

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 17, 2015

Item 10, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 17, 2015.

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**ZONING BY-LAW AMENDMENT FILE Z.10.031
DRAFT PLAN OF SUBDIVISION FILE 19T-10V004 (PHASE 4)
NASHVILLE DEVELOPMENTS INC. ET AL
WARD 1 - VICINITY OF HUNTINGTON ROAD AND NASHVILLE ROAD**

The Committee of the Whole recommends:

- 1) That 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 November 3, 2015, be approved; and**
- 2) That the deputation of Mr. Aaron Hershoff, TACC Developments, Millwood Crescent, Vaughan, be received.**

Recommendation

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

1. THAT Zoning By-law Amendment File Z.10.031 (Nashville Developments Inc. Et Al) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3, from A Agricultural Zone subject to Exception 9(189) to RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four, RVM2 Residential Urban Village Multiple Zone Two, OS1 Open Space Conservation Zone and OS2 Open Space Park Zone, in the manner shown on Attachment #4, together with the site-specific exceptions to Zoning By-law 1-88 identified in Table 1 of this report.
2. THAT Draft Plan of Subdivision File 19T-10V004 (Phase 4) (Nashville Developments Inc. Et Al), as shown on Attachment #5 BE APPROVED, subject to the conditions set out in Attachment #1 to this report.
3. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-10V004 (Phase 4) (Nashville Developments Inc. Et Al), be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a maximum total of 155 residential units (534 persons equivalent) in accordance with the Inflow/Infiltration Reduction Pilot project agreement between York Region and the Huntington Landowners Trustee Inc., and the City of Vaughan.”

4. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-10V004 (Phase 4) (Nashville Developments Inc. Et Al), shall include the following clause:

“The Owner shall provide parkland and/or pay to Vaughan, by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit in accordance with the Planning Act and the City’s Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

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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 for the development's stormwater management, 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 curb cycling lane on Street "A") to transit stops (90% of the planned population is to be within 500 m² 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 February 6, 2015, 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

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and Protocol. The recommendation of the Committee of the Whole to receive the Public Hearing report of March 3, 2015, and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on March 24, 2015. To date, correspondence was received from the Nashville Area Ratepayers Association as follows:

- i) Correspondence from the Nashville Area Ratepayers Association dated February 10, 2015, regarding the size of the future lots to the north of the plan and the necessity to expedite the realignment of Huntington Road for the safety of the community.
- ii) Correspondence from the Nashville Area Ratepayers Association dated February 18, 2015, respecting the Association's support for larger lots (with lot frontages of 13.4 m) and lower density; concern with Huntington Road terminating north of Major Mackenzie Drive instead of south as part of the design for the future extension of Highway 427; concern with increased traffic being generated due to the planned truck volume increase at the CP Intermodal Terminal at the southeast intersection of Regional Road 50 and Major Mackenzie Drive; request for the transfer of the ownership of Nashville Road from the Region to the City in order to provide permanent road restrictions for truck traffic; and, need for a community centre to serve the Kleinburg-Nashville Community.

In response to these comments, the Vaughan Development Planning Department will review any application that is submitted for the lands north of the subject lands within the Block 61 West Nashville Heights Community, shown on Attachment #6, in accordance with Vaughan Official Plan 2010, which designates the lands "Low-Rise Residential" and permits between 15 to 25 units per hectare, and the approved Block 61 West Plan Council and adopted accompanying report, which stated that, "The amendment (being OPA #699, the implementing site-specific Official Plan Amendment), the policies of which are now included in Vaughan Official Plan 2010, locates more intense built forms and mixed uses in the southern portion of the Amendment area. The northern area, closest to existing residential area along Nashville Road, is designated for low density residential units compatible with existing built form." These documents do not specify the specific lots sizes.

Vaughan Official Plan 2010 identifies Nashville Road as a major arterial road. York Region is responsible for Nashville Road and Vaughan will work with York Region to design major arterial roads to meet the needs of the City.

The Vaughan Development Engineering and Infrastructure Planning Services Department is undertaking an Environmental Assessment (EA), which is in process, for the Huntington Road realignment. The EA will also explore the impact of future traffic volumes being generated from land uses such as the CP Intermodal Terminal.

The Vaughan Parks Development Department advises that the Active Together Master Plan identifies that a community centre and district park are needed for the Kleinburg-Nashville Community. The City is in the process of exploring possible site options suitable for these uses.

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.10.031 to amend Zoning By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone subject to Exception 9(189) to RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four, RVM2 Residential Urban Village Multiple Zone Two, OS1 Open Space Conservation Zone and OS2 Open Space Park Zone in the manner shown on Attachment #4, together with the site-specific zoning exceptions to Zoning By-law 1-88 identified in Table 1.

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2. Draft Plan of Subdivision File 19T-10V004 (Phase 4) to facilitate a proposed residential subdivision as shown on Attachment #5, consisting of the following:

Lots/ Blocks	Land Use (Phase 3)	Area (ha)	Number of Units
1-109	Detached Residential Units (9.2m - 13.4m lot frontages)	4.43	109
	20 Blocks (to form part of a full lot when combined with blocks in an adjacent plan of subdivision)	0.40	10
1112	Mixed-Use / Medium Density Residential @ 25 - 150 units per hectare	0.24	6-36
1160-1162	Open Space	1.28	
1160-1162	10 m Open Space Buffers	0.48	
1174	Vista	0.02	
1175	Piazza	0.05	
1182-1183	Landscape Buffers	0.05	
1187	Road Widening	0.03	
	0.3 m Reserves	0.01	
	Streets (Collector, Primary, & Local)	2.97	
	Total	9.96	125-155

Background - Analysis and Options

Synopsis:

The Owner is proposing to develop the subject lands for a residential plan of subdivision for a maximum of 155 dwelling units and to maintain the valleylands/open space lands, as shown on Attachment #5. The Vaughan Development Planning Department supports the approval of both the proposed Zoning By-law Amendment and Draft Plan of Subdivision Applications since they implement the Vaughan Council approved Official Plan and the proposal is compatible with the surrounding existing and planned land uses.

Public Hearing - March 22, 2011

The subject applications were considered at a Public Hearing held on March 22, 2011, to rezone the subject lands from A Agricultural Zone subject to Exception 9(189) to RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four, RVM2 Residential Urban Village Multiple Family Zone Two, OS1 Open Space Conservation Zone and OS2 Open Space Park Zone and to facilitate a residential Draft Plan of Subdivision. The recommendation of the Committee of the Whole to receive the Public Hearing report was ratified by Vaughan Council on April 5, 2011.

On February 3, 2009, Vaughan Council adopted a policy requiring a new Public Hearing for a planning application(s), which has not been considered by the Committee of the Whole for a technical recommendation report within two years of a Public Hearing. As the original Public Hearing was on March 22, 2011, a new Public Hearing was held on March 3, 2015.

The Owner has incorporated minor modifications to the proposed subdivision and zoning for the subject lands to address the Toronto and Region Conservation Authority's concerns, which includes, but is not limited to, redesigning the temporary turning circle at the east end of Street "L" to avoid the open space lands to protect the natural features, providing plans and details regarding areas where grading and/or retaining walls are proposed in the open space areas, and preparing comprehensive edge management plan/planting plans.

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Location

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

Vaughan Official Plan 2010

The subject lands are designated “Low-Rise Residential” (maximum building height of 3-storeys), “Mid-Rise Residential” and “Mid-Rise Mixed-Use “A”” both with a maximum building height of 5 storeys and a floor space index of 1.75, and “Natural Areas” (valleylands) by Vaughan Official Plan 2010. The Official Plan permits the proposed uses on the subject lands.

Block 61 West Plan

In December 2009, the City received a Block Plan Application File BL.61.2009 for Block 61 West, which includes the subject lands, to provide the basis for the land uses, housing mixes and densities, environmental protection, servicing infrastructure, transportation (road) network, public transit, urban design, and phasing for the Block to manage growth. The Nashville Heights Block 61 West Plan was approved by Vaughan Council on May 24, 2011, subject to conditions. The proposed lotting and road pattern shown on Attachment #5, is consistent with the approved revised Nashville Heights Block 61 West Plan, as shown on Attachment #6, which was approved by Vaughan Council on November 29, 2011.

Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(189), as shown on Attachment #3. To facilitate the proposed Draft Plan of Subdivision shown on Attachment #5, 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

	By-law Standard	By-law 1-88 Requirements of RVM2 Residential Urban Village Multiple Dwelling Zone Two (Block 1112)	Proposed Exceptions to the RVM2 Residential Urban Village Multiple Dwelling Zone Two (Block 1112)
a.	Permitted Uses	Permitted Uses include: <ul style="list-style-type: none">• Apartment Dwelling• Multiple Dwelling• Block Townhouse Dwelling	Permit the following additional uses: <ul style="list-style-type: none">i) Street Townhouse Dwellings (live-work), which may permit Business and Professional Office, Personal Service Shop and Retail Store Uses, and the RT1 Residential Townhouse Zone requirements; <p>This live/work use shall be subject to the following:</p>

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			<ul style="list-style-type: none"> ▪ parking shall be provided in accordance with home occupation required parking standard (2 spaces for residential and 2 spaces for live work/home occupation use); ▪ a maximum of 25% of the gross floor area of the building and located on the ground floor; and, ▪ a maximum of 3 employees and one must be the resident of the dwelling. <p>ii) Commercial Uses including:</p> <ul style="list-style-type: none"> - Bank or Financial Institution; - Business or Professional Office; - Eating Establishment; - Eating Establishment, Convenience; - Eating Establishment, Take-Out; - Personal Service Shop; - Photography Studio; - Retail Store; - Service or Repair Shop; - Video Store; and, - Hospice Associated with a Hospital or Other Regulated Medical Health Care/Support Facility
b.	Definition of a "Hospice"	"Hospice" is not defined by Zoning By-law 1-88	<p>"Hospice" shall be defined as follows:</p> <p>"A residential unit (home based) or an institutional facility, such as a nursing home or hospital or other specialized facility on an in-patient or out-patient basis, where a program of palliative and/or supportive services is provided to terminally ill or critically ill patients."</p>

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c.	Minimum Parking Requirements	Commercial Uses: 6 spaces per 100 m ² Gross Floor Area (GFA)	4.5 spaces per 100 m ² of GFA
d.	Maximum Building Height	11 m	14 m (4-storeys)

	By-law Standard	By-law 1-88 Requirements of RD4 Residential Detached Zone Four	Proposed Exceptions to the RD4 Residential Detached Zone Four
a.	Minimum Interior Side Yard	No By-law standard to permit one 0.6 m interior side yard to abut another 0.6 m interior side yard.	<p>Permit a minimum interior side yard to be 1.2 m on one interior side yard and either 0.6 m or 1.2m 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, a Lot Frontage on a Corner Lot of 12.5 m to 19.2 m, and for a Lot Frontage on a Reverse Pie Lot of 12.7 m to 17 m.</p> <p>A “Reverse Pie Lot” is a lot or corner lot in a pie shape configuration where the front lot line is greater than the width of the rear lot line.” (Lots 4, 5, and 88 as shown on Attachment #5)</p>

The Vaughan Development Planning Department has reviewed the proposed site-specific exceptions to Zoning By-law 1-88 and Exception 9(1376), and provides the following comments:

i) RVM2 Residential Urban Village Zone

The RVM2 Residential Urban Village Zone Two category only permits apartment, multiple and block townhouse dwelling units. A wide range of residential, commercial and mixed uses are permitted on Block 1112 by the Official Plan. The proposed zoning includes exceptions to provide limited commercial uses in street townhouses, block townhouses and multiple dwelling units, which are to be considered in the same manner as home occupation uses, where there are restrictions for the amount of gross floor area devoted to the commercial use due to the limitation in available parking for the dwelling unit. Block 1112 may have buildings up to four storeys in height for apartment dwelling units, as the site does not abut an arterial road, in accordance with the Official Plan. The proposed uses are in keeping with the uses that were proposed for the same zone at the north-east intersection of East's Corners Boulevard and Barons Street within Phase 3 of Draft Plan of Subdivision File 19T-10V004.

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ii) Minimum Interior Side Yard

The 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 can be either 1.2 m or reduced to 0.6 m, where it abuts an interior yard of 1.2 m. The Owner has requested that the same side yard requirements be amended to permit two interior 0.6 m yards to abut each other. The request is considered 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.

In consideration of the above, the Vaughan Development Planning Department is satisfied that the proposed zoning amendments to the RD4 Zone of Zoning By-law 1-88 maintains the intent of the Official Plan and the Block 61 West Plan.

Subdivision Design

The 9.96 ha Draft Plan of Subdivision shown as Attachment #5 includes a north-south collector road (Street "A") with a right-of-way ranging from 26 m in width where it intersects with the south side of Street "B". Street "A" tapers to a 23 m wide right-of-way north of Street "B". The primary ring road (Street "B") will be designed with a 26 m wide right-of-way, between where it intersects with Huntington Road and the west side of Street "A". Street "B" tapers to a 23 m wide right-of-way to the east of Street "A". Both Streets "A" and "B" will be designed to accommodate transit vehicles. The proposed land uses for the draft plan are indicated on Attachment #5.

All development within the Draft Plan of Subdivision is subject to Architectural Control. Development shall be in accordance with the June 26, 2012, Vaughan Council approved Nashville Heights Architectural Design Guidelines by John G. Williams Limited, Architect and the approved Nashville Heights Landscape Master Plan by Nak Design Strategies (July 2012). A condition in this respect is included in Attachment #1a).

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

Developer's Group Agreement

It is a standard condition of draft plan of subdivision approval (Attachment #1a) that the participating landowners for the Block execute a developer's group agreement regarding the provision of servicing infrastructure, roads for the Block parks and open spaces. The Owner is a member of the Block 61 West Developers' Group and is required to satisfy all obligations, financial and otherwise to the satisfaction of the Block 61 West Trustee and the City of Vaughan.

Vaughan Development Engineering and Infrastructure Planning Services Department (DEIPS)

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

i) Road Network

Nashville Developments is bounded by Huntington Road to the west and Nashville Road to the north. Local collector road connections to the bordering arterial roads for the plan include one future connection to each of Nashville Road to the north, Major Mackenzie Drive (Street "A") to the south, and west to Huntington Road.

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The proposed roadways within the Draft Plan of Subdivision are designed in accordance with the approved Block 61 West Plan, the recommendations of the Block Traffic Studies and the City's design standards. The road network in the plan consists mainly of 17.5 m wide local roads. A number of local roads in the plan are wider to accommodate sidewalks on both sides of the street and are generally located near school and park blocks. There are two collector roads in the draft plan; Streets "A" and "B", as shown on Attachment #5. These collector roads have been designed as "complete streets" that accommodate all modes of transportation including transit, cycling, walking and on-street parking, and range in width from 23 m to 26 m.

A roundabout is proposed within the plan at the intersections of Streets "A" and "B". A roundabout is a circular intersection where the entering traffic yields to the right-of-way of traffic already within the intersection. There is a raised island located in the centre, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island. Roundabouts also have raised median islands on all approaches. Yielding takes place on all entries, so traffic is stored outside the intersection, rather than in the roundabout. Motorists are directed around the central island, which slows traffic, promotes yielding and increases safety. Studies have shown that roundabouts reduce vehicle speeds, delays, crash frequency and severity, and improve aesthetics.

ii) Huntington Road Widening

Huntington Road currently has a right-of-way width of approximately 20 m. Pursuant to Vaughan Official Plan 2010 and the Transportation Master Plan, Huntington Road is designated as a 30 m collector road. The Draft Plan of Subdivision includes a 5 m road widening along the Huntington Road frontage, which should be adequate to provide the ultimate right-of-way that measures 15 m from the existing centre of the roadway. In addition, extra right-of-ways will be required at each intersection to provide for turn lanes. The road widening requirements along Huntington Road will be more accurately calculated based on survey information prior to final approval of the plan.

iii) Huntington Road Improvements

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

The Vaughan Development Engineering and Infrastructure Planning Services Department has initiated the Environmental Assessment (EA) for the Huntington Road improvements. The EA will take into consideration the development of the detailed design work, which includes establishing profiles, cross-sections and design criteria for the northerly extension of Highway 427, by the Ministry of Transportation, along with the findings and recommendations of the City's Transportation Master Plan, to determine the timing of the Huntington Road improvements.

iv) GTA West Environmental Assessment

The Ministry of Transportation is currently undertaking an Environmental Assessment (EA) Study for the GTA West Transportation Corridor. In 2011, the GTA West EA reached the completion of Stage 1 in developing the Draft Transportation Development Strategy (TDS). The TDS identified the need for a new transportation corridor from Highway 400 westerly to Highway 401 west of

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Milton. The preliminary route Planning study area of this new corridor is in proximity to Block 61 West. Accordingly, it is appropriate that a warning statement be included in all Offers of Purchase and sale in regards to the GTA West EA and the potential future highway.

v) Sidewalk Plan

The proposed pedestrian network in Block 61 West is comprehensive and provides sidewalks on at least one side of every street. This level of service exceeds the City's current sidewalk warrant policy requirements but is being proposed to improve accessibility for pedestrians and to create a community with "complete streets" that provide for all modes of transportation. The proposed sidewalk network connects the residential community internally to all schools, community facilities, shopping, recreational activities and transit stops, and provides options for potential pedestrian crossings of Major Mackenzie Drive to the south, and the CPR railway to the east to connect to Block 61 East.

vi) Cycling Infrastructure

The proposed cycling infrastructure builds on the City's approved Pedestrian and Bicycle Master Plan. The Draft Plan of Subdivision includes bike lanes on Street "A". The plan also identifies signed bike routes on all (or part) of Street "B". In addition to on-street cycling infrastructure, there are also multi-use trails provided throughout the Block Plan. Altogether, the cycling infrastructure provides a continuous network, which will promote more efficient use of the transportation system and provide a greater balance in the travel modal-share by supporting cycling and "complete streets". The proposed cycling network is reflected in more detail on the Block 61 Traffic Management Plan.

vii) 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) confirms that the Draft Plan of Subdivision will be serviced within PD 6 by connecting to the Regional 750 mm diameter watermain which is currently under construction along Huntington Road. The 750 mm diameter connects to the 1800 mm diameter York-Peel Feedermain on Rutherford Road. In addition, the Draft Kleinburg-Nashville Servicing Strategy Master Plan EA Study identified the requirement for a 400 mm diameter watermain on Major Mackenzie Drive (Huntington Road to Regional Road 27) and a 600 mm diameter watermain on Nashville Road from Huntington Road to the existing Regional elevated tank on Regional Road 27. The proposed water system within the plan will connect at multiple points to the 750 mm diameter watermain along Huntington Road to provide for the necessary supply, pressure and looping for all phases of the development.

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

viii) Sanitary Servicing

According to the Kleinburg-Nashville Servicing Strategy Master Plan EA Study, the Nashville Heights subdivision and other lands in Block 61 are to be serviced via the Woodbridge Service Area of the York-Durham Sewage System. The closest gravity sewer to the subject lands is the City's 750 mm diameter trunk sanitary sewer on Huntington Road that was recently constructed to service the employment lands in Block 64. This trunk sewer currently terminates at Trade Valley Drive, and drains into to the Regional West Rainbow Creek Sanitary Trunk.

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Accordingly, the northerly extension of the Huntington Road Trunk Sewer from its current termination point at Trade Valley Drive to Major Mackenzie Drive is required to service the development in Block 61 including the subject Draft Plan of Subdivision.

The proposed trunk sanitary sewers internal to the plan must be sized to accommodate external lands west and north of Block 61 West in accordance with the final conclusions and recommendations of the City-Wide Water / Waste Water Master Plan EA and associated final servicing strategy for the West Vaughan Employment Area Secondary Plan.

ix) Sewage and Water Allocation

On May 19, 2015, Vaughan Council approved the staff recommendation to allocate servicing capacity for 1383 residential units for development in Block 61. The Block 61 Trustee has confirmed that 155 units will be committed to Phase 4 of Draft Plan of Subdivision File 19T-10V004.

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Vaughan Council on May 24, 2011, formal allocation of servicing capacity will be required in conjunction with Draft Plan of Subdivision approval. This clause is included in the recommendation section of this report.

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

x) Storm Drainage

Block 61 West is located within the Humber River watershed. The site generally slopes from north to south and currently discharges to three watercourses which are all part of the East Robinson Creek which is a tributary of the Humber River. The stormwater management Plan for Block 61 West proposes the establishment of two stormwater management facilities located at the south end of the Block adjacent to Major Mackenzie Drive. The stormwater management facilities are proposed to provide quantity and quality controls for the urban stormwater runoff in the Block to the target release rates established for the Humber River watershed.

According to the MESP, the existing drainage patterns within the developments will generally be maintained under a post-development condition. A naturalized open channel is proposed to be constructed traversing the Nashville Heights development to drain the off-line stormwater management facilities and portions of the rear lot drainage. This open channel will form part of the East Robinson Creek watercourse and become a focal point in the community.

In addition, the MESP includes the implementation of low impact development (LID) techniques to augment the water quantity and quality controls and erosion controls, which include roof leaders that drain into rainwater barrels and increased topsoil depth within the lot limits. Infiltration trenches and swales are proposed along the edges of the open space areas and woodlot located at the north end of the Block. These infiltration trenches will be fed with clean stormwater from rooftops via a third pipe in the road allowance or in cases where lots back on to the features via direct drainage from downspouts conveyed by overland flow over the rear yards. The hydrogeologic study for the Block concludes that the in-situ soils support the use of infiltration trenches.

As part of the engineering design and prior to the initiation of any grading on the Draft Plan of Subdivision, the Owner shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands. This report shall

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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) Stormwater management techniques that may be required to control minor or major flows;
- iii) Detail all external tributary lands, and include 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 MESP.

xi) Geotechnical

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

xii) Environmental Site Assessment

On March 1, 2011, the Vaughan Development Engineering and Infrastructure Planning Services Department confirmed the acceptance of the Environmental Site Assessment report for the proposed residential development.

xiii) Environmental Noise Impact

The Owner has provided a preliminary noise report and railway vibration report both dated November 9, 2010, that identify noise sources that will impact the Draft Plan of Subdivision as railway noise from the CP railway and roadway noise from Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427. These reports provide recommendations that include typical measures to develop the proposed lots and mitigate the noise sources such as single loaded roads, acoustic barriers, safety berm, air conditioning, warning clauses and potentially upgraded building components and foundations. In addition, lots abutting Huntington Road, Nashville Road, Major Mackenzie Drive and Highway 427, are being proposed with acoustic barriers ranging in heights between 1.8 m to 3.6 m at different locations.

The Owner is required to submit final noise and railway vibration reports for review and approval by the City as part of the detailed engineering submission when grading design is typically established. The City requires all dwelling units that abut or face a railway and/or arterial roads such as Huntington Road, Nashville Road, Major Mackenzie Drive, and the future Highway 427 shall be constructed with mandatory central air-conditioning. All required acoustic barriers abutting public lands shall be constructed with all berming and/or fencing material, including foundations, completely on private lands and totally clear of any 0.3 m road reserve.

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xiv) Street-lighting

The design and type of street lighting in the plan shall meet City standards, which includes the illumination of the local to arterial road intersections. In April 2010, Vaughan Council directed staff to undertake a review of the City's engineering design criteria and standards with respect to the use of LED luminaire technology in new developments. This review is currently underway so there may be a requirement to use LED streetlighting in the plan. This matter will be addressed in at the detailed engineering design stage.

The Vaughan Development Engineering and Infrastructure Planning Services Department has no objections to the development, subject to the conditions of approval in Attachment #1a).

Vaughan Development Planning Department, Urban Design and Cultural Heritage Division

The Vaughan 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. This requirement is included as a condition in Attachment #1a).

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the proposed Draft Plan of Subdivision and advised that the proposed piazza Block 1175 is acceptable to the City for adding to the parkland supply to ensure adequate parkland for the draft plan.

Vaughan Legal Services Department, Real Estate Division

The Vaughan Legal Services Department, Real Estate Division has advised that the Owner has provided the required amount of parkland for the subject Draft Plan of Subdivision, and therefore there is no requirement to pay cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". In case there are changes to the proposed draft plan that alters the parkland dedication requirements, a standard condition is still included in the recommendation of this report and in the conditions of approval in Attachment #1a).

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposed Draft Plan of Subdivision and advised that they have no concerns with the Draft Plan of Subdivision. The TRCA has provided conditions of Draft Plan approval which includes, but not limited to, the protection of the natural features, and submitting the detailed plans respecting stormwater management. The TRCA has no objection to the proposal subject to the conditions of approval in Attachment #1 c).

Canadian Pacific Railway (CPR)

Canadian Pacific Railway has indicated that to ensure the safety and comfort of adjacent residents and to mitigate environmental factors, that its' requirements, including providing a 30 m building setback from the railway right-of-way be included as conditions of draft approval. The setback requirement is to be included in the implementing Zoning By-law, and CPR's conditions respecting safety concerns are included in Attachment #1d).

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Metrolinx (Formerly GO Transit)

Metrolinx has reviewed the proposal and advises that they completed a study in December 2010 examining the feasibility for commuter rail service to Bolton, which would make use of the existing and adjacent CPR rail corridor. The study determined that it is technically feasible to provide peak direction rail service, however, at a considerable cost and would serve a relatively small amount of forecasted riders. Given these circumstances, in combination with competing priorities and that Bolton service is not in Metrolinx's 15-year plan, Metrolinx will not be pursuing additional analyses at this time. Metrolinx are, however, supportive of any action on the part of area municipality to protect station sites.

Metrolinx further advises that the updated Environmental Noise Feasibility Study does not include GO Transit rail traffic associated with the Bolton service. As noted above, the implementation date and scope of service have yet to be finalized. Regardless, an analysis to ensure that any noise associated with potential GO service south of Major Mackenzie Drive, is suitably mitigated by any recommended measures must be provided. The consultant must contact Metrolinx for additional information in this regard so that the acoustic analysis can be updated as appropriate. Metrolinx also advises that The Railway Vibration Analysis, dated November 9, 2010, by Valcoustics Canada, identifies mitigation requirements for some residential dwellings on the development lands. The consultant must confirm if the analysis suitably captures potential vibration levels associated with GO trains. The requirements for further analysis are included in the conditions of approval in Attachment #1e).

Enbridge Gas Distribution

Enbridge Gas Distribution has no objections to the applications. Enbridge advises that the Owner is required to contact Enbridge's Customer Connections Department for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to tree planting, silva cells, and/or soil trenches) and/or asphalt paving. If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the Owner. In the event that an easement(s) are required to service this development, the Owner will provide the easement(s) to Enbridge Gas Distribution at no cost. This requirement is included in the conditions of approval in Attachment #1f).

Canada Post

Canada Post has no objections to the proposal subject to the Owner installing mail facilities and equipment to the satisfaction of Canada Post, which are subject to the conditions of approval in Attachment #1g).

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 of approval for the Draft Plan of Subdivision.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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i) Lead and Promote Environmental Sustainability

The Owner will be incorporating the sustainable site and building features identified in this report.

ii) Plan and Manage Growth & Economic Well-Being

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

Servicing for the proposed development has been identified in accordance with the annual servicing/allocation report approved by Vaughan Council.

iii) Enhance and Ensure Community Safety/Health and Wellness

The proposed development includes (public park) amenity space/walking trails to enhance the City's existing inventory of public amenity space.

Regional Implications

York Region has provided the following comments:

i) Water Resources

The subject lands are located within the 2-year, 5-year, and 25-year Wellhead Protection Areas (WHPAs B, C and D) for York Region's Kleinburg Wells No. 3 and No. 4. Although the Kleinburg water supply system has been converted from groundwater to Lake Ontario based supply, the groundwater supply at Kleinburg Wells No. 3 and No. 4 will remain in use as a backup supply.

ii) Sanitary Sewage and Water Supply

This development is within the Humber Wastewater Service Area and will be serviced from Water Pressure District No. 6. York Region requests that the City of Vaughan apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that York Region be provided an opportunity to comment on any proposed extensions of approval.

York Region has no objection to the approval of the Draft Plan of Subdivision subject to the attached conditions of approval in Attachment #1b).

Conclusion

Zoning By-law Amendment File Z.10.031 and Draft Plan of Subdivision File 19T-10V004, if approved, would facilitate the development of the subject lands with a maximum of 155 detached dwelling units, and the maintenance of the valleylands/open space to be in public ownership, as shown on Attachment #5. The proposed Draft Plan of Subdivision conforms to York Region and City of Vaughan approved Official Plan policies, and is in accordance with the approved Block 61 West Plan.

The Vaughan Development Planning Department is satisfied that the proposed Draft Plan of Subdivision shown on Attachment #5, and the proposed zoning and site-specific exceptions will result in a residential development that is appropriate and compatible with the existing and permitted uses in the surrounding area, and conforms to the Official Plan. The Vaughan Development Planning Department can support the approval of the Zoning By-law Amendment

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Application and the proposed zone categories and exceptions, and the Draft Plan of Subdivision, 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. Proposed Zoning for Draft Plan of Subdivision File 19T-10V004 (Phase 4)
5. Draft Plan of Subdivision File 19T-10V004 (Phase 4)
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 NOVEMBER 3, 2015

**ZONING BY-LAW AMENDMENT FILE Z.10.031
DRAFT PLAN OF SUBDIVISION FILE 19T-10V004 (PHASE 4)
NASHVILLE DEVELOPMENTS INC. ET AL
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.10.031 (Nashville Developments Inc. Et Al) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3, from A Agricultural Zone subject to Exception 9(189) to RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four, RVM2 Residential Urban Village Multiple Zone Two, OS1 Open Space Conservation Zone and OS2 Open Space Park Zone, in the manner shown on Attachment #4, together with the site-specific exceptions to Zoning By-law 1-88 identified in Table 1 of this report.
2. THAT Draft Plan of Subdivision File 19T-10V004 (Phase 4) (Nashville Developments Inc. Et Al), as shown on Attachment #5 BE APPROVED, subject to the conditions set out in Attachment #1 to this report.
3. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-10V004 (Phase 4) (Nashville Developments Inc. Et Al), be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a maximum total of 155 residential units (534 persons equivalent) in accordance with the Inflow/Infiltration Reduction Pilot project agreement between York Region and the Huntington Landowners Trustee Inc., and the City of Vaughan.”

4. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-10V004 (Phase 4) (Nashville Developments Inc. Et Al), shall include the following clause:

“The Owner shall provide parkland and/or pay to Vaughan, by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

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:

- low impact development (LID) measures are proposed for the development's stormwater management, 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;
- pedestrian and cycling connections on the multi-use paths (sidewalks and curb cycling lane on Street "A") to transit stops (90% of the planned population is to be within 500 m² of a transit stop), commercial and recreational facilities;
- building materials which include, the use of low volatile organic compound (VOC) paints, varnishes, stains and sealers; energy efficient appliances; EnergyStar homes;
- hiring a construction waste management company to collect and stream construction waste; and,
- 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 February 6, 2015, 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 Protocol. The recommendation of the Committee of the Whole to receive the Public Hearing report of March 3, 2015, and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on March 24, 2015. To date, correspondence was received from the Nashville Area Ratepayers Association as follows:

- Correspondence from the Nashville Area Ratepayers Association dated February 10, 2015, regarding the size of the future lots to the north of the plan and the necessity to expedite the realignment of Huntington Road for the safety of the community.
- Correspondence from the Nashville Area Ratepayers Association dated February 18, 2015, respecting the Association's support for larger lots (with lot frontages of 13.4 m) and lower density; concern with Huntington Road terminating north of Major Mackenzie

Drive instead of south as part of the design for the future extension of Highway 427; concern with increased traffic being generated due to the planned truck volume increase at the CP Intermodal Terminal at the southeast intersection of Regional Road 50 and Major Mackenzie Drive; request for the transfer of the ownership of Nashville Road from the Region to the City in order to provide permanent road restrictions for truck traffic; and, need for a community centre to serve the Kleinburg-Nashville Community.

In response to these comments, the Vaughan Development Planning Department will review any application that is submitted for the lands north of the subject lands within the Block 61 West Nashville Heights Community, shown on Attachment #6, in accordance with Vaughan Official Plan 2010, which designates the lands "Low-Rise Residential" and permits between 15 to 25 units per hectare, and the approved Block 61 West Plan Council and adopted accompanying report, which stated that, "The amendment (being OPA #699, the implementing site-specific Official Plan Amendment), the policies of which are now included in Vaughan Official Plan 2010, locates more intense built forms and mixed uses in the southern portion of the Amendment area. The northern area, closest to existing residential area along Nashville Road, is designated for low density residential units compatible with existing built form." These documents do not specify the specific lots sizes.

Vaughan Official Plan 2010 identifies Nashville Road as a major arterial road. York Region is responsible for Nashville Road and Vaughan will work with York Region to design major arterial roads to meet the needs of the City.

The Vaughan Development Engineering and Infrastructure Planning Services Department is undertaking an Environmental Assessment (EA), which is in process, for the Huntington Road realignment. The EA will also explore the impact of future traffic volumes being generated from land uses such as the CP Intermodal Terminal.

The Vaughan Parks Development Department advises that the Active Together Master Plan identifies that a community centre and district park are needed for the Kleinburg-Nashville Community. The City is in the process of exploring possible site options suitable for these uses.

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.10.031 to amend Zoning By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone subject to Exception 9(189) to RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four, RVM2 Residential Urban Village Multiple Zone Two, OS1 Open Space Conservation Zone and OS2 Open Space Park Zone in the manner shown on Attachment #4, together with the site-specific zoning exceptions to Zoning By-law 1-88 identified in Table 1.
2. Draft Plan of Subdivision File 19T-10V004 (Phase 4) to facilitate a proposed residential subdivision as shown on Attachment #5, consisting of the following:

Lots/ Blocks	Land Use (Phase 3)	Area (ha)	Number of Units
1-109	Detached Residential Units (9.2m - 13.4m lot frontages)	4.43	109
	20 Blocks (to form part of a full lot when combined with blocks in an adjacent plan of subdivision)	0.40	10
1112	Mixed-Use / Medium Density Residential @ 25 - 150 units per hectare	0.24	6-36
1160-1162	Open Space	1.28	
1160-1162	10 m Open Space Buffers	0.48	

Lots/ Blocks	Land Use (Phase 3)	Area (ha)	Number of Units
1174	Vista	0.02	
1175	Piazza	0.05	
1182-1183	Landscape Buffers	0.05	
1187	Road Widenings	0.03	
	0.3 m Reserves	0.01	
	Streets (Collector, Primary, & Local)	2.97	
	Total	9.96	125-155

Background - Analysis and Options

Synopsis:

The Owner is proposing to develop the subject lands for a residential plan of subdivision for a maximum of 155 dwelling units and to maintain the valleylands/open space lands, as shown on Attachment #5. The Vaughan Development Planning Department supports the approval of both the proposed Zoning By-law Amendment and Draft Plan of Subdivision Applications since they implement the Vaughan Council approved Official Plan and the proposal is compatible with the surrounding existing and planned land uses.

Public Hearing - March 22, 2011

The subject applications were considered at a Public Hearing held on March 22, 2011, to rezone the subject lands from A Agricultural Zone subject to Exception 9(189) to RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four, RVM2 Residential Urban Village Multiple Family Zone Two, OS1 Open Space Conservation Zone and OS2 Open Space Park Zone and to facilitate a residential Draft Plan of Subdivision. The recommendation of the Committee of the Whole to receive the Public Hearing report was ratified by Vaughan Council on April 5, 2011.

On February 3, 2009, Vaughan Council adopted a policy requiring a new Public Hearing for a planning application(s), which has not been considered by the Committee of the Whole for a technical recommendation report within two years of a Public Hearing. As the original Public Hearing was on March 22, 2011, a new Public Hearing was held on March 3, 2015.

The Owner has incorporated minor modifications to the proposed subdivision and zoning for the subject lands to address the Toronto and Region Conservation Authority's concerns, which includes, but is not limited to, redesigning the temporary turning circle at the east end of Street "L" to avoid the open space lands to protect the natural features, providing plans and details regarding areas where grading and/or retaining walls are proposed in the open space areas, and preparing comprehensive edge management plan/planting plans.

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. The surrounding land uses are shown on Attachment #3.

Vaughan Official Plan 2010

The subject lands are designated "Low-Rise Residential" (maximum building height of 3-storeys), "Mid-Rise Residential" and "Mid-Rise Mixed-Use "A"" both with a maximum building height of 5 storeys and a floor space index of 1.75, and "Natural Areas" (valleylands) by Vaughan Official Plan 2010. The Official Plan permits the proposed uses on the subject lands.

Block 61 West Plan

In December 2009, the City received a Block Plan Application File BL.61.2009 for Block 61 West, which includes the subject lands, to provide the basis for the land uses, housing mixes and densities, environmental protection, servicing infrastructure, transportation (road) network, public transit, urban design, and phasing for the Block to manage growth. The Nashville Heights Block 61 West Plan was approved by Vaughan Council on May 24, 2011, subject to conditions. The proposed lotting and road pattern shown on Attachment #5, is consistent with the approved revised Nashville Heights Block 61 West Plan, as shown on Attachment #6, which was approved by Vaughan Council on November 29, 2011.

Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(189), as shown on Attachment #3. To facilitate the proposed Draft Plan of Subdivision shown on Attachment #5, 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

	By-law Standard	By-law 1-88 Requirements of RVM2 Residential Urban Village Multiple Dwelling Zone Two (Block 1112)	Proposed Exceptions to the RVM2 Residential Urban Village Multiple Dwelling Zone Two (Block 1112)
a.	Permitted Uses	Permitted Uses include: <ul style="list-style-type: none">• Apartment Dwelling• Multiple Dwelling• Block Townhouse Dwelling	<p>Permit the following additional uses:</p> <p>i) Street Townhouse Dwellings (live-work), which may permit Business and Professional Office, Personal Service Shop and Retail Store Uses, and the RT1 Residential Townhouse Zone requirements;</p> <p>This live/work use shall be subject to the following:</p> <ul style="list-style-type: none">▪ parking shall be provided in accordance with home occupation required parking standard (2 spaces for residential and 2 spaces for live work/home occupation use);▪ a maximum of 25% of the gross floor area of the building and located on the ground floor; and,▪ a maximum of 3 employees and one must be the resident of the dwelling.

	By-law Standard	By-law 1-88 Requirements of RVM2 Residential Urban Village Multiple Dwelling Zone Two (Block 1112)	Proposed Exceptions to the RVM2 Residential Urban Village Multiple Dwelling Zone Two (Block 1112)
			ii) Commercial Uses including: <ul style="list-style-type: none"> - Bank or Financial Institution; - Business or Professional Office; - Eating Establishment; - Eating Establishment, Convenience; - Eating Establishment, Take-Out; - Personal Service Shop; - Photography Studio; - Retail Store; - Service or Repair Shop; - Video Store; and, - Hospice Associated with a Hospital or Other Regulated Medical Health Care/Support Facility.
b.	Definition of a "Hospice"	"Hospice" is not defined by Zoning By-law 1-88	"Hospice" shall be defined as follows: "A residential unit (home based) or an institutional facility, such as a nursing home or hospital or other specialized facility on an in-patient or out-patient basis, where a program of palliative and/or supportive services is provided to terminally ill or critically ill patients."
c.	Minimum Parking Requirements	Commercial Uses: 6 spaces per 100 m ² Gross Floor Area (GFA)	4.5 spaces per 100 m ² of GFA
d.	Maximum Building Height	11 m	14 m (4-storeys)

	By-law Standard	By-law 1-88 Requirements of RD4 Residential Detached Zone Four	Proposed Exceptions to the RD4 Residential Detached Zone Four
a.	Minimum Interior Side Yard	No By-law standard to permit one 0.6 m interior side yard to abut another 0.6 m interior side yard.	<p>Permit a minimum interior side yard to be 1.2 m on one interior side yard and either 0.6 m or 1.2m 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, a Lot Frontage on a Corner Lot of 12.5 m to 19.2 m, and for a Lot Frontage on a Reverse Pie Lot of 12.7 m to 17 m.</p> <p>A “Reverse Pie Lot” is a lot or corner lot in a pie shape configuration where the front lot line is greater than the width of the rear lot line.” (Lots 4, 5, and 88 as shown on Attachment #5)</p>

The Vaughan Development Planning Department has reviewed the proposed site-specific exceptions to Zoning By-law 1-88 and Exception 9(1376), and provides the following comments:

i) RVM2 Residential Urban Village Zone

The RVM2 Residential Urban Village Zone Two category only permits apartment, multiple and block townhouse dwelling units. A wide range of residential, commercial and mixed uses are permitted on Block 1112 by the Official Plan. The proposed zoning includes exceptions to provide limited commercial uses in street townhouses, block townhouses and multiple dwelling units, which are to be considered in the same manner as home occupation uses, where there are restrictions for the amount of gross floor area devoted to the commercial use due to the limitation in available parking for the dwelling unit. Block 1112 may have buildings up to four storeys in height for apartment dwelling units, as the site does not abut an arterial road, in accordance with the Official Plan. The proposed uses are in keeping with the uses that were proposed for the same zone at the north-east intersection of East’s Corners Boulevard and Barons Street within Phase 3 of Draft Plan of Subdivision File 19T-10V004.

ii) Minimum Interior Side Yard

The 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 can be either 1.2 m or reduced to 0.6 m, where it abuts an interior yard of 1.2 m. The Owner has requested that the same side yard requirements be amended to permit two interior 0.6 m yards to abut each other. The request is considered 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.

In consideration of the above, the Vaughan Development Planning Department is satisfied that the proposed zoning amendments to the RD4 Zone of Zoning By-law 1-88 maintains the intent of the Official Plan and the Block 61 West Plan.

Subdivision Design

The 9.96 ha Draft Plan of Subdivision shown as Attachment #5 includes a north-south collector road (Street "A") with a right-of-way ranging from 26 m in width where it intersects with the south side of Street "B". Street "A" tapers to a 23 m wide right-of-way north of Street "B". The primary ring road (Street "B") will be designed with a 26 m wide right-of-way, between where it intersects with Huntington Road and the west side of Street "A". Street "B" tapers to a 23 m wide right-of-way to the east of Street "A". Both Streets "A" and "B" will be designed to accommodate transit vehicles. The proposed land uses for the draft plan are indicated on Attachment #5.

All development within the Draft Plan of Subdivision is subject to Architectural Control. Development shall be in accordance with the June 26, 2012, Vaughan Council approved Nashville Heights Architectural Design Guidelines by John G. Williams Limited, Architect and the approved Nashville Heights Landscape Master Plan by Nak Design Strategies (July 2012). A condition in this respect is included in Attachment #1a).

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

Developer's Group Agreement

It is a standard condition of draft plan of subdivision approval (Attachment #1a) that the participating landowners for the Block execute a developer's group agreement regarding the provision of servicing infrastructure, roads for the Block parks and open spaces. The Owner is a member of the Block 61 West Developers' Group and is required to satisfy all obligations, financial and otherwise to the satisfaction of the Block 61 West Trustee and the City of Vaughan.

Vaughan Development Engineering and Infrastructure Planning Services Department (DEIPS)

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

i) Road Network

Nashville Developments is bounded by Huntington Road to the west and Nashville Road to the north. Local collector road connections to the bordering arterial roads for the plan include one future connection to each of Nashville Road to the north, Major Mackenzie Drive (Street "A") to the south, and west to Huntington Road.

The proposed roadways within the Draft Plan of Subdivision are designed in accordance with the approved Block 61 West Plan, the recommendations of the Block Traffic Studies and the City's design standards. The road network in the plan consists mainly of 17.5 m wide local roads. A number of local roads in the plan are wider to accommodate sidewalks on both sides of the street and are generally located near school and park blocks. There are two collector roads in the draft plan; Streets "A" and "B", as shown on Attachment #5. These collector roads have been designed as "complete streets" that accommodate all modes of transportation including transit, cycling, walking and on-street parking, and range in width from 23 m to 26 m.

A roundabout is proposed within the plan at the intersections of Streets "A" and "B". A roundabout is a circular intersection where the entering traffic yields to the right-of-way of traffic already within the intersection. There is a raised island located in the centre, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island. Roundabouts also have raised median islands on all approaches. Yielding takes place on all entries, so traffic is

stored outside the intersection, rather than in the roundabout. Motorists are directed around the central island, which slows traffic, promotes yielding and increases safety. Studies have shown that roundabouts reduce vehicle speeds, delays, crash frequency and severity, and improve aesthetics.

ii) Huntington Road Widening

Huntington Road currently has a right-of-way width of approximately 20 m. Pursuant to Vaughan Official Plan 2010 and the Transportation Master Plan, Huntington Road is designated as a 30 m collector road. The Draft Plan of Subdivision includes a 5 m road widening along the Huntington Road frontage, which should be adequate to provide the ultimate right-of-way that measures 15 m from the existing centre of the roadway. In addition, extra right-of-ways will be required at each intersection to provide for turn lanes. The road widening requirements along Huntington Road will be more accurately calculated based on survey information prior to final approval of the plan.

iii) Huntington Road Improvements

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

The Vaughan Development Engineering and Infrastructure Planning Services Department has initiated the Environmental Assessment (EA) for the Huntington Road improvements. The EA will take into consideration the development of the detailed design work, which includes establishing profiles, cross-sections and design criteria for the northerly extension of Highway 427, by the Ministry of Transportation, along with the findings and recommendations of the City's Transportation Master Plan, to determine the timing of the Huntington Road improvements.

iv) GTA West Environmental Assessment

The Ministry of Transportation is currently undertaking an Environmental Assessment (EA) Study for the GTA West Transportation Corridor. In 2011, the GTA West EA reached the completion of Stage 1 in developing the Draft Transportation Development Strategy (TDS). The TDS identified the need for a new transportation corridor from Highway 400 westerly to Highway 401 west of Milton. The preliminary route Planning study area of this new corridor is in proximity to Block 61 West. Accordingly, it is appropriate that a warning statement be included in all Offers of Purchase and sale in regards to the GTA West EA and the potential future highway.

v) Sidewalk Plan

The proposed pedestrian network in Block 61 West is comprehensive and provides sidewalks on at least one side of every street. This level of service exceeds the City's current sidewalk warrant policy requirements but is being proposed to improve accessibility for pedestrians and to create a community with "complete streets" that provide for all modes of transportation. The proposed sidewalk network connects the residential community internally to all schools, community facilities, shopping, recreational activities and transit stops, and provides options for potential pedestrian crossings of Major Mackenzie Drive to the south, and the CPR railway to the east to connect to Block 61 East.

vi) Cycling Infrastructure

The proposed cycling infrastructure builds on the City's approved Pedestrian and Bicycle Master Plan. The Draft Plan of Subdivision includes bike lanes on Street "A". The plan also identifies signed bike routes on all (or part) of Street "B". In addition to on-street cycling infrastructure, there are also multi-use trails provided throughout the Block Plan. Altogether, the cycling infrastructure provides a continuous network, which will promote more efficient use of the transportation system and provide a greater balance in the travel modal-share by supporting cycling and "complete streets". The proposed cycling network is reflected in more detail on the Block 61 Traffic Management Plan.

vii) 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) confirms that the Draft Plan of Subdivision will be serviced within PD 6 by connecting to the Regional 750 mm diameter watermain which is currently under construction along Huntington Road. The 750 mm diameter connects to the 1800 mm diameter York-Peel Feedermain on Rutherford Road. In addition, the Draft Kleinburg-Nashville Servicing Strategy Master Plan EA Study identified the requirement for a 400 mm diameter watermain on Major Mackenzie Drive (Huntington Road to Regional Road 27) and a 600 mm diameter watermain on Nashville Road from Huntington Road to the existing Regional elevated tank on Regional Road 27. The proposed water system within the plan will connect at multiple points to the 750 mm diameter watermain along Huntington Road to provide for the necessary supply, pressure and looping for all phases of the development.

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

viii) Sanitary Servicing

According to the Kleinburg-Nashville Servicing Strategy Master Plan EA Study, the Nashville Heights subdivision and other lands in Block 61 are to be serviced via the Woodbridge Service Area of the York-Durham Sewage System. The closest gravity sewer to the subject lands is the City's 750 mm diameter trunk sanitary sewer on Huntington Road that was recently constructed to service the employment lands in Block 64. This trunk sewer currently terminates at Trade Valley Drive, and drains into to the Regional West Rainbow Creek Sanitary Trunk.

Accordingly, the northerly extension of the Huntington Road Trunk Sewer from its current termination point at Trade Valley Drive to Major Mackenzie Drive is required to service the development in Block 61 including the subject Draft Plan of Subdivision.

The proposed trunk sanitary sewers internal to the plan must be sized to accommodate external lands west and north of Block 61 West in accordance with the final conclusions and recommendations of the City-Wide Water / Waste Water Master Plan EA and associated final servicing strategy for the West Vaughan Employment Area Secondary Plan.

ix) Sewage and Water Allocation

On May 19, 2015, Vaughan Council approved the staff recommendation to allocate servicing capacity for 1383 residential units for development in Block 61. The Block 61 Trustee has confirmed that 155 units will be committed to Phase 4 of Draft Plan of Subdivision File 19T-10V004.

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Vaughan Council on May 24, 2011, formal allocation of servicing capacity will be required in conjunction

with Draft Plan of Subdivision approval. This clause is included in the recommendation section of this report.

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

x) Storm Drainage

Block 61 West is located within the Humber River watershed. The site generally slopes from north to south and currently discharges to three watercourses which are all part of the East Robinson Creek which is a tributary of the Humber River. The stormwater management Plan for Block 61 West proposes the establishment of two stormwater management facilities located at the south end of the Block adjacent to Major Mackenzie Drive. The stormwater management facilities are proposed to provide quantity and quality controls for the urban stormwater runoff in the Block to the target release rates established for the Humber River watershed.

According to the MESP, the existing drainage patterns within the developments will generally be maintained under a post-development condition. A naturalized open channel is proposed to be constructed traversing the Nashville Heights development to drain the off-line stormwater management facilities and portions of the rear lot drainage. This open channel will form part of the East Robinson Creek watercourse and become a focal point in the community.

In addition, the MESP includes the implementation of low impact development (LID) techniques to augment the water quantity and quality controls and erosion controls, which include roof leaders that drain into rainwater barrels and increased topsoil depth within the lot limits. Infiltration trenches and swales are proposed along the edges of the open space areas and woodlot located at the north end of the Block. These infiltration trenches will be fed with clean stormwater from rooftops via a third pipe in the road allowance or in cases where lots back on to the features via direct drainage from downspouts conveyed by overland flow over the rear yards. The hydrogeologic study for the Block concludes that the in-situ soils support the use of infiltration trenches.

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

- i) Plans illustrating the proposed system and its connection into the existing storm system;
- ii) Stormwater management techniques that may be required to control minor or major flows;
- iii) Detail all external tributary lands, and include 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 MESP.

xi) Geotechnical

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

xii) Environmental Site Assessment

On March 1, 2011, the Vaughan Development Engineering and Infrastructure Planning Services Department confirmed the acceptance of the Environmental Site Assessment report for the proposed residential development.

xiii) Environmental Noise Impact

The Owner has provided a preliminary noise report and railway vibration report both dated November 9, 2010, that identify noise sources that will impact the Draft Plan of Subdivision as railway noise from the CP railway and roadway noise from Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427. These reports provide recommendations that include typical measures to develop the proposed lots and mitigate the noise sources such as single loaded roads, acoustic barriers, safety berm, air conditioning, warning clauses and potentially upgraded building components and foundations. In addition, lots abutting Huntington Road, Nashville Road, Major Mackenzie Drive and Highway 427, are being proposed with acoustic barriers ranging in heights between 1.8 m to 3.6 m at different locations.

The Owner is required to submit final noise and railway vibration reports for review and approval by the City as part of the detailed engineering submission when grading design is typically established. The City requires all dwelling units that abut or face a railway and/or arterial roads such as Huntington Road, Nashville Road, Major Mackenzie Drive, and the future Highway 427 shall be constructed with mandatory central air-conditioning. All required acoustic barriers abutting public lands shall be constructed with all berming and/or fencing material, including foundations, completely on private lands and totally clear of any 0.3 m road reserve.

xiv) Street-lighting

The design and type of street lighting in the plan shall meet City standards, which includes the illumination of the local to arterial road intersections. In April 2010, Vaughan Council directed staff to undertake a review of the City's engineering design criteria and standards with respect to the use of LED luminaire technology in new developments. This review is currently underway so there may be a requirement to use LED streetlighting in the plan. This matter will be addressed in at the detailed engineering design stage.

The Vaughan Development Engineering and Infrastructure Planning Services Department has no objections to the development, subject to the conditions of approval in Attachment #1a).

Vaughan Development Planning Department, Urban Design and Cultural Heritage Division

The Vaughan 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. This requirement is included as a condition in Attachment #1a).

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the proposed Draft Plan of Subdivision and advised that the proposed piazza Block 1175 is acceptable to the City for adding to the parkland supply to ensure adequate parkland for the draft plan.

Vaughan Legal Services Department, Real Estate Division

The Vaughan Legal Services Department, Real Estate Division has advised that the Owner has provided the required amount of parkland for the subject Draft Plan of Subdivision, and therefore there is no requirement to pay cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". In case there are changes to the proposed draft plan that alters the parkland dedication requirements, a standard condition is still included in the recommendation of this report and in the conditions of approval in Attachment #1a).

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposed Draft Plan of Subdivision and advised that they have no concerns with the Draft Plan of Subdivision. The TRCA has provided conditions of Draft Plan approval which includes, but not limited to, the protection of the natural features, and submitting the detailed plans respecting stormwater management. The TRCA has no objection to the proposal subject to the conditions of approval in Attachment #1 c).

Canadian Pacific Railway (CPR)

Canadian Pacific Railway has indicated that to ensure the safety and comfort of adjacent residents and to mitigate environmental factors, that its' requirements, including providing a 30 m building setback from the railway right-of-way be included as conditions of draft approval. The setback requirement is to be included in the implementing Zoning By-law, and CPR's conditions respecting safety concerns are included in Attachment #1d).

Metrolinx (Formerly GO Transit)

Metrolinx has reviewed the proposal and advises that they completed a study in December 2010 examining the feasibility for commuter rail service to Bolton, which would make use of the existing and adjacent CPR rail corridor. The study determined that it is technically feasible to provide peak direction rail service, however, at a considerable cost and would serve a relatively small amount of forecasted riders. Given these circumstances, in combination with competing priorities and that Bolton service is not in Metrolinx's 15-year plan, Metrolinx will not be pursuing additional analyses at this time. Metrolinx are, however, supportive of any action on the part of area municipality to protect station sites.

Metrolinx further advises that the updated Environmental Noise Feasibility Study does not include GO Transit rail traffic associated with the Bolton service. As noted above, the implementation date and scope of service have yet to be finalized. Regardless, an analysis to ensure that any noise associated with potential GO service south of Major Mackenzie Drive, is suitably mitigated by any recommended measures must be provided. The consultant must contact Metrolinx for additional information in this regard so that the acoustic analysis can be updated as appropriate. Metrolinx also advises that The Railway Vibration Analysis, dated November 9, 2010, by Valcoustics Canada, identifies mitigation requirements for some residential dwellings on the development lands. The consultant must confirm if the analysis suitably captures potential vibration levels associated with GO trains. The requirements for further analysis are included in the conditions of approval in Attachment #1e).

Enbridge Gas Distribution

Enbridge Gas Distribution has no objections to the applications. Enbridge advises that the Owner is required to contact Enbridge's Customer Connections Department for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to tree planting, Silva cells, and/or soil trenches) and/or asphalt paving. If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the Owner. In the event that an easement(s) are required to service this development, the Owner will provide the easement(s) to Enbridge Gas Distribution at no cost. This requirement is included in the conditions of approval in Attachment #1f).

Canada Post

Canada Post has no objections to the proposal subject to the Owner installing mail facilities and equipment to the satisfaction of Canada Post, which are subject to the conditions of approval in Attachment #1g).

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 of approval for the Draft Plan of Subdivision.

Relationship to Vaughan Vision 2020/Strategic Plan

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

i) Lead and Promote Environmental Sustainability

The Owner will be incorporating the sustainable site and building features identified in this report.

ii) Plan and Manage Growth & Economic Well-Being

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

Servicing for the proposed development has been identified in accordance with the annual servicing/allocation report approved by Vaughan Council.

iii) Enhance and Ensure Community Safety/Health and Wellness

The proposed development includes (public park) amenity space/walking trails to enhance the City's existing inventory of public amenity space.

Regional Implications

York Region has provided the following comments:

i) Water Resources

The subject lands are located within the 2-year, 5-year, and 25-year Wellhead Protection Areas (WHPAs B, C and D) for York Region's Kleinburg Wells No. 3 and No. 4. Although the Kleinburg

water supply system has been converted from groundwater to Lake Ontario based supply, the groundwater supply at Kleinburg Wells No. 3 and No. 4 will remain in use as a backup supply.

ii) Sanitary Sewage and Water Supply

This development is within the Humber Wastewater Service Area and will be serviced from Water Pressure District No. 6. York Region requests that the City of Vaughan apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that York Region be provided an opportunity to comment on any proposed extensions of approval.

York Region has no objection to the approval of the Draft Plan of Subdivision subject to the attached conditions of approval in Attachment #1b).

Conclusion

Zoning By-law Amendment File Z.10.031 and Draft Plan of Subdivision File 19T-10V004, if approved, would facilitate the development of the subject lands with a maximum of 155 detached dwelling units, and the maintenance of the valleylands/open space to be in public ownership, as shown on Attachment #5. The proposed Draft Plan of Subdivision conforms to York Region and City of Vaughan approved Official Plan policies, and is in accordance with the approved Block 61 West Plan.

The Vaughan Development Planning Department is satisfied that the proposed Draft Plan of Subdivision shown on Attachment #5, and the proposed zoning and site-specific exceptions will result in a residential development that is appropriate and compatible with the existing and permitted uses in the surrounding area, and conforms to the Official Plan. The Vaughan Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed zone categories and exceptions, and the Draft Plan of Subdivision, 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. Proposed Zoning for Draft Plan of Subdivision File 19T-10V004 (Phase 4)
5. Draft Plan of Subdivision File 19T-10V004 (Phase 4)
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

GRANT UYEYAMA
Director of Development Planning

/CM

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ATTACHMENT NO. 1

CONDITIONS OF APPROVAL

**DRAFT PLAN OF SUBDIVISION FILE 19T-10V004 (PHASE 4)
NASHVILLE DEVELOPMENTS ET AL (OWNER)
PART OF LOTS 24 AND 25, CONCESSION 9, CITY OF VAUGHAN**

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (CITY) THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-10V004 (PHASE 4) (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 January 27, 2015.
3. The Conditions of Approval of the Toronto and Region Conservation Authority as set out on Attachment No. 1c) and dated September 16, 2011 and June 24, 2015.
4. The Conditions of Approval of Canadian Pacific Railway as set out on Attachment No. 1d) and dated September 19, 2011.
5. The Conditions of Approval of Metrolinx as set out on Attachment No. 1e) and dated July 20, 2011.
6. The Conditions of Approval of Enbridge Gas as set out on Attachment No. 1f) and dated August 23, 2011.
7. The Conditions of Approval of Canada Post as set out on Attachment No. 1g) and dated March 2, 2011.

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 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. Metrolinx 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. Canada Post 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

City of Vaughan Conditions

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by Malone Given Parsons Ltd., dated January 27, 2015.
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 Owner shall pay any and all outstanding application fees to the Vaughan Development Planning Department, in accordance with the in-effect Tariff of Fees By-law.
4. 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.
5. The road allowances included within the Plan shall be dedicated as public highways without monetary consideration and free of all encumbrances.
6. The road allowances within the 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.
7. The road allowances included in the Plan shall be designed in accordance with City 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.
8. Any dead end or open side of a road allowance within the Plan shall be terminated in a 0.3 m reserve, to be conveyed to the City free of all charge and encumbrances, to be held by the City until required for a future road allowance or development of adjacent lands.
9. That collector and/or primary roads in the Plan are to be located so as to intersect and connect with the approved location of roads in abutting blocks, to the satisfaction of the City.
10. The Owner shall agree in the Subdivision Agreement 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.
11. The Owner shall agree in a Subdivision Agreement that the location and design of the construction access shall be approved by the City and York Region.
12. 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 coordinated and completed at the cost of the Owner.
13. 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.

14. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost for any external municipal services that have been designed, oversized and built temporarily or permanent by others to accommodate the development of the Plan.
15. Prior to final approval of the Plan, 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 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 West. The Owner acknowledges that parkland shall be dedicated and/or cash-in-lieu paid in accordance the Planning Act and conform to the City's "Cash-in-lieu of Parkland Policy". This Agreement shall also include a provision for additional developers to participate within the Developers' Group Agreement when they wish to develop their lands.
16. Prior to final approval of the Plan, the Trustee for Block 61 West shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 61 West Developers' Group Agreement.
17. The Owner shall agree in the Subdivision Agreement to design and construct the municipal services in the Plan to conform to the final conclusion and recommendations of the following studies to the satisfaction of the City:
 - Kleinburg-Nashville Servicing Strategy Master Plan Class EA;
 - City-Wide Water/Wastewater Master Plan Class EA;
 - City-Wide Storm Drainage/Stormwater Management Master Plan Class EA; and,
 - City-Wide Transportation Master Plan Class EA.
18. The Owner shall agree in the Subdivision Agreement to pay its financial contribution and/or front-end finance and construct the 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.
19.
 - a) The Owner is required to advance the detailed design and construction of the required road improvements to Huntington Road from Major Mackenzie Drive to Nashville Road, and the construction of new Huntington Road between Old Huntington Road and Major Mackenzie Drive, in accordance with the conclusions and recommendations of the City's Transportation Master Plan.
 - b) The Owner is required to advance the detailed design and construction of the required road improvements to Major Mackenzie Drive between Regional Road 27 and Huntington Road in accordance with the conclusions and recommendations of the City's Transportation Master Plan.
20. Prior to final approval of the Plan, the Owner shall submit a recent plan of survey for the property that illustrates the existing centre line of construction of Huntington Road in order to determine the property dedications required to achieve the ultimate right-of-way width of Huntington Road abutting the Plan, to the satisfaction of the City.
21. The Owner shall agree in the Subdivision Agreement to design and construct the planned roadways that cross the watercourse in the Plan (Street "B") in conjunction with the adjacent development to the satisfaction of the City.
22. Prior to final approval of the Plan, the Owner shall provide drawings for the location and design of proposed bicycle parking at transit stops, school campuses, commercial sites, and other destinations within the Plan such as retail/entertainment, to the satisfaction of the Vaughan Development Engineering and Infrastructure Planning Services Department.

23. Prior to final approval of the Plan, the Owner shall prepare a comprehensive Traffic Management Plan (TMP) on the basis of updated traffic study, once the realignment and widening of Major Mackenzie Drive has been 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.
24. The Owner agrees that all part blocks within the Plan shall only be developed in conjunction with abutting part blocks of adjacent Draft Plans of Subdivision.
25. The Owner shall agree in the Subdivision Agreement that Blocks 1115 to 1132 inclusive shall be developed only in conjunction with abutting lands to the north. The City shall not issue a Building Permit for the subject Blocks until the lands are combined to the satisfaction of the City.
26. The Owner shall agree in the Subdivision Agreement that Blocks 1133 and 1134 shall be developed only in conjunction with abutting lands to the south. The City shall not issue a Building Permit for the subject Blocks until the lands are combined to the satisfaction of the City.
27. The Owner shall agree in the Subdivision Agreement that Street "K" shall be developed and constructed with abutting lands to the south to provide access for Lots 59 to 66 inclusive. The City shall not issue a Building Permit for the subject Lots until the lands are combined to the satisfaction of the City.
28. 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.
29. The Owner shall agree in the Subdivision Agreement, to design and carryout road improvements to Huntington Road between Major Mackenzie Drive and Rutherford Road, if required, to provide adequate access to the Plan to the satisfaction of the City.
30. The Owner shall agree in the Subdivision Agreement to design and carryout road improvements to Huntington Road between Major Mackenzie Drive and Nashville Road, if required, to the satisfaction of the City.
31. 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 in accordance with 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.
32. 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.
33. 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.

34. Prior to final approval of the Plan, the Owner shall fund the preparation of a feasibility and pre-design study for the construction of a pedestrian and cycling crossing of the CPR rail line to link Block 61 East and West in accordance with Vaughan Council resolution dated May 24, 2011. The Owner shall agree in the Subdivision Agreement to carry out the recommendations of the approved feasibility study to the satisfaction of the City, York Region, CPR Railway and the Toronto and Region Conservation Authority (TRCA). The Owner shall also include a warning statement for all prospective purchasing in the Plan detailing the potential construction of a pedestrian crossing of the CPR Railway within the Plan, to the satisfaction of the City.
35. Prior to final approval of the Plan, the Owner shall provide drawings for the location and design of proposed bicycle parking at transit stops, school campuses, commercial sites, and other destinations within the Plan such as retail/entertainment, to the satisfaction of the Vaughan Development Engineering and Infrastructure Planning Services Department.
36. Prior to final approval of the plan, the Owner shall prepare, by a qualified professional transportation consultant, Transportation Demand Management Plans (TDM Plans) for each of the land uses listed below:

- Community TDM Plan;
- Commercial TDM Plan; and,
- Draft School TDM Plan.

The TDM Plan shall identify objectives, outcomes, targets, measures, monitoring, and management plan, including roles and responsibilities of the landowners. In addition, the TDM Plan shall include a budget for the full cost of implementing the TDM measures, including operational financial consideration. All TDM Plans shall be completed to the satisfaction of the Vaughan Development Engineering and Infrastructure Planning Services Department.

37. The Owner shall agree in the Subdivision Agreement to provide information on sustainable transportation, via various media, to all purchasers and/or tenants within the Plan, including pedestrian, cycling facilities, transit routes, roundabouts, and carpooling and park-and-ride facilities (if applicable) to the satisfaction of the Vaughan Development Engineering and Infrastructure Planning Services Department.
38. 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.
39. Prior to final approval, easements required for utility, drainage and construction purposes shall be created and granted to the appropriate authority(ies), free of all charge and encumbrances.
40. The Owner shall ensure that the final Plan shall depict all telecommunication structure locations and hydro switch gear easements.
41. 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.
42. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunications 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 telecommunications provider.

43. 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 Plan 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.
44.
 - a) Prior to final approval, the Owner shall satisfy all technical, financial and other requirements of PowerStream Inc. (formerly Hydro Vaughan Distribution 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.
 - b) The Owner shall agree to design, purchase materials, and install a buried hydro distribution system, compatible with the existing and/or proposed systems in surrounding Plans, all in accordance with the latest standards and specifications of PowerStream Inc. and the City.
45. The Owner shall agree in the Subdivision Agreement to design, purchase material and install a streetlighting system in the Plan in accordance with City Standards and specifications. This Plan shall be provided with decorative LED streetlighting to the satisfaction of the City.
46. The Owner shall agree in the Subdivision Agreement to maintain adequate chlorine residuals in the water mains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.

The Owner shall provide the City with a report showing the chlorine residual results on a weekly basis. If at any time the water quality test results do not comply with the Safe Drinking Water Act, the Owner shall notify the City immediately and take corrective action as directed by the City and prepare a report of all actions taken.

The City will charge the Owner the current retail water and sewer rates for the water consumed in this program. The Owner's licensed water operator will meter the consumption of water for each flush and report the readings to the City on a monthly basis. The City will audit the consumption reports and inspect the flushing points periodically to ensure that the water consumption reported accurately reflects the program.
47. 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.
48. 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 proposed development.
49. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study for review and approval of the City,

that identifies if there are any local wells that may be influenced by construction and, if necessary, outline a monitoring program to be undertaken before, during and after construction of the subdivision.

50. 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 for development of the Plan, which may include any required municipal easements and/or additional lands within and/or external to the Plan to the satisfaction of the City.
51. Prior to final approval, the Owner shall submit a soils report, and the Owner shall agree to implement the recommendations of such report, as approved by the City. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
52. Prior to the initiation of grading, and prior to registration of the Plan or any phase thereof, the Owner shall submit to the City for approval the following:
 - a) Detailed engineering report that describes the storm drainage system for the proposed development within the Plan, which report shall include:
 - i) plans illustrating how this drainage system will be tied into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
 - ii) stormwater management techniques which may be required to control minor or major flows;
 - iii) appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to ensure no negative impact on the quality and quantity of ground and surface water resources at it relates to fish and their habitat;
 - iv) the location of description of all outlets and other facilities which may require permits under Ontario Regulation 166/06 and/or the Lakes and Rivers Improvement Act;
 - v) proposed methods of controlling and preventing erosion and siltation on-site and in downstream areas during and after construction;
 - vi) retain an environmental monitor and report on the implementation and on-going maintenance of erosion and sediment controls; and,
 - vii) overall grading plans for the Plan.
 - b) The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports to the satisfaction of the City.
53. 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 Ontario Regulation (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(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MOECC, covering all the 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.
54. For park/open space block(s) that are being conveyed to the City, prior to final approval of the Plan, and/or conveyance, and/or release of applicable portion of the 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 block(s) in the Plan for contaminants of concern to the satisfaction of the City. On-site sampling of the park/open space block(s) shall be conducted only after the City has certified the rough grading of the park/open space 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 block(s) 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 Remedial Action Plan (RAP) and a complete copy of the satisfactory registration of the Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MOECC, covering the remediated park/open space 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 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 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.

55. Prior to the initiation of grading or stripping of topsoil and prior to final approval, the Owner shall submit an erosion and sedimentation control plan including topsoil storage plan detailing the location, size, side slopes, stabilization methods and time period, for approval by the City. Topsoil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on park, parkette, school or walkway blocks.
56. In the event that remediation is required, a Remediation Action Plan will be submitted for review and approval by the City.
57. The Owner shall reimburse the City for the cost of the City's peer review of any Environmental Site Assessment report(s).
58. Prior to final approval of the Plan, the Owner shall covenant and certify to the City that they are not aware of any soil, groundwater or sediment contamination on or within lands to be conveyed to the municipality, which could interfere with its intended use.
59. Prior to final approval, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment.
60. Prior to final approval of the plan, the Owner shall confirm that the necessary provisions of the Environmental Assessment Act and the Municipal Class Environmental Assessment for Municipal Roads, Water and Wastewater Projects as they may apply to the proposed primary roads and related infrastructure matters, have been met.
61. Prior to initiation of grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall prepare and implement a detailed erosion and sedimentation control plan(s) addressing all phases of the construction of the municipal services and house building program including stabilization methods, topsoil storage locations and control measures to the satisfaction of the City. The Owner shall prepare the erosion and sediment control plan(s) for each stage of construction (pre-stripping/earthworks, pre-servicing, post-servicing) in accordance with the TRCA Erosion and Sediment Control Guidelines for Urban Construction, dated December 2006 and implement a monitoring and reporting program to the satisfaction of the City.
62. 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, slope 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 the either park or school blocks.
63. The Owner shall agree in the Subdivision Agreement to construct a 1.5 metre high black vinyl chain link fence along the limits of the residential lots where they abut the open space, valley/woodlot and/or park blocks to the satisfaction of the City.
64. The Owner shall agree that if there is any phasing in the Plan, all disturbed lands within phases other than the first phase of the subject Plan left vacant six (6) months following completion of overall grading shall be topsoiled to a minimum depth of 100 mm, seeded, maintained and signed to prohibit dumping and trespassing, to the satisfaction of the City.
65. The Owner shall agree to notify both the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan's Development Planning Department (Urban Design and Cultural Heritage Division) immediately in the event that:
 - a) Archaeological resources are found on the property during grading or construction activities, the Owner must cease all grading or construction activities.

- b) Human remains are encountered during grading or construction activities, the proponent must cease all grading or construction activities. The Owner shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
66. The Owner shall agree in the Subdivision Agreement that no Building Permits will be applied for or issued for any lot or block, until the City is satisfied that adequate road access, municipal water supply, sanitary sewer and storm drainage, recycling pickup, garbage pickup, snow removal, fire service and emergency service inclusive, is provided for the proposed development to the satisfaction of the City.
67. 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.
68. Notwithstanding the provisions (Subsection 5.1) generally included within the Subdivision Agreement, the City may issue model home building permits provided that the land is zoned to the satisfaction of the City and the relevant conditions (Subsection 5.18) of the Subdivision Agreement are fulfilled.
69. Prior to the issuance of a Building Permit for any lot or block, the Owner's consulting engineer shall certify, to the satisfaction of the Vaughan Development Engineering and Infrastructure Planning Services Department and the Vaughan Building Standards Department that the lot grading complies with the City of Vaughan lot grading criteria and the driveway as shown on the plan submitted for the construction of the building on that particular lot or block conforms in terms of location and geometry (i.e., width, etc.) with the approved or amended and subsequently approved Construction Drawings.
70. No Building Permit shall be issued until the Owner has provided proof that a restriction has been registered that prevents the transfer of the lot or block without the consent of the City where such transfer is to be restricted by any other provision of the Subdivision Agreement.
71. 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.
72. The Owner shall cause the following to be displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City. No Building Permit shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan:
- the plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines etc.;
 - the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval;
 - the location of parks, open space, stormwater management facilities and trails;
 - the location of institutional uses, including schools, places of worship, community facilities;
 - the location and type of commercial sites;
 - colour-coded residential for singles, semis, multiples, and apartment units; 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, 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.]

73. No part of any noise attenuation feature or any other fence shall be constructed partly on or within any public highway, park or open space. Fences adjacent to public lands shall be constructed entirely on private lands. The maintenance of 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 in the Plan. Thereafter, the maintenance by the noise attenuation fence shall be the sole responsibility of the lot Owner. Landscaping provided on the Regional Road right-of-ways by the Owner or the City for aesthetic purposes shall be approved by York Region and maintained by the City with the exception of the usual grass maintenance.
74. The Owner shall cause the following warning clauses to be included in a schedule to all Offers of Purchase and Sale, or Lease for all lots/blocks:
 - a) within the entire Subdivision Plan:
 - “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 to municipalities. The Province of Ontario has been promoting the use of these guidelines which provide for reduced pavement widths.”
 - “Purchasers and/or tenants are advised that traffic calming measures may have been incorporated into the road allowances.”
 - “Purchasers and/or tenants are advised that internal streets may be subject to public transit bus traffic.”
 - “Purchasers and/or tenants are advised that the collector and primary roads within the development area 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 the Ministry of Transportation has obtained approval for the extension of Highway 427 from Regional Road 7 to Major Mackenzie Drive. 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 future to facilitate for Huntington Road to be realigned in an easterly direction to intersect with Major Mackenzie Drive opposite the future Highway 427 north bound off-ramp terminus.”
- “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. This Study identifies a potential GO Station just southeast of the CPR railway crossing at Major Mackenzie Drive. Therefore, the future expansion of the rail facilities may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise attenuation and vibration mitigation (if applicable) measures in the design of the development and individual dwelling(s).”
- “Purchasers and/or tenants are advised that the Ministry of Transportation is undertaking the GTA West Corridor Planning and Environmental Assessment Study to address long-term inter-regional transportation infrastructure needs. The Preliminary Route Planning Study Area of the future corridor identifies the need for a new transportation corridor from Highway 400 westerly to Highway 401 on the west side of Milton. The Nashville Heights residential development is in proximity to the GTA West Corridor study limits including a potential freeway to freeway interchange for the Highway 427 extension connection to GTA West Corridor, modifications to the future Major Mackenzie Drive interchange at Highway 427, vertical and horizontal considerations associated with the crossing of the existing hydro transmission corridor, CPR railway and Humber River crossings, and municipal road crossings/connections.”
- “Purchasers and/or tenants are advised that East’s Corner Boulevard is designed as a one-way traffic roadway in Phase 1.”
- “Purchasers and/or tenants are advised that York Region has Plans to realign, widen and reconstruct Major Mackenzie Drive between Regional Road 50 and Regional Road 27.”
- “Purchasers and/or tenants 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.”
- “Purchasers and/or tenants, respecting laneways in Block 61 West, are advised that:
 - i) the public laneway will be maintained to a lesser standard than local public streets;
 - ii) snow clearing, plowing and sanding operations for the public laneway will occur only after all city streets have been cleared, plowed, and/or sanded, and either 15 cm or more snow has fallen or severe rutting has occurred; and,
 - iii) lighting in the public laneway will only occur from light fixtures installed on the property Owner’s garage, and the light fixtures shall be operated

and maintained by the property Owner at the expense of the property Owner.”

- “Purchasers and/or tenants on a street ending in a dead end, are advised that the Streets “A”, “B”, “E”, “F”, “G”, “H”, “I”, “J”, “K” and “L” in the Plan, ending in a temporary hammerhead turn-around or cul-de-sac will be extended in the future to facilitate development of adjacent lands without further notice.”
- “Purchasers and/or tenants are hereby advised that Canadian Pacific Railway company(s), or its assigns or successors in interest, has a right-of-way within 300 metres 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 hereby advised that there is the potential construction of a pedestrian and cycling crossing of the CP Railway right-of-way, within the draft plan, to the satisfaction of the City.”
- “Purchasers and/or tenants are advised that Trans Canada Pipeline owns a right-of-way along East’s Corner Boulevard within Phase 1 of the Plan. High pressure gas pipeline(s) presently exist within the right-of-way.”
- “Purchasers and/or tenants, respecting encroachment and/or dumping are advised that any encroachments and/or dumping from the lot to the school site, park, open space, woodlot and/or stormwater management facility are prohibited.”
- “Purchasers and/or tenants, respecting a gate of access point, are advised that the installation of any gate of access point from the lot to a school site, open space, stormwater management facility, watercourse corridor, woodlot, and/or park is prohibited.”
- “Purchasers and/or tenants, respecting an infiltration trench are advised that their rear yard lot area has been design 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.”
- “Purchasers and/or tenants are advised that the planting of trees on City boulevards in front of residential units is a requirement of the Subdivision Agreement. A drawing depicting conceptual locations for boulevard trees is included as a schedule in this Subdivision Agreement. This is a conceptual plan only and while every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete the boulevard tree without further notice.”
- “Purchasers and/or tenants are advised that the City has not imposed 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 a purchaser for boulevard trees does not guarantee that a tree will be planted on the boulevard adjacent to their residential dwelling.”

- “Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the dwelling occupants.”
- “Purchasers and/or tenants are advised that driveway widths and curb cut widths are governed by City of Vaughan Zoning By-law 1-88, as amended, as follows:
 - a) The maximum width of a driveway shall be 6 m measured at the street curb, provided circular driveways shall have a maximum combined width of 9 m measured at the street curb.
 - b) Driveway in either front or exterior side yards shall be constructed in accordance with the following requirements:

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

¹The front yard of Lots with a lot frontage between 9.0 - 11.99m shall be comprised of a Minimum of 33% Landscaped Front or Exterior Side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior Side yard shall be soft landscaping in accordance with Paragraph 4.1.2.

²The front yard of Lots with a lot frontage 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.”

- “Purchasers and/or tenants are advised that proper grading of all lots/blocks 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 for security to ensure all municipal services including, but not limited to lot grading, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for lot grading purposes, is not a requirement of this Subdivision Agreement.”

- “Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the Canadian Radio and Telecommunications Commission (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.”
- “Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of lots and blocks abutting public lands, including public highway, laneway, walkway or other similar public space, is a requirement

of this Subdivision Agreement and that all required fencing and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 m reserve, as shown on the Construction Drawings.

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

- “Purchasers and/or tenants are advised that mail delivery will be from a designated community mailbox, the location of which will be identified by the Owner prior to any home closings.”
- “Purchasers and/or tenants are advised that any roads ending in a dead end or cul-de-sac may be extended in the future to facilitate development of adjacent lands, without further notice.”

b) abutting or in proximity of either a primary roadway, collector roadway, or arterial roadway:

- “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, may be of concern and occasionally interfere with some activities of the dwelling occupants.”

c) abutting or in proximity of any open space, park/vista, valleylands, woodlots, stormwater facility or landscape buffer:

- “Purchasers and/or tenants are advised that the adjacent open space, parkette/vista, woodlot stormwater management facility or landscape buffer may be left in a naturally vegetated condition and receive minimal maintenance.”

d) abutting a public highway, laneway, walkway, park/vista, open space, valleylands, woodlots, stormwater facility, noise berm/landscape buffer or other similar public space:

- “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 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.

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

e) abutting a park/vista block, walkway or open space:

- “Purchasers and/or tenants are advised that the lot and/or block abuts a park or open space, of which noise and lighting may be of concern.”

75. Prior to final approval, the Owner shall provide a detailed 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/vegetation, without written approval by the City.

76. The Owner shall agree in the Subdivision Agreement to the following:
- a) Prior to final approval, Urban Design Guidelines shall have been prepared in accordance with Council Policy and approved by Vaughan Council;
 - b) All development shall proceed in accordance with the Vaughan Council approved Urban Design Guidelines; and,
 - c) A planning consultant shall be retained at the cost of the Owner with concurrence of the City to ensure compliance with the Urban Design Guidelines.
77. Prior to final approval, the Owner shall agree in the Subdivision Agreement to the following:
- a) All development shall proceed in accordance with the Vaughan Council approved Nashville Heights Architectural Design Guidelines prepared by John G. Williams Limited, Architect.
 - b) A control architect shall be retained at the cost of the Owner with concurrence of the City to ensure compliance with the Architectural Design Guidelines.
 - c) Prior to the submission of individual Building Permit applications, the control architect shall have stamped and signed drawings certifying compliance with the approved Architectural Design Guidelines.
 - d) The City may undertake periodic reviews to ensure compliance with the Architectural Design 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.
78. Prior to final approval, the Owner shall prepare a Landscape Master Plan, which shall address, but not be limited to, the following:
- a) Co-ordination of the urban design/streetscape elements as they relate to the approved Urban Design Guidelines including entrance features, parkette/vista and fencing;
 - b) The appropriate community edge treatment for the landscape buffer (Blocks 1182 and 1183) along Huntington Road;
 - c) The appropriate landscape treatment for the Piazza (Block 1175);
 - d) The appropriate edge restoration along the open spaces (Blocks 1160 to 1162 inclusive);
 - e) The pedestrian urban connections between streets, built forms, parkette/vista, and open spaces;
 - f) Environmental report for the open spaces (Blocks 1160 to 1162 inclusive).
79. Prior to final approval, the Owner shall provide a 10 m buffer for Blocks 1166 and 1167 abutting the open space blocks along residential lots.
80. 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.

81. The Owner shall agree in the Subdivision Agreement to erect a permanent 1.5 m high galvanized chain-link fence or approved equal along the limits of the residential lots that abut open space lands.
82. The Owner shall agree in the Subdivision Agreement to erect a permanent 1.5 m high galvanized chain-link fence or approved equal along the limits of the residential lots that abut parkette/vista (Block 1174).
83. The Owner shall convey the landscape buffers (Blocks 1182 and 1183) to the City free of all cost and encumbrances.
84. Prior to final approval, the Owner shall convey the open spaces (Blocks 1160 to 1162 inclusive) and associated 10 m buffer blocks to the TRCA or the City free of all cost and encumbrances.
85. Prior to final approval, the Owner shall convey the Vista (Block 1174) and the Piazza (Block 1175) for parkland purposes to the City free of all cost and encumbrances.
86. Prior to final approval, the Owner shall prepare for review and approval on the Vista (Block 1174) and the Piazza (Block 1175), a Phase II Environmental Site Assessment (ESA) report to be carried out in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval. This said ESA is to be conducted following the completion of rough grading, but prior to the placement of topsoil and landscaping. Prior to final approval of the Plan, and/or any conveyance of lands, and/or any initiation of grading or construction, the Owner shall implement the following to the satisfaction of the City.

ATTACHMENT NO. 1 b)

YORK REGION

**Schedule of Conditions
19T-10V004 (Phase 4)
Part of West half of Lots 24 & 25, Concession 9
(Nashville Developments Inc.)
City of Vaughan**

Re: Malone Given Parsons Ltd., Project No. 10-1901, dated January 27, 2015

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, the engineering drawing showing the layout of the watermains and sewers shall be submitted to the Infrastructure Asset Management Branch for review.
5. The Owner shall agree in the Subdivision Agreement that any direct connection to a York Region water or wastewater system requires Regional approval prior to construction, and engineering drawings showing details of the connection shall be submitted to the Infrastructure Asset Management Branch for approval.
6. For all lands, the Holding (H) provisions of Section 36 of the *Ontario Planning Act* shall be used in conjunction with all residential zone categories in order to ensure that final plan approval and development of these lands does not occur until such time as the Holding (H) symbol is removed in accordance with the provisions of the *Ontario Planning Act*. The Zoning Bylaw shall specify the terms under which Council may consider the removal of the Holding (H) symbol. Said terms shall include a minimum of the following:
 - The City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
 - York Region has advised in writing that the required infrastructure to support the capacity assignment associated with this development will be completed within a time period acceptable to the Region (usually 6 months to 36 months depending on the complexity of the development) to permit the plan registration; or,

- The Regional Commissioner of Environmental Services confirms servicing allocation for this development by a suitable alternative method and the City of Vaughan allocates the capacity to this development.
7. Prior to final approval the Owner shall submit a Source Water Impact Assessment and Mitigation Plan to the satisfaction of York Region.
 8. Prior to final approval, the Owner shall conduct a subsurface investigation to identify any need for dewatering and/or groundwater depressurization, and where applicable, submit a detailed dewatering plan prepared by a qualified professional to the Region for approval.
 9. Prior to approval, the Owner shall agree to provide direct pedestrian and cycling connections to the boundary roadways and adjacent developments, as well as facilities on the site (e.g. convenient and secure bike racks near entrances) to promote the usage of non-auto travel modes. A drawing shall be provided to clearly illustrate all proposed active transportation connections.
 10. Prior to approval, the Owner shall agree to provide a Travel Demand Management (TDM) program identifying the programs/measures, associated costs, the applicant's responsibility and specific actions to carry out the TDM implementation.
 11. Prior to approval, the Owner shall agree to provide a TDM communication strategy, as part of the TDM program, to communicate and notify the Region and the City of Vaughan to effectively deliver the Information Packages and pre-loaded Presto Cards to the residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded Presto Cards.
 12. Prior to final approval, the Owner shall satisfy the Regional Transportation Services Department that the services to be installed within or in conjunction with the Plan will provide for sidewalks on both sides of the roadway listed below, unless only one side of the street lies within the limits of the subject lands. The sidewalks shall meet the local municipality's standards, and be provided by the Owner along the subject lands' frontage onto roadways that will have transit services.

Future YRT/Viva transit services are planned for the following roadway or sections of:

 - Street "A"
 13. Prior to final approval, the Owner shall satisfy the Regional Transportation Services Department and the area municipality that the services to be installed by the Owner within or in conjunction with the Plan will provide a concrete pedestrian access connection from the internal roadway to the Regional roadway as follows:
 - From Street "B" to Huntington Road

The concrete pedestrian access connection shall meet the local municipality's standards for sidewalks and shall be owned and maintained by the area municipality.

14. The Owner shall agree in the Subdivision Agreement to convey lands to the local municipality to provide for such pedestrian access connection referred to in Condition 13 above.
15. The Owner shall satisfy the Regional Transportation Services Department that the services to be installed within or in conjunction with the plan will provide passenger standing areas/shelter pads identified below and shall be installed to the satisfaction of the local municipality and York Region Transit. The Region confirms that all such passenger standing areas/shelter pads shall be owned and maintained by the Region and that the local municipality shall have no responsibility for those, notwithstanding that they may be included in the Subdivision Agreement.

Subject to approval by YRT/Viva, passenger standing areas and shelter pads shall be provided at the following locations:

ON Street	AT Street	Location	Standard	Traffic Signal Request
Street "A"	Street "B"	NE corner	YRT-1.01	
Street "A"	Street "B"	SW corner	YRT-1.01	

The passenger standing areas/shelter pads shall be provided at no cost to York Region and shall be provided concurrently with construction of necessary sidewalks. The Owner may apply for a development charge credit, in accordance with the York Region - Road Works development charge credit guideline for passenger standing areas and shelter pads.

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

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

16. Prior to final approval, the Owner shall submit drawings showing, as applicable, the sidewalk locations, concrete pedestrian access, passenger standing areas and shelter pads to the satisfaction of York Region.

17. Street "A" shall be designed to accommodate transit vehicles to the satisfaction of the area municipality and York Region Transit. The minimum pavement width for transit vehicles is 3.5 m. The minimum curb radius for transit vehicles is 15m. These standards are according to the Canadian Transit Handbook and the Ontario Urban Transit Association.
18. The Owner shall agree in the Subdivision Agreement to advise all potential purchasers of the future introduction of transit services in this development as identified in Condition 12. This includes potential transit routes, bus stops and shelter locations. This shall be achieved through distribution of information/marketing materials (YRT/Viva route maps, Future Plan maps & providing YRT/Viva website contact information) at sales offices and appropriate notification clauses in purchase agreements. The YRT/Viva route maps and the Future Plan maps are available from YRT/Viva upon request.
19. The Owner shall satisfy the Regional Transportation Services Department that the services to be installed within or in conjunction with the Plan will include illumination in accordance with the local municipality's design standards along all streets which will have transit services, sidewalks, pedestrian access and bus stop locations.
20. Prior to final approval, the Owner shall provide a copy of the Subdivision Agreement to the Corporate Services Department, outlining all requirements of the Corporate Services Department.
21. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable prior to final approval in accordance with By-law # 2012-36.
22. The Corporate Services Department shall advise that Conditions 1 to 21 inclusive, have been satisfied.

ATTACHMENT NO. 1 c)

TRCA

September 16, 2011 and June 24, 2015

**Re: Draft Plan of Subdivision Application 19T-10V004
Zoning By-law Amendment Application Z.10.031
Part of Lots 21 to 25, 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 Inc. et al.)**

TRCA staff recommends approval of Draft Plan of Subdivision 19T-10V004, Part of West Half of Lot 21, Part of Lot 22, Part of West Half of Lots 23, 24 & 25, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons Ltd., revised July 11, 2011, January 27, 2012 and January 27, 2015, subject to the following conditions:

1. That prior to site alteration, a response be provided by the owner to the satisfaction of the TRCA addressing the TRCA's outstanding comments on the Block 61 West Block Plan/MESP technical submissions and supporting studies listed below:
 - Master Environmental Servicing Plan, prepared by Schaeffers Consulting Engineers, revised July 2011, received by the TRCA on August 12, 2011;
 - Hydrogeologic Investigation, prepared by Terraprobe Inc., dated August 3, 2011, received by the TRCA on August 12, 2011;
 - Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011, received by the TRCA on August 12, 2011;
 - Nashville Heights Geomorphic Assessment – Existing Conditions, prepared by Parish Geomorphic, dated March 2011, received by the TRCA on August 12, 2011;
 - Urban Design Guidelines, prepared by STLA Design Strategies and John G. Williams Architect Inc., revised June 2011, received by the TRCA on August 12, 2011;
 - Landscape Master Plan, prepared by NAK STLA Design Strategies, revised July 28, 2011, received by the TRCA on August 12, 2011; and,
 - Draft Plan of Subdivision 19T-10V004, Part of West Half of Lot 21, Part of Lot 22, Part of West Half of Lots 23, 24 & 25, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons Ltd., revised July 11, 2011, received July 19, 2011.
2. That the owner prepare a Terms of Reference for any studies, reports, assessments, plans, figures, etc. requested by the TRCA in its conditions of draft plan approval to the satisfaction of the TRCA (and City of Vaughan, Regional Municipality of York and/or MNR where specified) prior to the preparation of these studies, reports, assessments, plans, figures, etc.
3. That prior to site alteration, prior the initiation of any other studies, reports, assessments, plans, figures, etc. for the draft plan of subdivision, prior to the owner entering into agreements of purchase and sale, prior to the approval of the zoning by-law and prior to the registration of this plan or any phase thereof, revised calculations and figures for the proposed natural areas lost and gained in the entire Block 61 West Block Plan area be provided by the owner to the satisfaction of the TRCA to address the TRCA's outstanding comments on the Block Plan/MESP technical submission and supporting studies. These

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- revised calculations and figures must be prepared to determine potential impacts to lot and block sizes, if any, and the need for red-line revisions to the draft plan of subdivision to the satisfaction of the TRCA.
4. That prior to the initiation of topsoil stripping, prior to the owner entering into agreements of purchase and sale, prior to the approval of the zoning by-law 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 the TRCA for any proposed topsoil stripping in the plan area. This report shall include, but not limited to the following:
 - i. Detailed plans illustrating the topsoil stripping proposal, including but not limited to the locations, staging and methodology; and,
 - 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.
 5. That prior to site alteration (with the exception of topsoil stripping), prior to the owner entering into agreements of purchase and sale, prior to the approval of the zoning by-law 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 the 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 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 plan area should the technical studies being undertaken by the 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 within and adjacent to the Stormwater Management Blocks (Blocks 1160 and 1161) and the need for red-line revisions to the draft plan of subdivision for those lands, if required, including but not limited to the Stormwater Management Blocks (Blocks 1160 and 1161) - outside of this plan;
 - vi. Confirmation that any proposed stormwater management ponds and facilities will not be located within the municipal wellhead protection area in locations where they would be a significant drinking water threat. Should there be no other suitable location then the ponds must be lined to prevent infiltration of dirty water to the drinking water aquifer;

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- vii. Proposed measures to promote infiltration and maintain water balance for the draft plan area;
 - viii. A detailed assessment and quantification of pre-development groundwater levels, infiltration and flow (i.e., water balance) to the natural features (i.e., forest, wetlands, streams). This information will be used to inform the final design and location of stormwater management and low impact development measures and site grading to ensure that groundwater function is maintained to the natural features post-development;
 - ix. A detailed assessment and quantification of pre-development surface water flow to the natural features (i.e., forest, wetlands, and streams). This information will be used to inform the final design and location of stormwater management and low impact development measures and site grading to ensure that surface water flow is maintained to the natural features post-development;
 - x. A subsurface investigation (including assessment of groundwater levels) at the locations of the stormwater management ponds and 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;
 - xi. 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;
 - xii. 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 the TRCA. This monitoring, mitigation and adaptive management program may be combined with other monitoring requirements in the draft plan area with the prior written consent of the TRCA;
 - xiii. 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 the TRCA. This monitoring, mitigation and adaptive management program may be combined with other monitoring requirements in the draft plan area with the prior written consent of the TRCA;
 - xiv. Grading plans for the subject lands;
 - xv. Plans and details regarding areas where grading and/or retaining walls are proposed in the Open Space areas (Blocks 1160, 1161 and 1162), and Open Space Buffers (Blocks 1166 and 1167). The owner should note prior to undertaking this assessment that the TRCA's Valley and Stream Corridor Management Program (VSCMP) policies do not support property improvements and ancillary structures that introduce greater potential for valley land impact, such as retaining walls and grade cutting and filling. Where applicants encounter potential grading issues adjacent to open space areas, they must first explore solutions to the grading issues within their development site before approaching

the municipality and the TRCA for encroachments into the buffers and/or natural features/hazards. In certain circumstances and subject to a detailed assessment of the potential impacts and mitigation measures, we will consider the request of retaining walls and/or grading into the buffers. The request must be accompanied by plans and details to the satisfaction of the 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 and/or retaining walls, how the works will be conducted to limit any impacts to the adjacent natural features, mitigation, enhanced plantings and stabilization of the slopes/disturbed areas where grading and/or retaining walls are proposed, tree protection, sediment and erosion controls, and compensation;

- xvi. 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;
 - xvii. The location and description of all outlets and other facilities or works which may require permits from the TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06);
 - xviii. A final phasing/implementation strategy for the draft plan area, including but not limited to servicing, erosion and sediment controls, and the proposed Tributary realignment.
6. That prior to site alteration, prior to the owner entering into agreements of purchase and sale and prior to the registration of this plan or any phase thereof, the owner submit plans showing the draft M-Plan overlaid with the grading plans to the satisfaction of the TRCA and the City of Vaughan to ensure that the lot and block locations meet the requirements of the TRCA and the City of Vaughan.
 7. That prior to site alteration, a detailed wildlife rescue plan or plans (including fish, turtles and amphibians) be prepared by the owner for any proposed watercourse realignments or on-line pond modifications to the satisfaction of the TRCA. The recommendations of the wildlife rescue plan(s) shall be implemented by the owner to the satisfaction of the TRCA prior to any proposed realignment/modification of these features.
 8. That prior to the registration of this plan or any phase thereof, comprehensive edge management plan/planting plans be prepared by the owner to the satisfaction of the TRCA for the Open Space areas (Blocks 1160, 1161 and 1162), Open Space Buffers (Blocks 1166, 1167 and 1168), the Vista area (Block 1174) and the natural feature.
 9. That prior to the registration of this plan or any phase thereof, a plan be prepared by the owner that addresses the removal and restoration of historical, man-made intrusions in the Open Space areas (Blocks 1160, 1161 and 1162), the Open Space Buffers (Blocks 1166 and 1167), the Vista area (Block 1174) and the natural feature to the satisfaction of the 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.
 10. That prior to site alteration, a tree protection and preservation plan be prepared by the owner for the site that looks at opportunities for the retention of larger trees, means of protecting retained trees/forest edges from development activities, and opportunities for the salvage and re-use of trees throughout the site as buffer plantings to the satisfaction of the TRCA.
 11. That prior to the registration of this plan or any phase thereof, trail plans and details be prepared by the owner to the satisfaction of the TRCA for areas within and adjacent to the

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- Open Space areas (Blocks 1160, 1161 and 1162), the Open Space Buffers (Blocks 1166 and 1167), the Vista area (Block 1174) and the natural feature.
12. That the Open Space areas (Blocks 1160, 1161 and 1162), the Open Space Buffers (Blocks 1166 and 1167), and the Vista area (Block 1174) are to be dedicated to the TRCA or the City of Vaughan, free of all charges and encumbrances.
 13. That the implementing zoning by-law recognize the Open Space areas (Blocks 1160, 1161 and 1162), the Open Space Buffers (Blocks 1166 and 1167), the Vista area (Block 1174) and in an open space, or other suitable environmental zoning category, which has the effect of prohibiting development, to the satisfaction of the TRCA.
 14. That the implementing zoning by-law be prepared to the satisfaction of the TRCA. The draft zoning by-law must be prepared to the satisfaction of the TRCA prior to approval by the City of Vaughan.
 15. That a copy of the adopted implementing zoning by-law be provided to the TRCA by the owner, when available, to facilitate the clearance of conditions of draft plan approval.
 16. That the owner obtain all necessary permits from the TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06) to the satisfaction of the TRCA.
 17. That the owner consults with and obtains any and all necessary approvals from the MNR under the *Endangered Species Act*.
 18. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:
 - i. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the reports and details of the plans referenced in Conditions 1 through 11 inclusive;
 - 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 the TRCA;
 - iii. To obtain all necessary permits from the TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06) to the satisfaction of the TRCA;
 - iv. To obtain any and all necessary approvals from the MNR under the *Endangered Species Act*;
 - v. To erect a permanent fence along all residential lots and blocks that abut the Open Space areas (Blocks 1160, 1161 and 1162), the Open Space Buffers (Blocks 1166 and 1167), and the Vista area (Block 1174) to the satisfaction of the TRCA;
 - vi. To prohibit grading works within the Open Space areas (Blocks 1160, 1161 and 1162), the Open Space Buffers (Blocks 1166 and 1167), and the Vista area (Block 1174) unless approved by the TRCA;
 - vii. To prohibit retaining walls in or adjacent to the (Blocks 1160, 1161 and 1162), the Open Space Buffers (Blocks 1166 and 1167), and the Vista area (Block 1174) unless approved by TRCA;

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

Portions of the subject property may be located partially or entirely within the following vulnerable area: The Kleinburg Wellhead Protection Area.

The CTC Source Protection Committee is currently developing policies under the *Clean Water Act* that will apply to significant drinking water threat activities taking place in vulnerable areas in the TRCA's jurisdiction. The TRCA Source Protection Plan will be submitted for provincial approval by August 2012. After approval by the province, the policies will take effect and Official Plans and Zoning By-laws must be amended to conform with policies addressing significant drinking water threats, and to have regard for policies addressing moderate and low drinking water threats.

Certain significant drinking water threat activities taking place within portions of a wellhead protection area may be subject to the mandatory development of a Risk Management Plan or other mitigation measures once the Source Protection Plan is approved.

We recommend land purchasers and stormwater engineers consult with TRCA technical staff for further information.

19. That this draft plan of subdivision be subject to red-line revision(s) in order to meet the requirements of Conditions 1 through 18 inclusive, if necessary, to the satisfaction of the TRCA.
20. That a copy of the fully executed subdivision agreement be provided to the TRCA by the owner, when available, in order to expedite the clearance of conditions of draft plan approval.

ATTACHMENT NO. 1 d)

CANADIAN PACIFIC RAILWAY

Sent: Monday, September 19, 2011 4:05 PM

Subject: VAUGHAN – Z.10.031 & 19T-10V004 – Nashville Heights – Nashville Developments Inc.

This is in reference to your circulation of the above-mentioned Draft Plan of Subdivision. The proposed development is located adjacent to our MacTier Subdivision which is classified as a principle main line.

Canadian Pacific Railway is not in favour of residential developments adjacent to our right-of-way as this land use is not compatible with railway operations. The health, safety and welfare of future residents could be adversely affected by railway activities.

However, to ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, we request that the following requirements be included as Conditions of Subdivision Approval:

1. A safety berm, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way. The berm is to be constructed with engineered fill with a minimum height of 2.5 metres and side slopes not steeper than 2.5 to 1. No part of the berm is to be constructed on railway property.
2. We have reviewed the Environmental Noise Feasibility Study of December 16, 2009 as prepared by Valcoustics Canada Ltd. and we are agreeable with the recommendations contained therein.
3. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. The proposed Draft Plan of Subdivision incorporates this setback by way of a road allowance along the Railway. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.
4. We have also reviewed the Railway Vibration Analysis as prepared by Valcoustics Canada Inc. on November 9, 2010 and are satisfied with their recommendations.
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 fence be constructed and maintained along the common property line of the Railway by the developer at his expense. We trust that such a fence will be assumed by the municipality and that the City of Vaughan is aware of the necessity to maintain the fence in a satisfactory condition at their expense. With front-loaded residential development being approved on both sides of the CPR right-of-way, trespassing through the railway will likely be a continuous concern.

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.

Canadian Pacific Railway
800-1290 Central Parkway West, Mississauga, ON L5C 4R3 | 905-803-3425

ATTACHMENT NO. 1 e)

METROLINX

Sent: Wednesday, July 20, 2011 11:31 AM

Subject: Nashville Heights (Block 61 West) - Metrolinx Comments

Further to your circulation dated July 15, 2011 in reference to the above-captioned lands, Metrolinx provided comments regarding this development back in March, 2010 (attached). The project team has provided feedback relating to each of these comments, as documented in section 2.4 (GO Transit) of the "Response to Comments Received; report prepared by Malone Given Parsons Limited and dated December 15, 2010. There are some items that will require further clarification by the City and/or Region. Metrolinx Staff requests that they be advised on any new developments as this process unfolds. The comments below therefore build on matters that were not suitably addressed or which have come to light since March 2010.

*For your information, Metrolinx completed a study in December 2010 examining the feasibility for commuter rail service to Bolton, which would make use of the existing and adjacent CP rail corridor. The study determined that it is technically feasible to provide peak direction rail service, but this would come at a considerable cost and would serve a relatively small amount of forecasted riders. Given these circumstances, in combination with competing priorities as well as the fact that Bolton service is not in our 15-year plan, Metrolinx will not be pursuing additional analyses at this time. Metrolinx, however, is supportive of any action on the part of area municipalities to protect station sites.

*It is noted that the updated Environmental Noise Feasibility Study (prepared by Valcoustics Canada and dated November 9, 2010) does not include GO Transit rail traffic associated with Bolton service. As noted above, the implementation date and scope of service have yet to be finalized. Regardless of these circumstances it would be useful to include a quick analysis to ensure that any noise associated with potential GO service is suitably mitigated by any recommended measures. The consultant should contact Metrolinx for additional information in this regard so that the acoustic analysis can be updated as appropriate.

*The subject Railway Vibration Analysis (prepared by Valcoustics Canada and dated November 9, 2010) identifies mitigation requirements for some residential dwellings on the development lands. The consultant should confirm if the analysis suitably captures potential vibration levels associated with GO trains.

*With respect to the commercial block proposed on the subject lands just west of the proposed GO station, Metrolinx encourages the project team to incorporate transit-oriented development features to the greatest degree possible, promoting access by pedestrians and cyclists while discouraging private automobile use(minimizing parking).

*As noted previously, the subject lands are located adjacent to the CP Mactier corridor. It is understood that CP has provided their input regarding setbacks, safety berms etc. in the past. CP has been copied on this message in order to be aware of Metrolinx issues and to provide additional input if required.

Strategic Policy and Systems Planning
Metrolinx
20 Bay Street, Suite 600 | Toronto, ON, CA | M5J 2W3
Phone: 416-869-3600, ext. 5408

Sent: Monday, March 01, 2010 4:59 PM

Subject: Nashville Heights (Block 61 West) Full Submission - Metrolinx Comments

Please find Metrolinx comments below:

1. As you know, the subject lands are located adjacent to the CP Mactier corridor. It is understood that CP has been contacted in the past and have addressed their requirements regarding setback, safety berm etc. Copies of the subject circulation should have been sent to CP so that they may provide additional input.

2. It is noted that the subject Environmental Noise Feasibility Study (prepared by Valcoustics Canada and dated December 16, 2009) does not include GO Transit rail traffic. GO is examining the feasibility for commuter rail service on the adjacent corridor. Implementation dates and scope of service have yet to be finalized, however. The consultant should contact Metrolinx for additional information in this regard so that the acoustic analysis can be updated as appropriate.

3. Metrolinx appreciates the pedestrian-friendly nature of your plan and acknowledge the level of connectivity offered by the proposed path system. There are a few issues that Metrolinx would like to raise in this regard, however, for further discussion: It is understood that the location of the SWM pond in the south-east corner of the site is based on technical drainage parameters and also functions as a scenic gateway to the area. Given that a GO station may be located in the opposite quadrant (as per previous comments dated April 9, 2009 and as illustrated in your figures), however, the positioning of the pond is less than desirable from a transit-oriented development perspective. While it is acknowledged that overall walking and cycling distances are relatively short, and that the real estate market in the area is of a suburban nature, has there ever been consideration for higher density development at that location instead of the SWM pond? Are there any potential safety concerns with the pedestrian connections around the SWM pond, particularly on the east side, given that there won't be any eyes on this trail? Figure 30 in the Traffic Impact Study (prepared by Poulos & Chung and dated December 2009) implies that there will be a below-grade crossing of Major Mackenzie in the vicinity of the GO station to facilitate pedestrian/cycling movements, but there does not appear to be any supporting text in this regard. Can you confirm these circumstances?

4. Figure 18 in the Block Plan Report (prepared by Malone Given Parsons and dated December 2009) identifies a potential CP rail pedestrian crossing between the Nashville Heights lands and those on the east side of the rail corridor. It is understood that interested parties are working together to identify the

specific location and type(overpass vs. underpass) of connection. Keep Metrolinx posted on any new developments in this regard.

Strategic Policy and Systems Planning

Metrolinx

20 Bay Street, Suite 600 | Toronto, ON, CA | M5J 2W3

Phone: 416-869-3600, ext. 5408

ATTACHMENT NO. 1 f)

ENBRIDGE GAS

ENBRIDGE GAS DISTRIBUTION INC.

500 Consumers Road
North York ON M2J 1P8

AUGUST 23, 2011

Mailing Address
P.O. Box 650
Scarborough ON M1K 5E3

**RE: REVISED DRAFT PLAN SUBMISSION
NASHVILLE DEVELOPMENTS INC. Et Al
PART OF LOTS 21 TO 25, CONCESSION 9
CITY OF VAUGHAN, WARD 1
FILES: Z.10.031 & 19T-10V004**

Enbridge Gas Distribution has no objections to the application as proposed.

At this time this is not a commitment by Enbridge Gas Distribution to service this site, to service this site by a given date or that there will be no costs for servicing this site.

The applicant is to contact the Enbridge Customer Connections Department at their earliest convenience to discuss installation and clearance requirements for service and metering facilities.

In the event that easements are required to service this development the applicant will provide easements at no cost to Enbridge Gas Distribution.

The requirements identified here within are subject to change. Enbridge Gas Distribution retains the right to add, amend or remove conditions, or obtain easements to service this application, at no cost to Enbridge Gas Distribution.

Enbridge Gas Distribution requests that the following conditions be included in the subdivision agreement.

The developer is responsible for preparing a composite utility plan that allows for the safe installation of all utilities, including required separation between utilities.

Streets are to be constructed in accordance with composite utility plans previously submitted and approved by all utilities.

The developer shall grade all streets to final elevation prior to the installation of the gas lines and provide Enbridge Gas Distribution Inc. with the necessary field survey information required for the installation of the gas lines.

The applicant must provide a 2 metre by 2 metre exclusive use location for a regulator station at the intersections of Street B and Huntington Rd, Street C and Huntington Rd, Streets QQ/RR and Huntington Rd and Street A and Major Mackenzie Dr. The station must be coordinated with the entrance features and landscaping.

The developer shall provide current Town approved road cross-sections showing all utilities in the configuration proposed for all of the street widths within the development. The gas location must be a minimum of 0.6 metres from the street line.

ATTACHMENT NO. 1 g)

CANADA POST

March 2, 2011

**Re: NASHVILLE DEVELOPMENT INC. ET AL
PART OF LOTS 21 TO 25, CONCESSION 9
Z.10.031 & 19T-10V004 RELATED FILES: BL.61.2009 & 19T-10V005
WARD 1 - POSTAL DELIVERY AREA WOODBRIDGE**

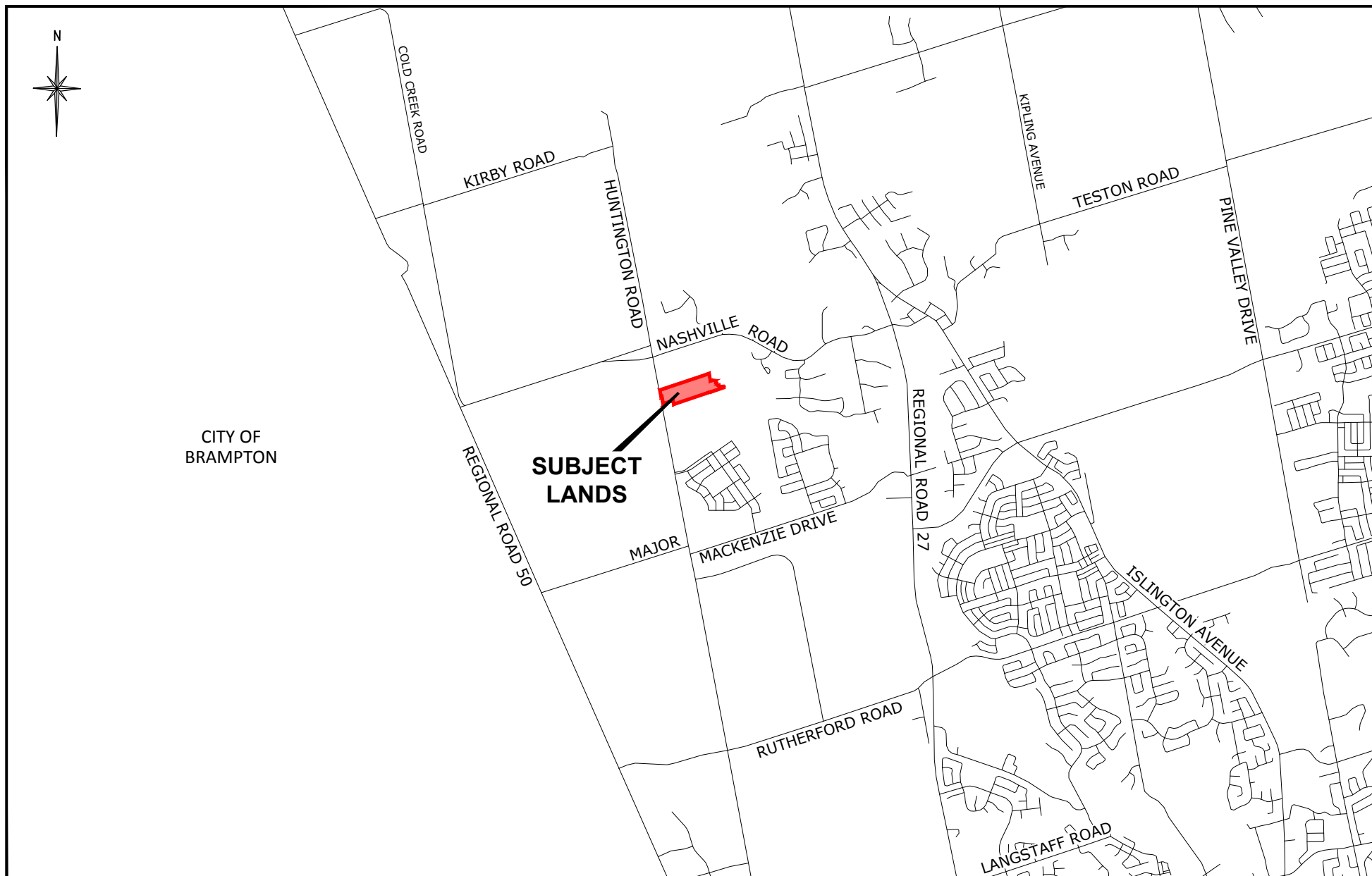
As a condition of draft approval, Canada Post requires that the owner/developer comply with the following conditions:

- The owner/developer agrees to include on all offers of lease, a statement which advises the prospective lessee that mail delivery will be from a designated Community Mailbox.
- The owner/developer will be responsible for notifying the lessee of the exact Community Mailbox locations prior to the closing of any lease.
- 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.



Context Location Map

LOCATION:
Part of Lots 24 & 25, Concession 9

APPLICANT:
Nashville Developments Inc. Et Al

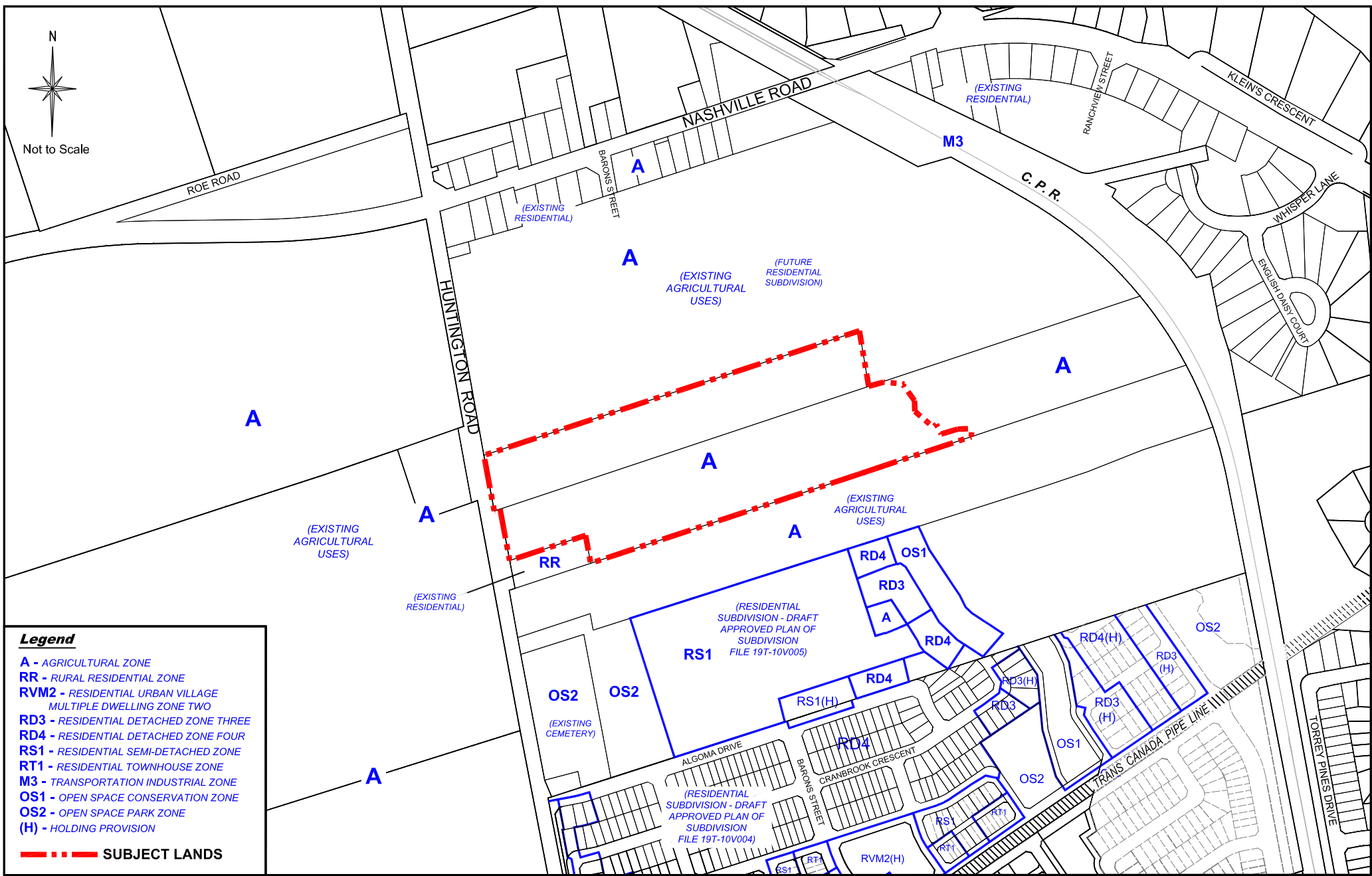


Attachment

FILES:
Z.10.031 & 19T-10V004 (PHASE 4)

DATE:
October 7, 2015

2



Location Map

LOCATION:
Part of Lots 24 & 25, Concession 9

APPLICANT:
Nashville Developments Inc. Et Al

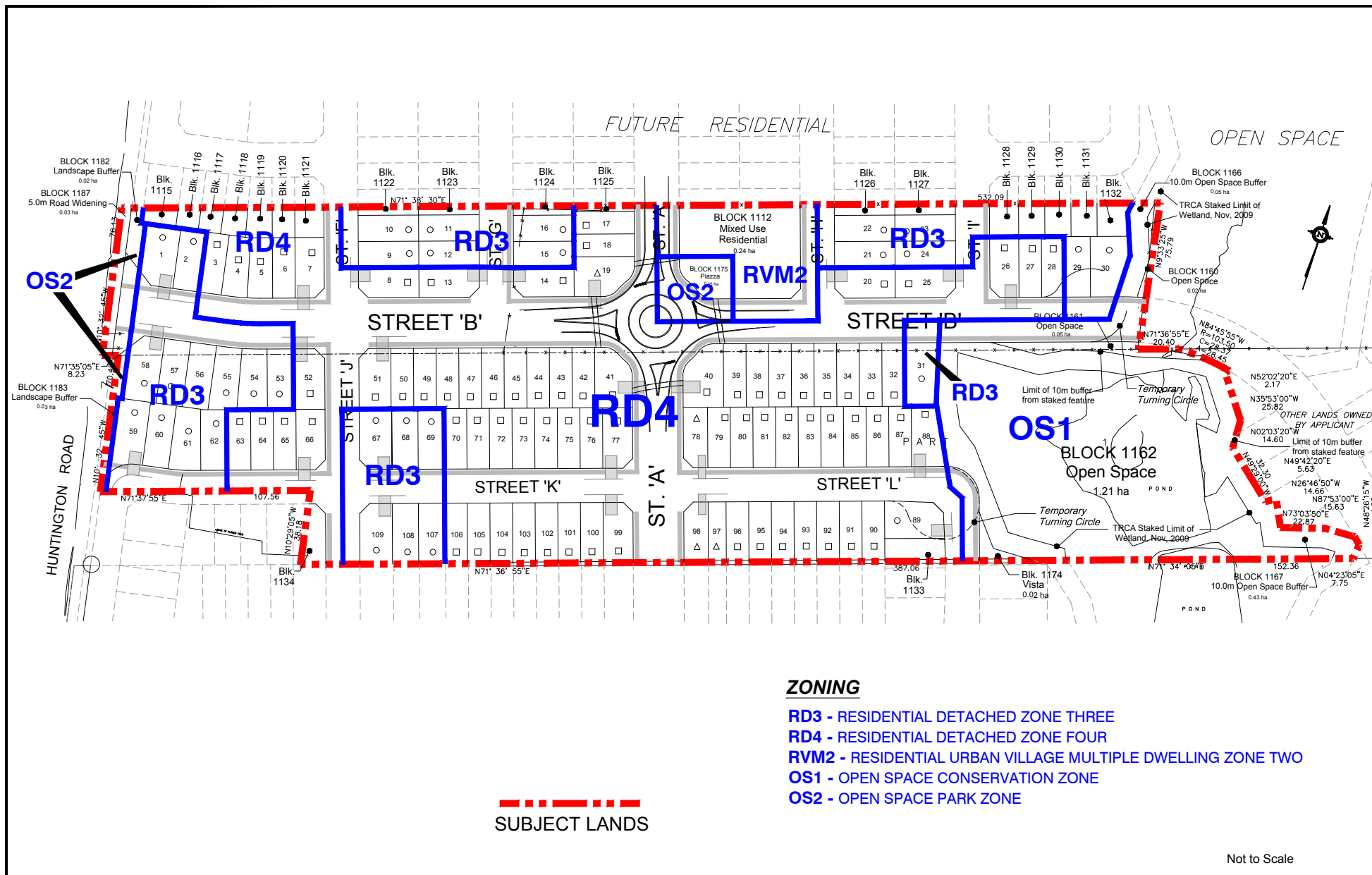


Attachment

FILES:
Z.10.031 & 19T-10V004 (PHASE 4)

DATE:
October 7, 2015

3



Proposed Zoning for Draft Plan of Subdivision File 19T-10V004 (Phase 4)

APPLICANT:
 Nashville Developments Inc. Et Al

LOCATION:
 Part of Lots 24 & 25, Concession 9



FILES:
 Z.10.031 & 19T-10V004 (PHASE 4)

DATE:
 October 7, 2015

4

