Location

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

Vaughan Official Plan 2010

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

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

Nashville Heights Block 61 West Plan

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

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

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

As part of the process of realigning Tributary "A", the TRCA has issued a permit under Ontario Regulation 166/06 for the decommissioning of the existing on-line ponds, and surrounding marsh and woodland. Plantings within the City's parkland, the CP berm and within the channel have already been identified as part of the restoration areas during the Block Plan approval process and are not considered as part of the compensation required for Tributary "A". Additional planting is planned within the City's parkland in Block 61, along the CP berm and within the channel of the Block Plan. It is noted that as identified by the Environmental Impact Study (EIS), prepared by Beacon Environmental, and reviewed by the City, York Region and the TRCA, that the area associated with the Open Space system within the Block Plan will be improved through a more robust planting plan in comparison to the predevelopment condition of the lands within the Block. Staff will continue to seek an increase in the natural land area to improve the overall open space system when the remaining Draft Plan of Subdivision applications are submitted to the City for approval.

Zoning

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

Table 1: Proposed Zoning Exceptions

	Zoning By-law 1-88 Standard	RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four Requirements	Proposed Exceptions to the RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four Requirements
a.	Minimum Setback to a Railway Right-of- Way	Zoning By-law 1-88 does not include a minimum setback from a railway right-of-way.	30 m
b.	Minimum Interior Side Yard	1.2 m	1.2 m (on one interior side yard and either 0.6 m or 1.2 m on the other interior side yard, which abuts another interior side yard of 0.6 m or 1.2 m for a lot with a lot frontage of 9.2 m to 11.99 m, and a corner lot with a frontage of 12.7 m to 14.99 m)
c.	Maximum Interior Garage Width (Lot Frontage between 11.5 m and 11.99 m and a Corner Lot or a Lot Abutting a Buffer Block with a Lot Frontage between 14.6 m to 14.99 m)	5 m	5.5 m
	Zoning By-law 1-88 Standard	RD3 Residential Detached Zone Three Requirements	Proposed Exceptions to RD3 Zone Requirements
a.	Minimum Interior Garage Width (Lot Frontage 12 m or greater and a Corner Lot or a Lot Abutting a Buffer Block with a Lot Frontage of 15 m or greater)	5.5 m	3 m (for Lots 39, 103, 105, 106, 109 and 120 regardless of whether the lot is a corner lot)
	Zoning By-law 1-88 Standard	RD4 Residential Detached Zone Four Requirements	Proposed Exceptions to RD4 Zone Requirements

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

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

i) Proposed Zoning

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

Blocks 127 and 128 are to develop with Blocks 49 and 50 on Plan 65M-4564 in Plan of Subdivision File 19T-10V005. It is recommended that Blocks 127 and 128 be zoned RD4(H) Residential

Detached Zone Four with the Holding Symbol “(H)”, subject to site-specific Exception 9(1440) in order to have the same consistent with the zoning existing zoning for Blocks 49 and 50.

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

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

iii) Minimum Interior Side Yard

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

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

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

iv) Maximum Interior Garage Width

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

- a maximum of 3.048 m on a lot with a frontage less than 11 m and on a corner lot with a frontage less than or equal to 14 m;
- 4.5 m on a lot with a frontage between 11 m to 11.49 m and on a corner lot with a frontage between 14.01 to 14.49 m;
- 5 m on a lot with a frontage between 11.5 m to 11.99 m and on a corner lot with a frontage between 14.5 to 14.99 m; and
- 6.096 m on a lot with a frontage between 12 m to 17.99 m and on a corner lot with a frontage between 15 to 20.99 m.

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

v) Minimum Interior Garage Dimensions

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

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

Holding Symbol “(H)”

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

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

Subdivision Design

The proposed 10.7 ha Draft Plan of Subdivision shown as Attachment #4 currently would not have public road access. The extension of roads in the adjacent Draft Plan of Subdivision Files 19T-10V004 to the north (Street “A” - Baron Street and Street “C” – Boone Crescent), Plan 65M-4564, Plan of Subdivision File 19T-10V005 to the south (Street “A” - Baron Street), and File 19T-15V006 to the east (Street “A” - Baron Street, Street “E” and Street “F”). The primary road, Street “B”, (Mactier Drive) through the subject lands is designed with a 23 m wide right-of-way and widens to a 26 m wide right-of-way on the west side of Street “A,” where it intersects with Huntington Road. The collector road, Street “A”, is designed with a 26 m wide right-of-way and intersects Street “B” to the north. Both Streets “A” and “B” will be designed to accommodate transit vehicles. The local roads, Streets “C”, “D”, “E” and “F” are designed with a 17.5 m wide right-of-way and to connect with the streets of the surrounding Draft Plan of Subdivisions.

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

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

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

Developer's Group Agreement

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

Development Engineering and Infrastructure Planning (DEIP) Department

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

a) Road Network

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

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

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

b) Sidewalk Plan

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

c) Water Servicing

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

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

d) Sanitary Servicing

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

e) Storm Drainage

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

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

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

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

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

f) Sewage and Water Allocation

On December 13, 2016, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City over the next three years. Accordingly, the following resolution to allocate capacity to the subject development is recommended for Council approval.

"IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-16V010 (Nashville Developments (North) Inc.) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a maximum total of 129 residential units (462 persons equivalent) in

accordance with the Inflow and Infiltration Reduction Pilot Project agreement between York Region, the Huntington Landowners Trustee Inc., and the City.”

g) Geotechnical

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

h) Environmental Site Assessment

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

i) Environmental Noise Impact

The Owner has provided an Environmental Noise Assessment ("Noise Assessment") report for the Nashville West Community – Nashville Heights (Mizuno Lands), dated December 1, 2016, prepared by Valcoustics Canada Ltd. The Noise Assessment identified significant noise sources in the vicinity of the subject lands. These include road traffic on Huntington Road and the internal streets - Barons Street and Mactier Drive, and rail traffic on the nearby Canadian Pacific Railways (CPR). The report should provide recommendations that include typical measures for the subject lands to mitigate the noise sources such as the provision of single loaded roads, acoustic barriers, safety berms, air conditioning, and potentially upgraded building components and foundations, and to advise of the noise sources with warning clauses.

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

j) Street-lighting

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

Draft Plan

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

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

Development Planning Department, Urban Design and Cultural Heritage Division

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

Office of the City Solicitor, Real Estate Department

The Office of the City Solicitor, Real Estate Department has advised that prior to final approval of the Draft Plan of Subdivision the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 61 West to the satisfaction of the City. The agreement shall include, but not be limited to, all cost sharing for the provision of parks, cash-in-lieu of parkland, road and municipal services within Block 61 West. This agreement shall also provide a provision for additional developers to participate in the Developers' Group Agreement when they wish to develop their lands. The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the *Planning Act* and conform to the City's Cash-in-Lieu of Parkland Policy. A condition to this effect is included in the recommendation of this report and in Attachment #1.

Parks Development Department

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

Fire Department

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

Toronto and Region Conservation Authority (TRCA)

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

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

The TRCA has been engaged in on-going negotiations with the Owner regarding adjustments to the development limits, specifically as it relates to the central Tributary "A" corridor within the Block

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

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

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

Metrolinx (Formerly GO Transit)

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

Canadian Pacific Railway (CPR)

CPR has indicated that a 30 m building setback from the railway right-of-way be included as a condition of draft approval. This will ensure the safety and comfort of adjacent residents and mitigate any potential environmental factors. This setback requirement has been provided in the plan and will be included in the implementing Zoning By-law, should the subject applications be approved. CPR's conditions of approval are included in Attachment #1.

School Boards

The York Region District (Public) School Board, York Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have advised that they have no objection to the proposal and have no conditions regarding the proposed Draft Plan of Subdivision.

Canada Post

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

Utilities

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

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

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

- Improve municipal road network
- Continue to develop transit, cycling and pedestrian options to get around the City
- Continue to cultivate and environmentally sustainable City

Regional Implications

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

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

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

Conclusion

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

The Development Planning Department is satisfied that the proposed Draft Plan of Subdivision shown on Attachment #4, and the proposed zoning and site-specific exceptions identified in Table 1 will result in a residential development that is appropriate and compatible with the existing and permitted uses in the surrounding area. The Development Planning Department can support the approval of the Zoning By-law Amendment and the Draft Plan of Subdivision applications, subject to the recommendations in this report, and the Conditions of Approval set out in Attachment #1.

Attachments

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

Report prepared by:

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Respectfully submitted,

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Planning & Growth Management

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BILL KIRU
Senior Manager of Development Planning

/CM

ATTACHMENT NO. 1

CONDITIONS OF APPROVAL

**DRAFT PLAN OF SUBDIVISION FILE 19T-16V010 (THE PLAN)
NASHVILLE DEVELOPMENTS (NORTH) INC.
PART OF LOT 24, CONCESSION 9, CITY OF VAUGHAN**

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-16V010 (THE PLAN), ARE AS FOLLOWS:

The Owner shall satisfy the following Conditions of Approval:

1. The Conditions of Approval of the City of Vaughan as set out on Attachment No. 1a).
2. The Conditions of Approval of York Region as set out on Attachment No. 1b) and dated May 3, 2017.
3. The Conditions of Approval of the Toronto and Region Conservation Authority as set out on Attachment No. 1c) and dated July 18, 2017.
4. The Conditions of Approval of Canadian Pacific Railway as set out on Attachment No. 1d) and dated April 10, 2017.
5. The Conditions of Approval of Canada Post as set out on Attachment No. 1e) and dated May 17, 2017.
6. The Conditions of Approval of Enbridge Gas Distribution Inc. as set out on Attachment No. 1f) and dated March 3, 2017.
7. The Conditions of Approval of Alectra Utilities as set out on Attachment No. 1g) and dated March 7, 2017.

Clearances

1. 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 commenting agencies agree to registration by phases and provide clearances, as required in the Conditions in Attachment Nos. 1a), 1b), 1c), 1d), 1e), 1f), and 1g), for each phase proposed for registration; and furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
2. The City shall advise that the Conditions on Attachment No. 1a) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
3. York Region shall advise that the Conditions on Attachment No. 1b) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

4. The Toronto and Region Conservation Authority shall advise that the Conditions on Attachment No. 1c) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Canadian Pacific Railway shall advise that the Conditions on Attachment No. 1d) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
6. Canada Post shall advise that the Conditions on Attachment No. 1e) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
7. Enbridge Gas Distribution Inc. shall advise that the Conditions on Attachment No. 1f) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
8. Alectra Utilities shall advise that the Conditions on Attachment No. 1g) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

ATTACHMENT NO. 1 a)

CITY OF VAUGHAN CONDITIONS

City of Vaughan Conditions

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by Malone Given Parsons Ltd., Project No. 10-1901, dated December 10, 2015 (revised October 27, 2016).
2. 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*.
3. The lands within this Plan shall be zoned with the Holding Symbol "(H)" which shall not be removed until the conditions to permit the removal of the Holding Symbol "(H)" are addressed as follows:
 - a) The residential lots and blocks in the Plan shall be zoned with the Holding Symbol "(H)" which cannot be removed until the lands are developed with the abutting lands as follows:
 - i) That street access through Draft Plan of Subdivision Files 19T-10V004 (to the north) and File 19T-15V006 (to the east) and Registered Plan 65M-4564 (File 19T-10V005) (to the south) is secured to the satisfaction of the Development Engineering and Infrastructure Planning Department; and
 - ii) That Blocks 129 to 133 and Block 56 in Registered Plan 65M-4564 (Plan of Subdivision File 19T-10V005, Pinestaff Developments Inc.) are rezoned into one consistent Zone to form full lots for future development and that an application to amend the Zoning By-law is submitted and provides the justification for the rezoning of the OS1 Open Space Conservation Zone zoned lands to a Residential Zone to the satisfaction of the City and the Toronto and Region Conservation Authority.
4. The Owner shall pay any and all outstanding application fees to the Development Planning Department, in accordance with the in-effect Tariff of Fees By-law.
5. Prior to final approval of any part of the Plan, the Owner shall submit a revised Block Plan, to reflect to reflect the alterations caused from this Plan's approval.
6. The Owner shall enter into a Subdivision Agreement with the City to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payment of development levies, the provision of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
7. Prior to final approval of the Plan, the Owner shall enter into a Developer's Group Agreement with other participating landowners within Block 61 to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services within Block 61. This agreement shall also provide a provision for additional developers to participate with the Developer's Group Agreement when they wish to develop their lands.

The Owner acknowledges that parkland shall be dedicated and/or cash-in-lieu of parkland paid in accordance with Section 42 of the *Planning Act* and conform to the City's "Cash-in-Lieu of Parkland Policy".

8. Prior to final approval of the Plan, the Trustee for Block 61 shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 61 Developers' Group Agreement.
9. Prior to final approval of the Plan, the City and York Region shall confirm that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the Plan.
10. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) 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 Plan.
11. The proposed development cannot be developed until adequate access and municipal services are available to service the subject lands or demonstrated that alternative arrangements have been made for their completion to the satisfaction of the City.
12. The Owner shall agree in the Subdivision Agreement to pay its financial contribution and/or front-end financing of all applicable external municipal infrastructure such as road improvements (Huntington Road), watermains, sewers, sidewalks, etc., that are necessary to service the Plan to the satisfaction of the City.
13. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost of any external municipal services, temporary and/or permanently built or proposed, that have been designed and oversized by others to accommodate the development of the Plan.
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. Prior to final approval of the Plan, the Owner shall submit to the satisfaction of the City, a listing prepared by an Ontario Land Surveyor of all the lot and block areas, frontages and depths in accordance with the approved Zoning By-law for all the lots and blocks within the Plan.
16. The Owner shall convey the following lands to the City or the Toronto and Region Conservation Authority (TRCA), where appropriate, free of all charge and encumbrances:
 - a) Block 135 for open space purposes
 - b) Block 136 for the woodlot
 - c) Blocks 137 to 139 for open space buffer purposes
 - d) Blocks 140 and 141 for vista purposes
 - e) Block 142 for greenway purposes
 - f) Block 143 for berm purposes
 - g) Block 144 for walkway purposes
17. For park/open space block(s)/buffer blocks that are being conveyed to the City, prior to final approval of the Plan, and/or conveyance, and/or release of applicable portion of Municipal Services Letter of Credit, the Owner shall implement the following to the satisfaction of the City:
 - a) Submit a Phase Two Environmental Site Assessment (ESA) report in accordance with Ontario Regulation (O. Reg.) 153/04, as amended, assessing all park/open space/buffer block(s) in the Plan for contaminants of concern to the satisfaction of the City. On-site sampling of park/open space/buffer block(s) shall be conducted only after the City has certified the rough grading of the park/open space/buffer block(s), but prior to the placement of topsoil and landscaping. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.

- b) Should remediation of any portions of the park/open space/buffer block(s) within the Plan be required to meet applicable standards set out in the Ministry of Environment and Climate Change (MOECC) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended, submit a Remedial Act Plan (RAP) and a complete copy of the satisfactory registration of the Record of Site Condition (RSC) filed on the Environmental Site Registry including the acknowledge letter from MOECC, covering the remediated park/open space/buffer block(s) within the Plan.
 - c) Submit a signed and stamped certificate letter prepared by the Owner's Environmental Qualified Person/Professional (QP) stating that they covenant and agree that the park/open space/buffer block(s) to be dedicated to the City were remediated in accordance with O. Reg. 153/04, as amended, and the accepted RAP, if applicable, are suitable for the intended land use, and meet the applicable standards set out in MOECC document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended.
 - d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.
- 18. The Owner shall agree in the Subdivision Agreement that construction access shall be provided only in a location approved by the City and/or York Region.
- 19. To meet dedication requirements under the Planning Act, the VOP 2010 (Section 7.3.3 Parkland Dedication) and By-Law 139-90, as amended by 205-2012, parkland dedication and/or cash-in-lieu of parkland shall be provided. A Block 61 W parkland dedication chart shall be provided showing sufficient information to demonstrate parkland dedication calculations to the City's satisfaction. The parkland dedication chart shall be used for valuating, determining, and identifying the total amount of final parkland conveyance or payment representing the cash-in-lieu of parkland dedication to the City based on developable lands of the individual applicant lands and the Block 61W development group.
- 20. Prior to final approval of the plan, the Owner shall design and agree to construct all multiuse community recreational trails in accordance with approved Landscape Master Plan, Streetscape and Urban Design Guidelines, Traffic Management Master Plan and to the satisfaction of and at no cost to the City. The Owner shall agree in the Subdivision Agreement to complete the construction of the multiuse community recreational trails to coincide with the occupancy of residential units where feasible.
- 21. The Owner shall agree to convey into public ownership lands within which the multiuse recreational trail shall be located and constructed.
- 22. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued until the Owner has provided proof that a restriction has been registered that prevents the transfer of the lot and/or block without the consent of the City where such transfer is to be restricted by any other provision of the Subdivision Agreement.
- 23. 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 Plan, to the satisfaction of the City.
- 24. Prior to final approval of the Plan, the Owner shall provide easements as may be required for utility, drainage or construction purposes, which shall be granted to the appropriate authority(ies), free of all charges and encumbrances.

25. 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 the transfer of the land.
26. 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.
27. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued for any lots and/or blocks until the Owner's consulting engineer certifies, to the satisfaction of the City, that the lot grading complies with the City of Vaughan lot grading criteria and the driveway(s) as shown on the Plan submitted for the construction of the building(s) on the subject lots and/or blocks conform in terms of location and geometry (i.e. width, etc.) with the approved or amended and subsequently approved Construction Drawings.
28. The Owner shall agree that all lots or blocks to be left vacant shall be graded, seeded, fenced with temporary fencing maintained and signed to the satisfaction of the City to prohibit dumping and trespassing.
29. Prior to the 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 Toronto and Region Conservation Authority (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.
30. Prior to the initiation of the grading or stripping of top soil and final approval, the Owner shall submit a top soil storage plan detailing the location, size, slopes stabilization methods and time period, for approval by the City. Top soil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on either the park, open space and/or buffer block(s).
31. Prior to final approval of the Plan, and/or conveyance of land, and/or any initiation of grading or construction, the Owner shall implement the following to the satisfaction of the City:
 - a) Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Phase Three ESA Report in accordance with O. Reg. 153/04, as amended, for the lands within the Plan. The sampling and analysis plan prepared as part of the Phase Two ESA, Phase Three ESA, and RAP shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
 - b) Should a change to a more sensitive land use as defined under O. Reg. 153/04, as amended, or remediation of any portions of lands within the Plan be required to meet the applicable Standards set out in the Ministry of the Environment and Climate Change (MOECC) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended, submit a complete copy of the satisfactory registration of the Record of Site Condition (RSC) filed on the Environmental Site Registry including the acknowledgement letter from the MOECC, covering all lands within the Plan.
 - c) Submit a signed and stamped certificate letter prepared by the Owner's Environmental Qualified Person/Professional (QP) stating that they covenant and agree that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the

City and the Region were remediated in accordance with O. Reg. 153/04 , as amended, and the accepted RAP, if applicable, are suitable for the intended land use, and meet the applicable standards set out in the MOECC document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended.

- d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.
32. Prior to final approval of the Plan, 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 of the report including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
33. Prior to the initiation of grading, and prior to the registration of the Plan, or any phase thereof, the Owner shall submit to the City for review and approval a detailed engineering report(s) that describes the storm drainage system for the proposed development within the Plan, which shall include:
- a) plans illustrating how this drainage system will tie into the 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;
 - b) the location and description of all outlets and other facilities;
 - c) stormwater management techniques which may be required to control minor and major flows; and
 - d) proposed methods of controlling or minimizing erosion and siltation onsite 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 report(s) to the satisfaction of the City.

34. All proposed watercourse-roadway crossings/culverts shall be constructed in conjunction with each corresponding development. The timing for construction of these works shall be to the satisfaction of the City.
35. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study 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.
36. 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.
37. The Owner shall agree in the Subdivision Agreement to maintain adequate chlorine residuals in the watermains 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 as 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.
38. 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 and each phase thereof.

39. The Owner shall agree to provide the following for the purpose of fire safety and firefighting operations:
 - a) hydrants for firefighting, municipal or private, as identified in the plans and code requirements to be installed;
 - b) hydrants shall be unobstructed and ready for use at all times;
 - c) access roadways shall be maintained and suitable for large heavy vehicles; and
 - d) temporary municipal address to be posted and visible for responding emergency vehicles satisfactory to the City.
40. The road allowances included within the Plan shall be dedicated as public highways without monetary consideration and free of all encumbrances.
41. The road allowances within this Plan shall be named to the satisfaction of the City and York Region. Proposed street names shall be submitted by the Owner for approval by Vaughan Council and shall be included on the first engineering drawings.
42. 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 m 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.
43. Any dead end or open side of a road allowance created by this Plan shall be terminated in 0.3 m reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
44. Prior to final approval of the Plan, the Owner shall retain the services of a qualified Transportation Consultant to provide an updated transportation report/plan outlining the required York Region and City road improvements. The report/plan submitted to the City and York Region for review and approval, shall demonstrate that adequate road capacity is available for the proposed development, and shall explain all transportation issues and recommend mitigative measures for these issues. An updated transportation report shall include a traffic management/roadway detour plan for the proposed roadway improvements. The Owner shall agree in the Subdivision Agreement to implement the recommendations of the updated transportation report/plan and traffic management master plan to the satisfaction of the City.
45. Prior to final approval of the Plan, the Owner shall retain the services of a qualified Transportation Consultant to evaluate, oversee and finalize the intersections design/roadway network as per the recommendations in the traffic management master plan/updated transportation report, and to the satisfaction of the City. The Owner acknowledges that the engineering design for alternative road network/design, traffic calming measures, pedestrian and cycling infrastructure and designated transit route(s) may result in variation(s) to the road and lotting pattern.
46. Prior to final approval of the Plan, the Owner shall prepare a comprehensive Traffic Management Plan (TMP) based on an updated traffic study, once the realignment and widening of Major Mackenzie Drive 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.
47. 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.

48. Prior to final approval of the Plan, the Owner shall agree that any additional lands required for public highway purposes, where daylight triangles do not conform to the City Standard Design Criteria, will be conveyed to the City, free of all costs and encumbrances.
49. 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 Development Engineering and Infrastructure Planning Department.
50. 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 Development Engineering and Infrastructure Planning Department.
51. The Owner shall agree that Block 126 shall only be developed in conjunction with the abutting lands in the Draft Plan to the north (File 19T-10V004) and Blocks 127 and 128 shall only be developed in conjunction with the abutting lands in the Plan to the south (Plan 65M-4564 / File 19T-10V005). In the interim, such blocks will be subject to a Holding Symbol "(H)". The City shall not issue a Building Permit(s) for the subject blocks until the lands are combined to the satisfaction of the City.
52. The Owner shall agree that Blocks 129 to 133 inclusive shall only be developed in conjunction with the abutting lands to the south (Plan 65M-4564 / File 19T-10V005) with an appropriate and consistent zone category for the open space and residential blocks and an appropriate justification for the rezoning of the OS1 Open Space Conservation Zone zoned lands shall be provided to the satisfaction of the City and the Toronto and Region Conservation Authority.
53. The Owner shall agree in the Subdivision Agreement that Street "B" (Mactier Drive) shall be developed and constructed with the abutting lands to the north and south to provide access to Lots 83 to 96 inclusive, Lots 112 to 119 inclusive and Blocks 127 and 128. The City shall not issue a Building Permit(s) for the subject lots and/or blocks until Street "B" is constructed or other arrangements are made to the satisfaction of the City.
54. The Owner shall agree in the Subdivision Agreement that Street "C" (Boone Crescent) shall be developed and constructed with the abutting lands to the north to provide access to Lots 1 to 9 inclusive and Block 126. The City shall not issue a Building Permit(s) for these lots and/or blocks until Street "C" is constructed or other arrangements are made to the satisfaction of the City.
55. The Owner shall agree in the Subdivision Agreement that Street "F" shall be developed and constructed with the abutting lands to the north to provide access to Lots 120 to 125 inclusive. The City shall not issue a Building Permit(s) for these lots and/or blocks until Street "F" is constructed or other arrangements are made to the satisfaction of the City.
56. 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.
57. The Owner shall agree in the Subdivision Agreement to design, purchase material and install a street lighting system in the Plan in accordance with City standards and specifications. The Plan shall be provided with decorative street lighting to the satisfaction of the City.

58. Prior to final approval, the Owner shall agree in the Subdivision Agreement that all development shall proceed in accordance with the Vaughan Council approved Block 61 West Nashville Heights Architectural Design Guidelines prepared by John G. Williams Limited, Architect. The Owner shall agree:
- a) that a control architect be retained at the cost of the Owner with concurrence of the City to ensure compliance with the approved architectural design guidelines;
 - b) that prior to the submission of individual Building Permit(s) application(s), the control architect shall have stamped and signed the drawings certifying compliance with the approved architectural guidelines; and
 - c) that 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.
59. The Owner shall agree that on lots with flankages on a primary road (Mactier Drive), 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 prior to issuance of a Building Permit.
60. Prior to the landscape plan review by the Urban Design and Cultural Heritage Division, a fee shall be paid by the Owner to the Development Planning Department in accordance with the in-effect Council approved Tariff of Fees By-law for Vaughan Planning Applications - Landscape Plan Review.
- This fee will include staff's review and approval of proposed streetscaping/landscaping within the development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management pond planting plans, and natural feature edge restoration/management plans) and inspections for tree removals permit clearance, start of guaranteed maintenance period, and assumption of the development by the City.
61. Prior to final approval, the Owner shall agree in the Subdivision Agreement that all development proceed in accordance with the approved Block 61 West Nashville Heights Landscape Master Plan prepared by NAK Design Strategies, including but not limited to the following issues:
- a) co-ordination of the urban design/streetscape elements including fencing treatments and street tree planting;
 - b) appropriate community edge treatment along Huntington Road, including the appropriate landscaping for the buffer block with low-maintenance plant material;
 - c) appropriate edge restoration along the open space/buffer lands;
 - d) the appropriate landscape treatment with a multi-use pedestrian trail for the Canadian Pacific Railway Greenway Block;
 - e) the pedestrian urban connections between streets, built forms, and open space/buffer lands; and
 - f) environmental report for open space/buffer lands.
62. The Owner shall agree in the Subdivision Agreement 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 the approved Block 61 West Nashville Heights Architectural Design Guidelines and Block 61 West Nashville Heights Landscape Master Plan.

63. The Owner shall agree in the Subdivision Agreement to erect a permanent 1.5 m high black vinyl chain-link fence or approved equivalent along the limits of the residential lots and blocks that abut park blocks, open space lands, vista block, valley/woodlots, and associated buffer blocks to the satisfaction of the City.
64. The Owner shall agree in the Subdivision Agreement to erect an appropriate fence barrier within the limits of the CPR berm (Block 143) that abuts the Canadian Pacific Railway lands, to the satisfaction of the City.
65. The Owner shall agree in the Subdivision Agreement to erect permanent wood fence treatments for flanking residential lots; to be co-ordinated with the environmental noise report and Council approved architectural control design guidelines.
66. Prior to final approval, the Owner shall provide a buffer block abutting the open space lands along the residential lots and blocks in accordance with TRCA policies along residential lots.
67. Prior to final approval, the Owner shall provide a buffer block abutting the woodlot along residential lots and blocks.
68. Prior to final approval, the Owner shall provide a tree preservation study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation. The Owner shall not remove trees without written approval by the City.
69. Prior to final approval, the Owner shall prepare a detailed edge management plan study for the perimeter of the open space lands. The study shall include an inventory of all existing trees within an 8 m zone inside the staked edges, and areas where the natural feature edges are disturbed, assessment of significant trees to be preserved and proposed methods of edge management and/or remedial planting shall be included. The Owner shall not remove any vegetation without written approval by the City.
70. The Owner shall provide a report for a 20 m zone within all staked open space edges to the satisfaction of the TRCA and the City, which identifies liability and issues of public safety and recommends woodlot/forestry management practices and removal of hazardous and all other trees as identified to be removed prior to assumption of the subdivision.
71. The Owner shall agree that should archaeological resources be found on the property during construction activities, all work must cease, and both the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan's Development Planning Department (Urban Design and Cultural Heritage Division) shall be notified immediately.
72. The Owner shall agree that in the event human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The proponent shall contact the York Regional Police Department, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
73. The Owner shall include the following warning clauses as a schedule in 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 for 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 a 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) as a security to ensure all municipal services including, but not limited to lot grading, are constructed to the satisfaction of the City. Direct cash deposits 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:

- i. The maximum width of a driveway shall be 6.0 metres measured at the street curb, provided circular driveways shall have a maximum combined width of 9.0 metres measured at the street curb.
- ii. Driveways in either front or exterior side yards shall be constructed in accordance with the following requirements:

Lot Frontage (metres)	Maximum Width of Driveway (metres)
6.0 – 6.99 ¹	3.5
7.0 – 8.99 ¹	3.75
9.0 – 11.99 ¹	6.0
12.0 and greater ²	9.0

¹ The 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.

² The Lot Frontages for Lots 12.0 m 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 information 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

those from construction activities, may be of concern and occasionally interfere with some activities of the dwelling 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 highways, walkways or other similar public spaces, 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) “Purchasers and/or tenants are advised that the City has taken a Letter of Credit from the Owner as a 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 deposits from the purchaser and/ or tenant 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 0.3m reserve, as shown on the Construction Drawings.

The City has taken a Letter of Credit from the Owner as a 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 deposits 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 features 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 features or fencing shall be the sole responsibility of the lot owner. Landscaping provided on Regional Road rights-of-way by the Owner or the City for aesthetic purposes shall be approved by York Region and maintained by the City with the exception of usual grass maintenance.”

- j) “Purchasers and/or tenants are advised that this Plan 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 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 recycling containers, therefore, direct cash deposits from the purchasers and/or tenants to the Owner for recycling container purposes is NOT a requirement of the City of Vaughan. The intent of this initiative is to encourage the purchasers and/or tenants to participate in the City’s waste diversion programs and obtain their recycling containers from the Joint Operations 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.”

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.

- 74. The Owner shall include the following warning clauses as a schedule in all Offers of Purchase and Sale, or Lease within the Plan:

- a) abutting or in proximity of any open space, vista, buffer, woodlot or stormwater facility:
 - “Purchasers and/or tenants are advised that the adjacent open space, vista, buffer, woodlot or stormwater facility may be left in a naturally vegetated condition and receive minimal maintenance.”
- b) abutting or in proximity of any park, open space, vista, buffer, walkway or school block:
 - “Purchasers and/or tenants are advised that the abutting park, open space, vista, buffer or walkway may be a concern due to the noise and lighting generated by the active recreation nature of the site.”
- c) streets:
 - “Purchasers and/or tenants are advised that roads within the Plan may have been constructed using Alternative Development Standards. In April 1995, the Ministry of Housing and the Ministry of Municipal Affairs published the Alternative Development Standards as a guideline for municipalities. The Province of Ontario has been promoting the use of these guidelines which provide for reduced pavement widths.”
 - “Purchasers are advised that traffic calming measures may have been incorporated into the road allowances.”
 - “Purchasers and/or tenants are advised that the collector and primary roads within the Plan are expected to support more traffic than local roads and, if demand warrants, transit routes in the future.”
 - “Purchasers and/or tenants are advised that internal streets may be subject to public transit bus traffic.”
- d) streets ending in dead ends:
 - “Purchasers and/or tenants are advised that Streets “A”, “B”, “C” and “D” ending in a temporary hammerhead turnaround or cul-de-sac will be extended in the future to facilitate development of adjacent lands, without further notice.”
- e) encroachment and/or dumping:
 - “Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot/block to the park, open space, vista, buffer, woodlot, stormwater management facility or school block are prohibited.”
- f) 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, open space, vista, buffer, woodlot, stormwater management facility or school block is prohibited.”
- g) infiltration trench:
 - “Purchasers and/or tenants are advised that their rear yard lot area has been designed to incorporate an infiltration trench or soak-away pit system to achieve groundwater balance. It is the responsibility of the homeowner to maintain the infiltration trench or soak-away pit systems in good operating condition, which may include periodic cleaning of the rear yard catch basin. No planting activity or structures are permitted on the infiltration trenches and soak-away pits.”

- h) Major Mackenzie Drive:
- “Purchasers and/or tenants are advised that Major Mackenzie Drive is being realigned and reconstructed from Huntington Road to Highway 27.”
- i) Highway 427:
- “Purchasers and/or tenants are advised that the Ministry of Transportation obtained approval for the 427 Transportation Corridor Environmental Assessment from Highway 7 to Major Mackenzie Drive in November 2010 and a preliminary design has been recently completed. The future extension of Highway 427 may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise attenuation measures in the design of the development and individual dwelling(s).”
 - “Purchasers and/or tenants are advised that Huntington Road improvements and realignment opposite the terminus point of the future Highway 427 northbound off-ramp at Major Mackenzie Drive may be required in the future to facilitate the realignment of Huntington Road in an easterly direction to intersect with Major Mackenzie Drive opposite the future Highway 427 northbound off-ramp terminus.”
 - “Purchasers are advised that Huntington Road is proposed to be terminated at Major Mackenzie Drive in accordance with the approved Highway 427 Transportation Corridor Environmental Assessment.”
- j) Canadian Pacific Railway:
- “Purchasers and/or tenants are advised that where Canadian Pacific Railway (CPR) company, or its assigns or successors in interest, has a right-of-way within 300 m from the subject lands, and there may be future alterations or expansions to the rail facilities or operations which may affect the living environment of the residents in the vicinity, notwithstanding any noise and vibration attenuating measures included in the development and individual dwelling(s); CPR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.”
 - “Purchasers and/or tenants are advised that Metrolinx completed the Bolton Commuter Rail Feasibility Study (December 2010) that provides a basis for the proposed routing and future GO station locations within the City of Vaughan. The site for “Kleinburg Station” has been selected just southeast of the railway crossing at Major Mackenzie Drive. Access to the land would be via Major Mackenzie Drive which will offer direct access from the extension of Highway 427. Therefore, future expansion of the rail facilities may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Metrolinx will not be responsible for any complaints or claims arising from the use of such facilities and/or operations on, over and under the aforesaid facility and right-of-way.”
75. Prior to the transfer of any lot or block on the Plan, the Owner shall submit to the City satisfactory evidence that the appropriate warning clauses required by the Subdivision Agreement have been included in the Offers of Purchase and Sale or Lease for such lot or block.
76. 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(s) 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 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, buffer blocks, stormwater management facilities and trails;
- the location of institutional uses, including schools, places of worship, and community facilities;
- the location and type of commercial sites;
- colour-coded residential for singles, semis, multiples, and apartment units; and
- 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, Development Planning Department, at 2141 Major Mackenzie Drive, Vaughan, ON, 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.]

77. Notwithstanding the provisions generally included within the Subdivision Agreement, the City may issue model home Building Permit(s) provided that the land is zoned to the satisfaction of the City and the relevant conditions of the Subdivision Agreement are fulfilled.
78. 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(s).
79. 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.
80. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider to provide their services underground at the approved locations and to the satisfaction of the City.

The Owner shall provide a copy of the fully executed Subdivision Agreement to the appropriate telecommunication provider.

81. Prior to final approval of the Plan, 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.

82. Prior to final approval, the Owner shall satisfy all technical, financial and other requirements of Alectra Utilities (formerly PowerStream Inc.), its successors and assigns, 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.

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 Alectra Utilities and the City.

May 3, 2017

YORK REGION

Schedule of Conditions

19T-16V10

Part of West Half of Lot 24, Concession 9

(Nashville Developments (North) Inc.)

City of Vaughan

Re: Malone Given Parsons Ltd., Project No. 10-1901, last revised October 27, 2016

1. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
2. York Region shall confirm that adequate water supply and sewage 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.
3. 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.
4. Prior to final approval, an electronic copy of the engineering drawing(s) showing the layout of the watermains and sewers shall be submitted to the Community Planning and Development Services and Infrastructure Asset Management for record.
5. Prior to final approval, the Owner shall conduct and submit a Source Water Impact and Assessment Mitigation Plan (SWIAMP), to the satisfaction of the Region, to identify and address any potential water quality and water quantity threats to the municipal groundwater supplies. The SWIAMP shall be prepared by a qualified professional, to the satisfaction of Regional Environmental Services staff in the Water Resources group. The SWIAMP must follow the York Region document Guidance for Proposed Developments in Wellhead Protection Areas in York Region (October 2014). A SWIAMP is required for any of the activities listed below if they will occur on the site for the storage or manufacture of:
 - a) Petroleum-based fuels and or solvents;
 - b) Pesticides, herbicides, fungicides or fertilizers;
 - c) Construction equipment;
 - d) Inorganic chemicals;
 - e) Road salt and contaminants as identified by the Province;
 - f) The generation and storage of hazardous waste or liquid industrial waste, and waste disposal sites and facilities;
 - g) Organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; and,
 - h) Snow storage and disposal facilities.

19T-16V10
(Nashville Developments (North) Inc.)

If a SWIAMP is not required, a letter prepared by a qualified professional will be required in its place stating that the above noted activities will not be occurring.

6. Prior to final approval, the Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
7. 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 in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.
8. The Regional Corporate Services Department shall advise that Conditions 1 to 7 inclusive, have been satisfied.

ATTACHMENT NO. 1 c)

Chief
Executive
Officer



Toronto and Region
Conservation
for The Living City®

July 18, 2017

CFN 57142
E-XREF CFN 43665

Ms. Judy Jeffers
Development Planning Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Sent via email
judy.jeffers@vaughan.ca

Dear Ms. Jeffers:

**Re: Conditions of Approval
Draft Plan of Subdivision Application 19T-16V010
Zoning By-law Amendment Application Z.16.052
Part of Lot 24, Concession 9
East Side of Huntington Road, Between Major Mackenzie Drive and Nashville Road
Within Block 61 West
City of Vaughan, Regional Municipality of York
(Nashville Developments (North) Inc.)**

The purpose of this letter is to acknowledge receipt of and to provide comments on Draft Plan of Subdivision Application 19T-16V010 and Zoning By-law Amendment Application Z.16.052 in Block 61 West, in the City of Vaughan. Appendix 'B' provides a complete list of the materials reviewed.

Background

It is Toronto and Region Conservation Authority (TRCA) staff's understanding that the Owner has submitted the subject applications to facilitate the development of a residential subdivision consisting of 125 residential lots and six streets, with various other blocks for future residential, open space, woodlot, open space buffer, vista, CPR greenway, CPR berm, walkway and reserve purposes.

The subject applications are situated within the Block 61 West plan area in the City of Vaughan, which was Council approved in November 2011. Since that time, TRCA staff has been working with the individual landowners in Block 61 West to advance their respective planning applications and to address TRCA's outstanding comments on the Block Plan/MESP technical submission and supporting studies.

Application-Specific Comments

Tributary 'A' Corridor

TRCA has been engaged in ongoing negotiations with the Owner of the subject property regarding adjustments to the development limits, specifically as it relates to the central Tributary 'A' corridor. Tributary 'A' in this location consists of two on-line ponds, surrounded by marsh, meadow and woodland. The on-line ponds are man-made and thought to have been originally created for agricultural purposes. These ponds were subject to past discussions with TRCA and City staff regarding their potential alteration to eliminate long-term maintenance issues associated with the existing berms and outfalls; to address liability issues associated with the steep pond side slopes; and, to reduce the amount of ponding that may be acting as a source of thermal impact to the watercourse downstream.

Through a Memorandum of Understanding (MOU) between Nashville Developments Inc. et al. and TRCA, dated December 9, 2016, it was agreed that the on-line ponds and surrounding marsh and woodland will be decommissioned and replaced with a new enhanced Tributary 'A' valley corridor subject to the approval of TRCA's Executive Committee. A permit pursuant to Ontario Regulation 166/06, as amended, to facilitate these works was approved by the Executive Committee on July 14, 2017, but is awaiting issuance pending finalization of the plans and reports to the satisfaction of TRCA staff.

The design of the new channel will mirror earlier realignment and restoration works along Tributary 'A' south of the subject site as envisioned through the original block plan and approved through the earlier draft plans of subdivision and TRCA permits. In exchange, the Owner will provide an extensive restoration plan consisting of native, non-invasive plantings within the new Tributary 'A' corridor; restoration/enhancement plantings on other lands to be conveyed into public ownership within and external to the Block 61 West plan area (see Appendix 'C'); and, to contribute \$2.5 million to TRCA for enhancement, restoration, planting and rehabilitation projects within the Nashville Conservation Reserve Management Plan (NCRMP) area northeast of Nashville Road and Huntington Road.

The layout of the new Tributary 'A' open space corridor shown on the current October 27, 2016 draft plan is in keeping with the MOU and TRCA permit drawings.

Other Draft Plan Comments

Despite our agreement above, TRCA staff has other outstanding comments on the Block 61 West Block Plan/MESP technical submission and supporting studies, including the addendum documents that were provided in support of the subject applications. TRCA comments on the updated documents will be provided under separate cover. These comments will include, but are not limited to, the need for additional water balance mitigation measures, additional details on grading/filling proposed adjacent to the open space systems, and confirmation that there is space available to enlarge the existing stormwater management ponds to accommodate the proposed development and achieve Regional peak flow control.

However, at this time, TRCA is willing to recommend approval of the subject applications with the expectation that the Owner will address all of TRCA's outstanding comments through fulfillment of TRCA's conditions of draft plan approval. This may necessitate redline revisions to the draft plan.

Recommendation

Based on the above and TRCA staff's review of the materials listed in Appendix 'B', TRCA recommends approval of Draft Plan of Subdivision 19T-16V010, subject to the conditions listed in Appendix 'A'.

TRCA's comments on Zoning By-law Amendment Application Z.16.052 can be found within the conditions of draft plan approval.

Should any revisions to the draft plan of subdivision application or zoning by-law amendment application be proposed now or in the future, TRCA asks to be given the opportunity to amend our conditions and comments accordingly.

Please provide the Notice of Decision for both the draft plan of subdivision and zoning by-law amendment once they are approved.

Fees

Finally, we thank the Owner for providing the initial \$49,800.00 application fee. This application will be subject to a clearance fee at the time of clearance, which will be based on the fee schedule in effect at that time.

We trust these comments are of assistance. Should you have any questions, please do not hesitate to contact TRCA Planning and Development staff at 416-661-6600, or the undersigned.

Yours truly,



Brian Denney, P.Eng.

Chief Executive Officer

Tel: 416-667-6290

Email: bdenney@trca.on.ca

cc: Don Given, President, Malone Given Parsons Ltd.
Aaron Hershoff, Development Planner, TACC Developments
Ruth Rendon, Senior Environmental Planner, City of Vaughan
Ian Buchanan, Manager of Natural Heritage and Forestry, Regional Municipality of York
Coreena Smith, Senior Planner, TRCA

/Encl.

Appendix 'A' – TRCA's Conditions and Comments

**Draft Plan of Subdivision Application 19T-16V010
Zoning By-law Amendment Application Z.16.052
Part of Lot 24, Concession 9
East Side of Huntington Road, Between Major Mackenzie Drive and Nashville Road
Within Block 61 West
City of Vaughan, Regional Municipality of York
(Nashville Developments (North) Inc.)**

TRCA's Conditions of Draft Plan Approval

TRCA recommends approval of Draft Plan of Subdivision 19T-16V010, Part of West Half of Lot 24, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons Ltd., revised October 27, 2016, subject to the following conditions:

1. Prior to site alteration and prior to the registration of this plan or any phase thereof, this draft plan of subdivision shall be subject to red-line revision to increase the width of Open Space Buffer Block 137 immediately west of Block 133 from to 4.9 metres to 7.5 metres to the satisfaction of TRCA.
2. Prior to site alteration and prior to the registration of this plan or any phase thereof, this draft plan of subdivision shall be subject to red-line revision to re-label "TRCA Staked Limit of Wetland, Nov. 2009" to "TRCA Staked Limit of Natural Feature October 28, 2008, confirmed May 4, 2011" to the satisfaction of TRCA.
3. Prior to site alteration and prior to the registration of this plan or any phase thereof, the Owner shall provide a letter to the satisfaction of TRCA, which indicates the Owner acknowledges and agrees to address TRCA's outstanding comments dated October 31, 2011 (as may be amended) on the Block 61 West Block Plan/MESP technical submissions and supporting studies listed below, as amended, to the satisfaction of TRCA:
 - Master Environmental Servicing Plan, prepared by Schaeffers Consulting Engineers, revised July 2011, received by TRCA on August 12, 2011;
 - Hydrogeologic Investigation, prepared by Terraprobe Inc., dated August 3, 2011, received by TRCA on August 12, 2011;
 - Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011, received by TRCA on August 12, 2011;
 - Nashville Heights Geomorphic Assessment – Existing Conditions, prepared by Parish Geomorphic, dated March 2011, received by TRCA on August 12, 2011;
 - Urban Design Guidelines, prepared by STLA Design Strategies and John G. Williams Architect Inc., revised June 2011, received by TRCA on August 12, 2011; and
 - Landscape Master Plan, prepared by NAK STLA Design Strategies, revised July 28, 2011, received by TRCA on August 12, 2011.
4. The Owner shall prepare a Terms of Reference for any studies, reports, assessments, plans, figures, etc. requested by TRCA in its conditions of draft plan approval to the satisfaction of TRCA (and City of Vaughan where specified) prior to the preparation of these studies, reports, assessments, plans, figures, etc.
5. Prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report and plans to the satisfaction of TRCA for any proposed topsoil stripping in the plan area. This report shall include:

- i. Detailed plans illustrating the topsoil stripping proposal, including but not limited to the locations, staging and methodology;
- ii. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after topsoil stripping; and
- iii. A strategy and associated plans to decommission and replace the existing on-line ponds and surrounding marsh and woodland associated with Tributary 'A' with a new enhanced valley corridor within the Open Space (Block 135) and Open Space Buffers (Blocks 137 and 138 inclusive) as requested in Conditions 8 and 9 below or, in the alternative, plans demonstrating that the existing Tributary 'A' on-line ponds, surrounding marsh, woodland and 10-metre buffer will be retained in their existing condition and untouched during the topsoil stripping activities.

The Owner shall carry out, or cause to be carried out, the recommendations of the engineering report and details of the plans approved by TRCA for topsoil stripping purposes to the satisfaction of TRCA.

6. Prior to site alteration (with the exception of topsoil stripping) and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report (or reports) to the satisfaction of TRCA. This report shall include:
- i. A description of the storm drainage system (quantity and quality) for the proposed development;
 - ii. Plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., identifying if it is part of an overall drainage scheme, how external flows will be accommodated, the design capacity of the receiving system;
 - iii. Appropriate stormwater management techniques which may be required to control minor and major flows;
 - iv. Appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to the natural heritage system, both aquatic and terrestrial;
 - v. Storage requirements for controlling Regional storm runoff to existing levels and a contingency plan for achieving Regional peak flow control within the Block Plan area should the technical studies being undertaken by TRCA indicate development of Block 61 West without Regional storm peak flow controls would result in unacceptable impacts to hydraulics and flood risk downstream of the development. The contingency plan must include plans and calculations demonstrating how and where additional storage can be accommodated and the need for red-line revisions to the draft plan of subdivision, if required;
 - vi. Detailed plans and calculations for the proposed lot-level, conveyance and end-of-pipe controls to be implemented on the site;
 - vii. Proposed measures to promote infiltration and maintain water balance for the plan area;

- viii. Proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be potentially impacted by the development;
- ix. A subsurface investigation (including assessment of groundwater levels) for the final design of site grading and house basement elevations. The recommendations of the subsurface assessment will be used to inform the final design and construction plans;
- x. An evaluation that addresses the need for groundwater dewatering during construction, including but not limited to details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements;
- xi. A groundwater monitoring and mitigation program, which assesses groundwater conditions prior, during and post-construction and outlines mitigation and adaptive management strategies for any negative impacts to groundwater conditions associated with development in the plan area. The terms of reference and final monitoring program must be prepared by the Owner to the satisfaction of the City of Vaughan and TRCA. This monitoring, mitigation and adaptive management program may be combined with other monitoring requirements in the plan area with the prior written consent of TRCA;
- xii. A surface water monitoring and mitigation program, which assesses surface water flows to the natural features prior, during and post-construction and outlines mitigation and adaptive management strategies for any negative impacts to the natural features associated with development in the plan area. The terms of reference and final monitoring program must be prepared by the Owner to the satisfaction of the City of Vaughan and TRCA. This monitoring, mitigation and adaptive management program may be combined with other monitoring requirements in the plan area with the prior written consent of TRCA;
- xiii. Grading plans for the subject lands;
- xiv. Plans, cross-sections and details regarding areas where grading, filling and/or retaining walls are proposed in or adjacent to the Open Space (Block 135), Woodlot (Block 136) and Open Space Buffers (Blocks 137, 138 and 139 inclusive). The Owner must first explore solutions to any anticipated grading issues within their development site before approaching the municipality and TRCA for encroachments into the buffers, woodlot or open space lands or retaining walls adjacent to those areas. In certain circumstances and subject to a detailed assessment of the potential impacts and mitigation measures, TRCA will consider the request for retaining walls adjacent to and/or grading and filling within the buffers. The request must be accompanied by plans and details to the satisfaction of TRCA, including but not limited to justification as to the need for the encroachment; description of the options explored to eliminate or reduce the need for the grading, filling and/or retaining walls; existing and proposed grades; limits of the natural features, hazards and buffers; transition to the adjacent tableland areas; interim and permanent stabilization of the slopes/disturbed areas; mitigation; tree protection; sediment and erosion controls; supporting geotechnical/soils analyses; and, compensation;
- xv. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;

- xvi. Detailed plans and supporting calculations for the culvert crossing of Tributary 'A' at Street 'B' (Mactier Drive) north of the draft plan area;
- xvii. Updated Regulatory floodline modeling and mapping to the standards established by TRCA based on the final characteristics of the culvert crossing of Tributary 'A' at Street 'B' (Mactier Drive) and the new Tributary 'A' valley corridor;
- xviii. Confirmation that a minimum 7.5 metre buffer will be maintained between the new development (including new lots) and the Regulatory floodline based on the updated floodline modeling and mapping provided; and
- xix. The location and description of all outlets and other facilities or works which may require permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended.

The Owner shall carry out, or cause to be carried out, the recommendations of the engineering reports and details of the plans approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.

- 7. Prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall prepare a tree inventory and protection plan for the site to the satisfaction of TRCA. The Owner shall carry out, or cause to be carried out, the tree inventory and protection plan approved by TRCA prior to topsoil stripping to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
- 8. Prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall prepare a strategy and associated plans to decommission and replace the existing on-line ponds and surrounding marsh and woodland associated with Tributary 'A' with a new enhanced valley corridor within the Open Space (Block 135) and Open Space Buffers (Blocks 137 and 138 inclusive). This strategy will assess the technical and practical implications associated with the pond decommissioning and channel creation, including but not limited to phasing, staging, grading, design of the natural corridor, tie in to lands not owned by the Owner, relationship to grading on adjacent lots and blocks, trail placement, crossings, flood plain management, meander belt accommodation, maintenance of groundwater and surface water flows to the system both during and after construction, sediment and erosion control implementation and maintenance, restoration, long-term monitoring and maintenance, permit requirements, and securities. This strategy will be developed in consultation with and to the satisfaction of TRCA. The Owner shall implement the strategy and associated plans to the satisfaction of TRCA prior to or in conjunction with topsoil stripping and grading within the draft plan area. This shall also be identified as a requirement within the subdivision agreement.
- 9. Prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall prepare a detailed wildlife rescue plan (including fish, turtles and amphibians) for any proposed alteration of or interference with a watercourse or wetland (e.g., on-line pond removals, culvert crossings) to the satisfaction of TRCA. The Owner shall carry out, or cause to be carried out, the wildlife rescue plan approved by TRCA prior to any proposed alteration of or interference with the natural features to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
- 10. Prior to the registration of this plan or any phase thereof, the Owner shall prepare comprehensive edge management plans / restoration planting plans / reforestation plans to the satisfaction of TRCA for the Open Space (Block 135), Woodlot (Block 136), Open Space Buffers (Blocks 137, 138 and 139 inclusive), Vistas (Blocks 140 and 141 inclusive), CPR Greenway (Block 142), CPR Berm (Block 143) and CPR Greenway / CPR Berm in adjacent

draft approved plan of subdivision 19T-10V004 pursuant to the Nashville Heights Natural Heritage Evaluation and Environmental Impact Study (Beacon Environmental, July 2011, as amended), NHE/EIS Addendum (Beacon Environmental, November 30, 2016, as may be further amended) and Memorandum of Understanding (Nashville Developments Inc. et al. and TRCA, December 9, 2016). The Owner shall carry out, or cause to be carried out, the edge management works / restoration plantings / reforestation approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.

11. Prior to the registration of this plan or any phase thereof, the Owner shall prepare a plan that addresses the removal and restoration of historical, man-made intrusions in the Open Space (Block 135), Woodlot (Block 136), Open Space Buffers (Blocks 137, 138 and 139 inclusive), Vistas (Blocks 140 and 141 inclusive), CPR Greenway (Block 142) and CPR Berm (Block 143) to the satisfaction of TRCA, which must include but is not limited to the removal of paths, culverts, structures, fences, debris, etc. and the restoration of these areas to a natural state. The Owner shall carry out, or cause to be carried out, the removal and restoration works approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
12. Prior to the registration of this plan or any phase thereof, the Owner shall prepare trail plans and details to the satisfaction of TRCA for areas within and adjacent to the Open Space (Block 135), Woodlot (Block 136), Open Space Buffers (Blocks 137, 138 and 139 inclusive), Vistas (Blocks 140 and 141 inclusive), CPR Greenway (Block 142) and CPR Berm (Block 143). The Owner shall carry out, or cause to be carried out, the trail installation pursuant to the plans and details approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
13. Prior to the registration of this plan or any phase thereof, the Owner shall obtain all necessary permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA.
14. The Open Space (Block 135), Woodlot (Block 136), Open Space Buffers (Blocks 137, 138 and 139 inclusive), Vistas (Blocks 140 and 141 inclusive), CPR Greenway (Block 142) and CPR Berm (Block 143) shall be dedicated to TRCA or the City of Vaughan, free of all charges and encumbrances.
15. The implementing zoning by-law shall recognize the Open Space (Block 135), Woodlot (Block 136), Open Space Buffers (Blocks 137, 138 and 139 inclusive) and Vistas (Blocks 140 and 141 inclusive) in an OS1 Open Space Conservation Zone, or other suitable environmental zoning category, which has the effect of prohibiting development, to the satisfaction of TRCA.
16. The implementing zoning by-law shall recognize the CPR Greenway (Block 142) and CPR Berm (Block 143) in an OS2 Open Space Park Zone, or other suitable environmental zoning category, which has the effect of prohibiting development and recognizing the significance of these lands for reforestation purposes, to the satisfaction of TRCA.
17. The implementing zoning by-law shall be prepared to the satisfaction of TRCA.
18. The Owner shall provide a copy of the adopted implementing zoning by-law to TRCA, when available, to facilitate the clearance of conditions of draft plan approval.
19. The Owner agrees in the subdivision agreement, in wording acceptable to TRCA:

- i. To carry out, or cause to be carried out, to the satisfaction of TRCA, the recommendations of the reports/strategies and details of the plans referenced in TRCA's conditions of approval;
- ii. To install and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to TRCA;
- iii. To obtain all necessary permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA;
- iv. To comply with the permits approved under Ontario Regulation 166/06, as may be amended, including the approved plans, reports and conditions to the satisfaction of TRCA;
- v. To erect a permanent fence along all residential lots and blocks that abut the Open Space (Block 135), Woodlot (Block 136), Open Space Buffers (Blocks 137, 138 and 139 inclusive) and Vistas (Blocks 140 and 141 inclusive) and in other areas as may be required to protect existing and future open space lands from unauthorized/non-programmed entry to the satisfaction of TRCA;
- vi. To prohibit grading works within the Open Space (Block 135), Woodlot (Block 136) and Open Space Buffers (Blocks 137, 138 and 139 inclusive) unless approved by TRCA;
- vii. To prohibit retaining walls in or adjacent to the Open Space (Block 135), Woodlot (Block 136) and Open Space Buffers (Blocks 137, 138 and 139 inclusive) unless approved by TRCA;
- viii. Prior to the issuance of any building permit on Lots 92 to 125 inclusive and Blocks 127 to 133 inclusive, the Owner demonstrates to the satisfaction of TRCA that the works required to provide safe ingress and egress during a Regulatory storm event to these lots and blocks have been implemented pursuant to the TRCA approved plans, i.e., the installation of the culvert crossing of Tributary 'A' at Street 'B', or the extension of Street 'B' through the lands to the south to connect with the already constructed segments of Street 'B' known as Mactier Drive. This will include, but is not limited to the submission of as-built plans, revised flood plain modeling, flood plain mapping, site photos, inspection/monitoring reports and written certification by the consulting engineer, fluvial geomorphologist, ecologist and/or other professionals as deemed necessary by TRCA to the satisfaction of TRCA;
- ix. Prior to the issuance of any building permit on Lot 14, Lots 67 to 111 inclusive and Blocks 129 to 133 inclusive, the Owner demonstrates to the satisfaction of TRCA that the decommissioning of the existing on-line ponds and surrounding marsh and woodland associated with Tributary 'A' and their replacement with a new enhanced valley corridor within the Open Space (Block 135) and Open Space Buffers (Blocks 137 and 138 inclusive) has been implemented pursuant to the TRCA approved strategy and plans. This will include, but is not limited to the submission of as-built plans, revised flood plain modeling, flood plain mapping, site photos, inspection/monitoring reports and written certification by the consulting engineer, fluvial geomorphologist, ecologist and/or other professionals as deemed necessary by TRCA to the satisfaction of TRCA; and

- x. To include the following wording in all agreements of purchase and sale to the satisfaction of TRCA:

The subject property appears to be partially or entirely located within the following vulnerable area: The Kleinburg Wellhead Protection Area (WHPA). The Source Protection Plan under the *Clean Water Act*, 2006, developed for the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region took effect on December 31, 2015 and the site is subject to the Source Water Protection policies listed in the CTC Source Protection Plan. The purpose of a Source Protection Plan is to outline how water quality and quantity for municipal drinking water systems will be protected. The subject lands are located within WHPA "B", "C" and/or "Q", where prescribed threat activities in this vulnerable area are classified as low or moderate. Residential property owners within this vulnerable area are encouraged to use best management practices to protect sources of municipal drinking water. Information regarding best management practices and prescribed threat activities may be provided by the municipality or by contacting TRCA's Source Protection hydrogeologist at 416-661-6600, or by visiting <<http://www.ctcswp.ca/>> or <<http://www.trca.on.ca/>>.

20. This draft plan of subdivision shall be subject to red-line revision(s) in order to meet the requirements of the conditions of TRCA, if necessary, to the satisfaction of TRCA.
21. The Owner shall provide a copy of the fully executed subdivision agreement to TRCA, when available, in order to expedite the clearance of conditions of draft plan approval.

TRCA's Comments on the Zoning By-law Amendment Application

Please further note that TRCA's comments on Zoning By-law Amendment Application Z.16.052 can be found above within the conditions of draft plan approval for Draft Plan of Subdivision Application 19T-16V010.

Should any revisions to the draft plan of subdivision application or zoning by-law amendment application be proposed now or in the future, TRCA asks to be given the opportunity to amend our conditions and comments accordingly.

Appendix 'B' – Materials Reviewed by TRCA

Received on August 12, 2011 (previous Block 61 West MESP tech. submission and supporting studies)

- Master Environmental Servicing Plan, prepared by Schaeffers Consulting Engineers, revised July 2011.
- Hydrogeologic Investigation, prepared by Terraprobe Inc., dated August 3, 2011.
- Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011.
- Nashville Heights Geomorphic Assessment – Existing Conditions, prepared by Parish Geomorphic, dated March 2011.
- Urban Design Guidelines, prepared by STLA Design Strategies and John G. Williams Architect Inc., revised June 2011.
- Landscape Master Plan, prepared by NAK STLA Design Strategies, revised July 28, 2011.

Received on March 3, 2017

- Request for Comments, prepared by the City of Vaughan, dated February 24, 2017.
- Draft Plan of Subdivision 19T-16V010, Part of West Half of Lot 24, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons Ltd., revised October 27, 2016.
- Nashville Heights – Mizuno Draft Plan of Subdivision, Planning Justification Report, prepared by Malone Given Parsons Ltd., dated December 2016.
- Sketch Showing Dripline, Wetland and Natural Features of Part of Lots 23, 24 and 25, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Rady-Pentek & Edwards Surveying Ltd., dated April 13, 2010.
- Drawing Nos. GR-1 to GR-3, Mizuno Property Site Grading Plans, prepared by Schaeffers Consulting Engineers, dated February 2016, stamped November 2016.
- Nashville Heights Master Environmental Servicing Plan (MESP) – Revised Figures, prepared by Schaeffers Consulting Engineers, revised August 2016 (cover letter dated November 24, 2016).
- Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, revised July 2015.
- Block 61 West, Nashville Landowners Group, NHE/EIS Addendum, prepared by Beacon Environmental, dated November 30, 2016.
- Corridor Width Based on Meander Belt – Tributary A – Nashville Heights Development, prepared by Matrix Solutions Inc., dated October 28, 2016.
- Tree Inventory and Preservation / Edge Management Plan and Report, prepared by Kuntz Forestry Consulting Inc., revised August 11, 2016.
- Figure 1, Existing Conditions, Proposed Site Plan, Tree Inventory & Preservation Plan, prepared by Kuntz Forestry Consulting Inc., Revision 3 dated August 11, 2016.
- Figure 2, Existing Conditions, Proposed Site Plan, Edge Management Plan, prepared by Kuntz Forestry Consulting Inc., Revision 3 dated August 11, 2016.
- Hydrogeological Investigation, prepared by Terraprobe Inc., dated December 17, 2009.
- A Soil Investigation for Proposed Residential Development, prepared by Soil Engineers Ltd., dated December 2016.
- Digital copy of the review materials and background.

Received on April 4, 2017

- TRCA application fee.

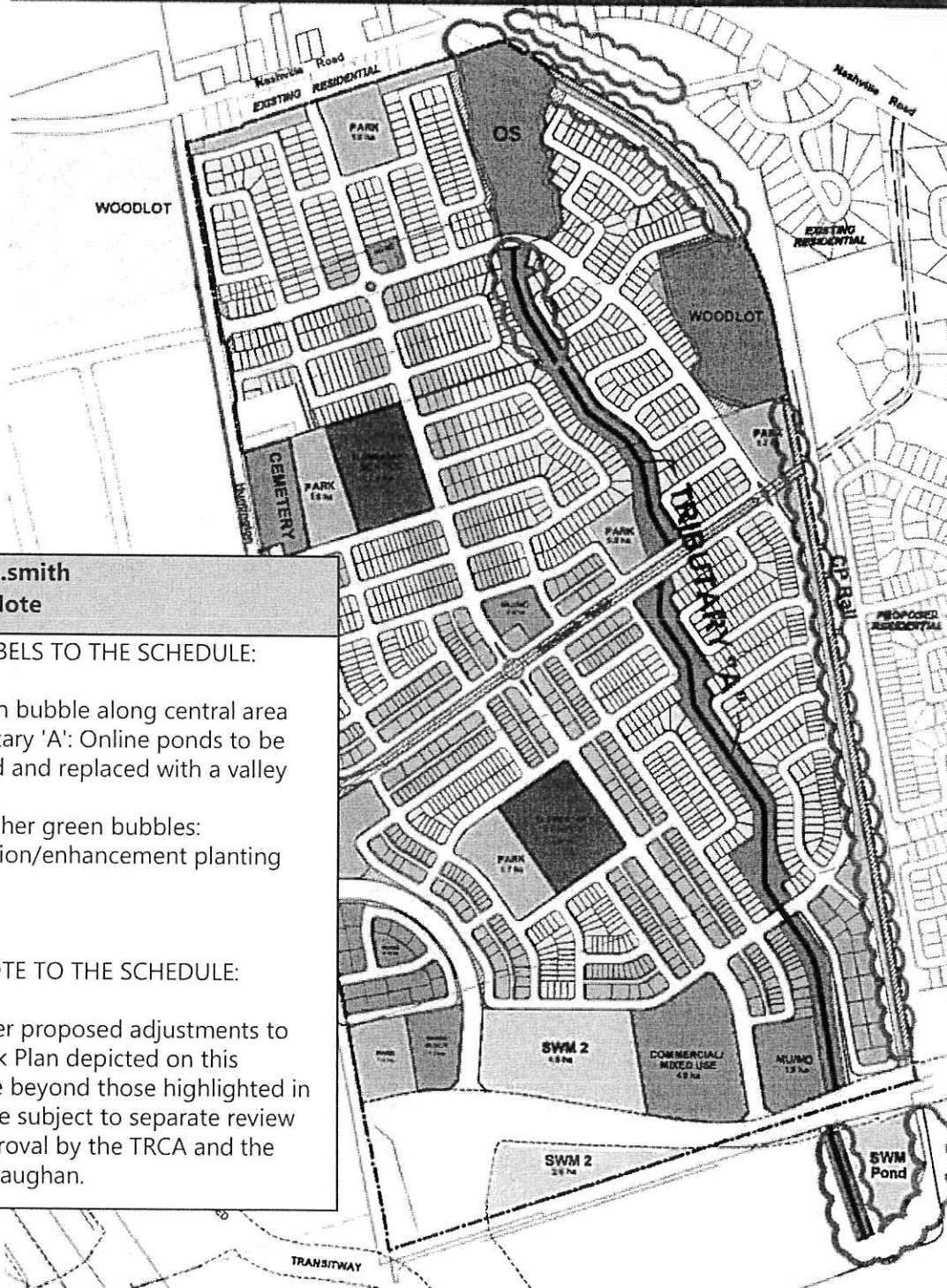
Received on April 6, 2017

- Source Water Impact Assessment and Mitigation Plan (SWIAMP), prepared by Terraprobe Inc., dated April 21, 2016.

Received on May 12, 2017

- Functional Servicing Report, prepared by Schaeffers Consulting Engineers, dated May 2017.

SCHEDULE "A" - REVISED BLOCK PLAN **BLOCK PLAN**



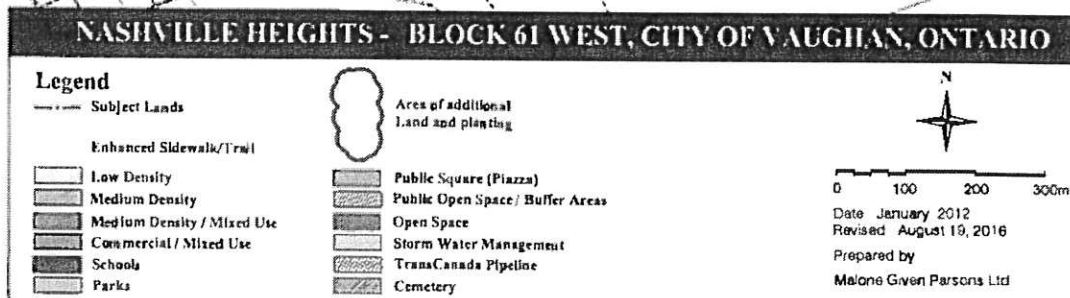
coreena.smith
Sticky Note

ADD LABELS TO THE SCHEDULE:

- (1) Green bubble along central area of Tributary 'A': Online ponds to be removed and replaced with a valley feature.
- (2) All other green bubbles: Restoration/enhancement planting areas.

ADD NOTE TO THE SCHEDULE:

Any other proposed adjustments to the Block Plan depicted on this schedule beyond those highlighted in green are subject to separate review and approval by the TRCA and the City of Vaughan.



SD



PRINCIPAL MAIN LINE REQUIREMENTS

1. Berm, or combination berm and noise attenuation fence, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following:
 - a) Minimum total height 5.5 metres above top-of-rail;
 - b) Berm minimum height 2.5 metres and side slopes not steeper than 2.5 to 1.
 - c) Fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre (4 lb/sq.ft.) of surface area.

No part of the berm/noise barrier is to be constructed on railway property.

A clause should be inserted in all offers of purchase and sale or lease, and be registered on title or included in the lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for and shall maintain these features.

Dwellings must be constructed such that the interior noise levels meet the criteria of the appropriate Ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures, if required. The Railway may consider other measures recommended by the study.

2. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.
 3. Ground vibration transmission to be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
 - a) Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
 - b) Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from the compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
 - c) Other suitable measures that will retain their effectiveness over time.
 4. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
 5. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.
 6. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.
 7. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.
-

DELIVERY PLANNING
1860 MIDLAND AVE 2ND FL
SCARBOROUGH ON M1P 5A1

ATTACHMENT NO. 1 e)



(416) 751-0160 ext 2019
(416)-755-9800 (fax)
patrick.brown@canadapost.ca

May 17, 2017

**THE CITY OF VAUGHAN
2141 MAJOR MACKENZIE DRIVE
VAUGHAN ON L6A 1T1**

Attention: Judy Jeffers - Planner

**Re: NASHVILLE DEVELOPMENTS (NORTH) INC.
PART OF LOT 24, CONCESSION 9
Z.16.052 & 19T-16V010 RELATED FILE: BL.61.2009
WARD 1 - POSTAL DELIVERY AREA WOODBRIDGE**

Dear Sir/Madam:

Thank you for the opportunity to comment on the above noted project.

As a condition of draft approval, Canada Post requires that the owner/developer comply with the following conditions:

- The owner/developer agrees to include on all offers of lease, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
- The owner/developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale.
- The owner/developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan.

The owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:

- An appropriately sized sidewalk section (concrete pad) as per municipal standards, to place the Community Mailboxes on.
- Any required walkway across the boulevard, as per municipal standards.
- Any required curb depressions for wheelchair access.

The owner/developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residence as soon as the homes are occupied.

I trust that this information is sufficient, however, should you require further information, please do not hesitate to contact me at the above mailing address or telephone number.

Sincerely,

Patrick Brown

Patrick Brown
Delivery Planner
York Region

March 3, 2017

Judy Jeffers
Planner
City of Vaughan
Development Planning Division
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Dear Judy Jeffers,

Re: Draft Plan of Subdivision & Zoning By-Law Amendment
Nashville Developments (North) Inc.
Part of the West Half of Lot 24, Concession 9
City of Vaughan
File No.: 19T-16V010 & Z16-052

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant 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.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

The applicant will grade all road allowances to as 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.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Allison Sadler', with a stylized, flowing script.

Allison Sadler

Municipal Planning Advisor
Distribution Planning & Records

—

ENBRIDGE GAS DISTRIBUTION

TEL: 416-495-5763

500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

AS/jh



Date: March 7th , 2017

Attention: **Judy Jeffers**

RE: Request for Comments

File No.: **19T-16V010**

Applicant: Nashville Developments (North) Inc.

Location Part of the West half of Lot 24, Concession 9



COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by _____.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated _____, are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or his agent, for this plan is required to contact Alectra to discuss all aspects of the above project. Alectra will require site plan drawings, draft m-plans, legal plans, architectural design drawings, electrical consultant's drawings, number of units/lots in the subdivision/development and type of the subdivision/development (i.e., single family residential, town homes, condominium town homes, industrial etc.), square footage of the buildings, the required voltage, amperage and building loads, along with the completed and signed Subdivision Application Information Form (SAIF). Alectra will then use this information to determine the type of available service in the area to supply this project and determine the design fee for the subdivision or development.

Once Alectra has received the design fee and requested information, Alectra will prepare the hydro design, obtain the owner's /developer's approval of the design and obtain the required approvals from the local municipality and prepare the cost of the electrical distribution system (EDS) installation.

Alectra will provide the owner/developer with an "Offer to Connect" (OTC) agreement which will specify all the details and the responsibilities of each party.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic in-service date. The information from the SAIF is also used to allocate/order materials, to assign a technician to the project, and to place the project in the appropriate queue.

All proposed buildings, billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the Ontario Electrical Safety Code and the Occupational Health and Safety Act.

If there are any existing components of Alectra's electrical distribution system on the proposed project site, they will have to be relocated by Alectra at the Developer's cost. Any conflicts due to driveway locations or clearances to the existing overhead or underground distribution system will have to be relocated by Alectra at the Developer's cost.

We trust this information is adequate for your files.

Regards,

Mr. Tony D'Onofrio

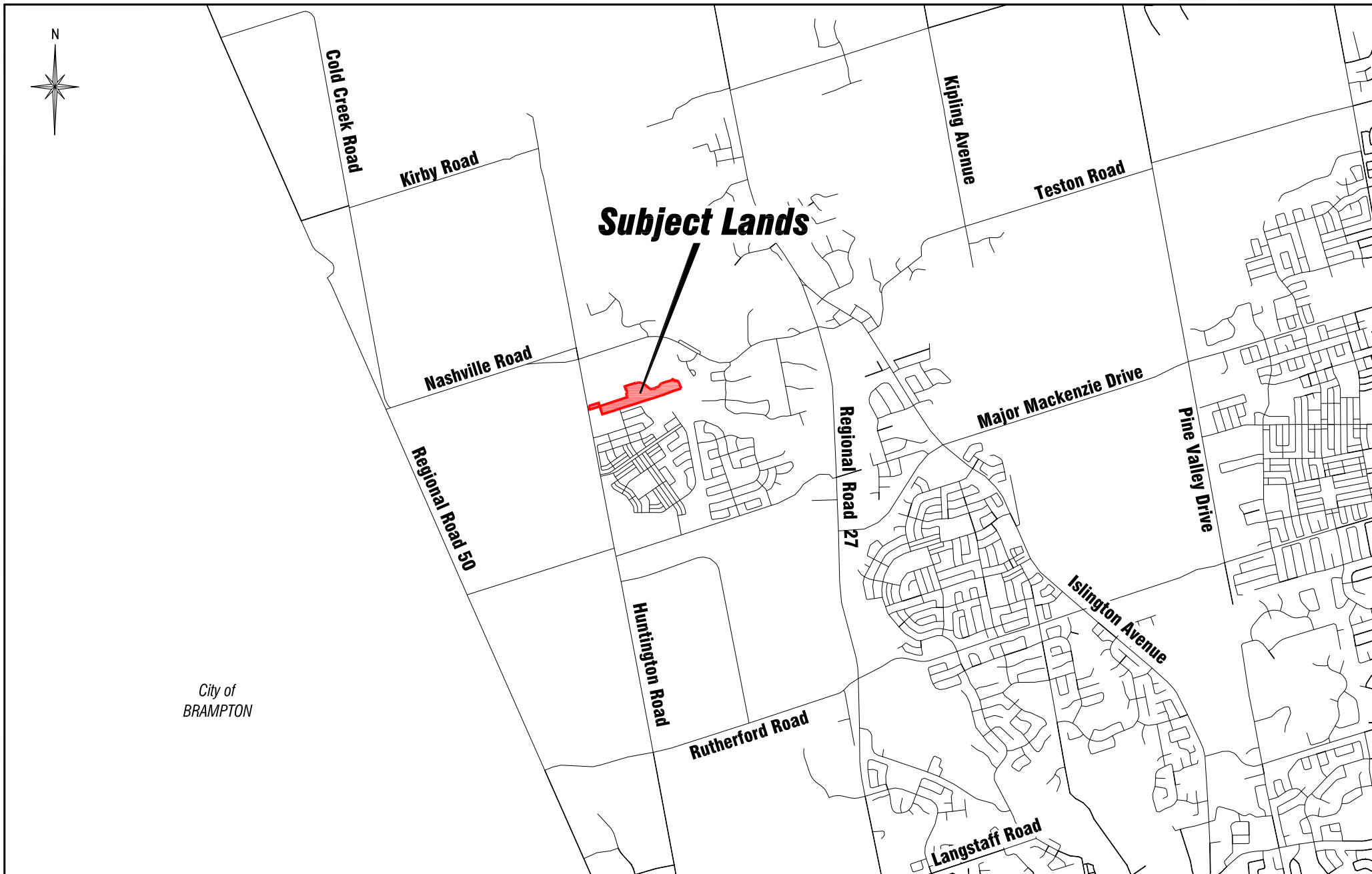
Supervisor, Subdivisions & New Services

Phone: 1-877-963-6900 ext. 24419

Fax: 905-532-4401

E-mail: tony.donofrio@alectrautilities.com

Subdivision Application Information Form is available by calling 1-877-963-6900 ext. 31297



Context Location Map

LOCATION:
Part of Lot 24, Concession 9

APPLICANT:
Nashville Developments (North) Inc.

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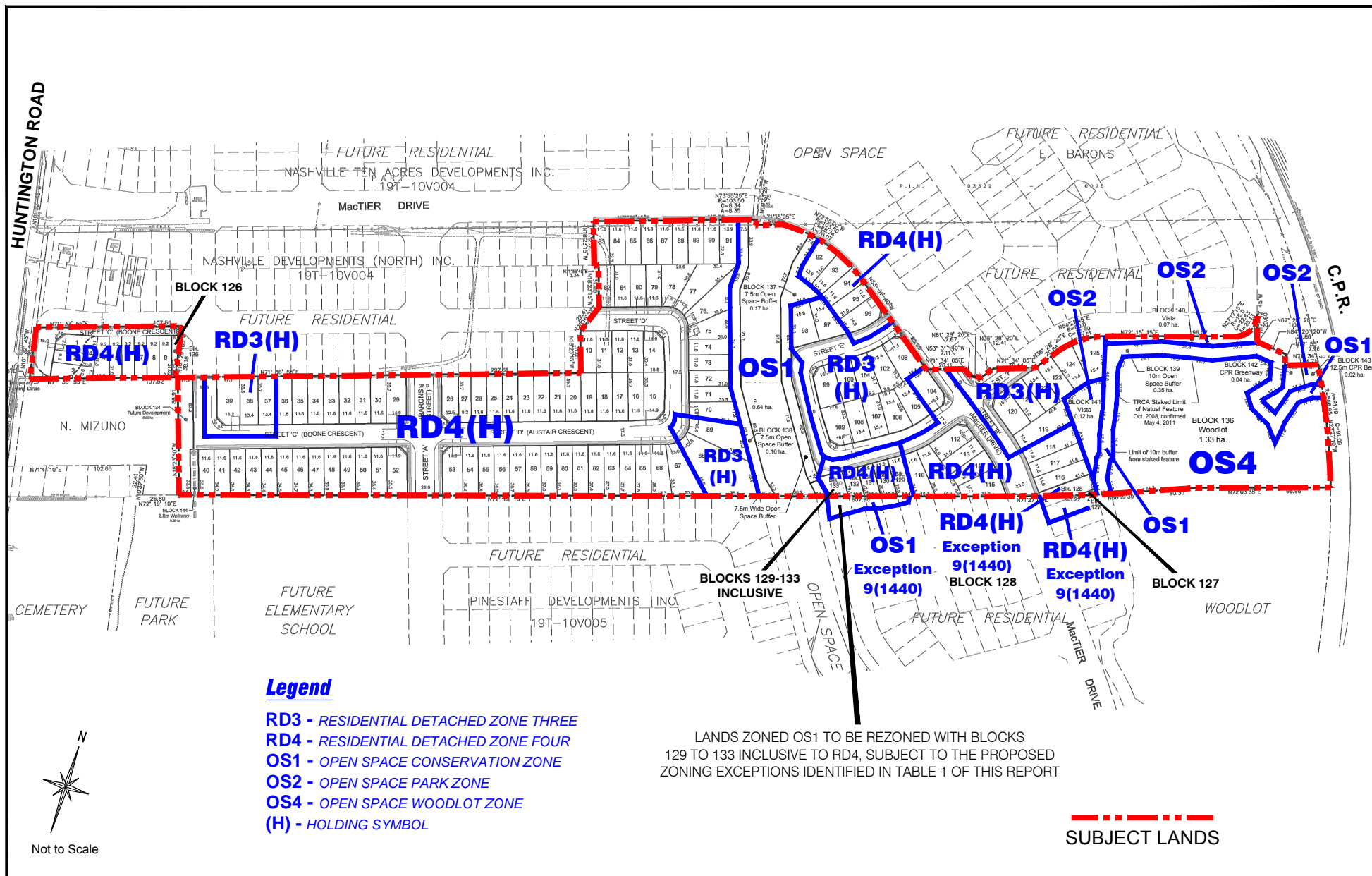
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FILES:
Z.16.052 & 19T-16V010
RELATED FILE: BL.61.2009

DATE: September 19, 2017

2





Draft Plan of Subdivision File 19T-16V010 and Proposed Zoning

LOCATION:
Part of Lot 24, Concession 9

APPLICANT:
Nashville Developments (North) Inc.

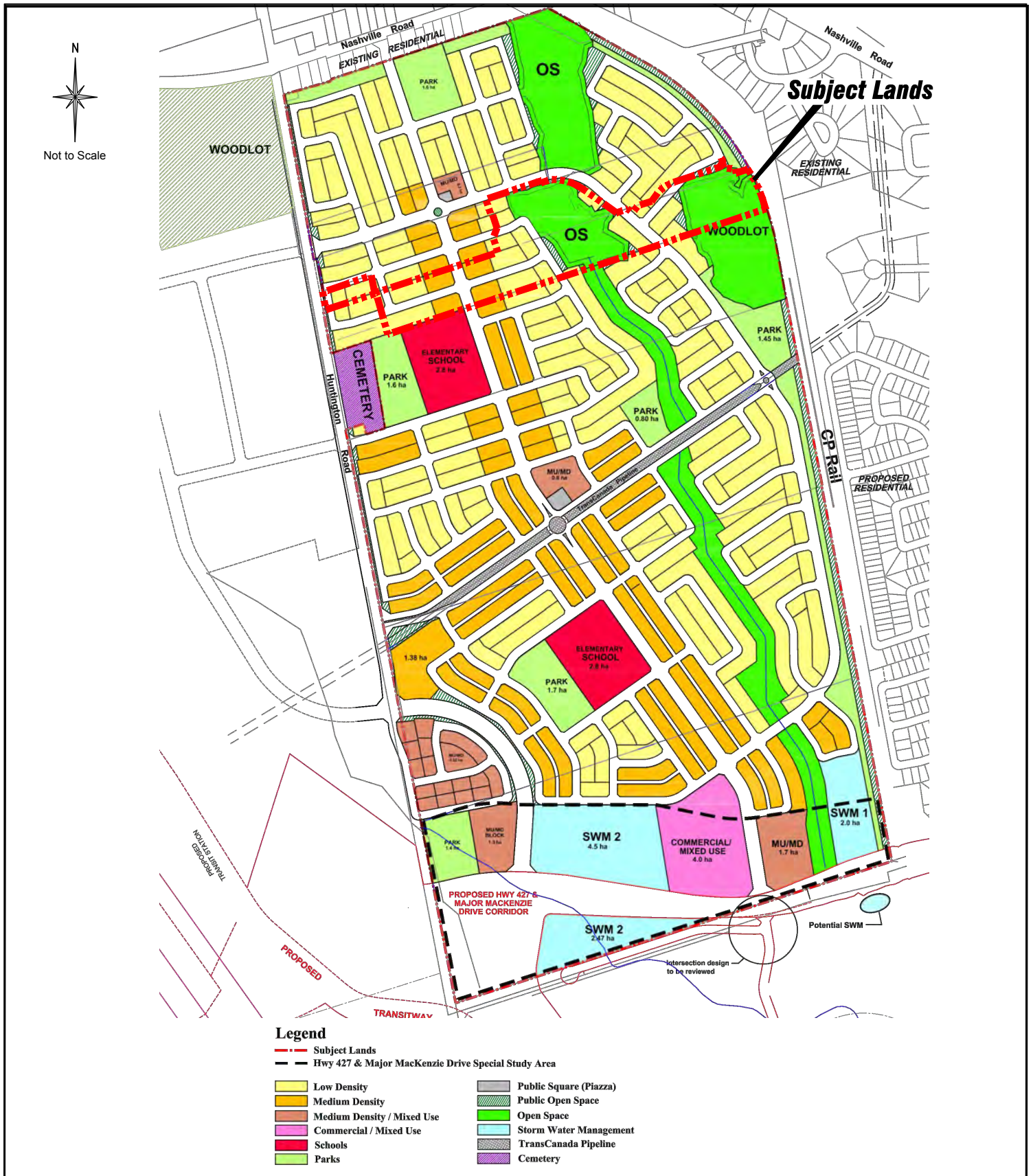
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FILES:
Z.16.052 & 19T-16V010
RELATED FILE: BL.61.2009
DATE: September 19, 2017

4



Approved Block 61 West Plan (November 29, 2011)

LOCATION:
Part of Lot 24, Concession 9

APPLICANT:
Nashville Developments (North) Inc.



Attachment

FILES:
Z.16.052 & 19T-16V010
RELATED FILE: BL.61.2009
DATE: September 19, 2017

6