

COMMITTEE OF THE WHOLE NOVEMBER 15, 2011

**ZONING BY-LAW AMENDMENT FILE Z.10.031
DRAFT PLAN OF SUBDIVISION FILE 19T-10V004
NASHVILLE DEVELOPMENTS INC. ET AL
WARD 1**

Recommendation

The Commissioner of Planning recommends:

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 to the following zone categories in the manner shown on Attachment #5, together with the zoning exceptions identified in Table 2 of this report, and subject to the following:
 - a) rezone the subject lands to RD3(H) Residential Detached Zone Three, RD4(H) Residential Detached Zone Four, RS1(H) Residential Semi-Detached Zone One, RT1(H) Residential Townhouse Zone, RVM2(H) Residential Urban Village Multiple Zone Two, as per Table 1, all with the addition of the Holding Symbol "(H)", and OS1 Open Space Conservation Zone and OS2 Open Space Park Zone;
 - b) that the implementing Zoning By-law shall not be enacted until the Toronto and Region Conservation Authority's (TRCA) conditions in Attachment #1 to this report have been addressed to the satisfaction of the TRCA, in consultation with the City;
 - c) that the implementing Zoning By-law include the following development standards:
 - i) the following minimum setbacks for buildings and structures from the TransCanada Pipeline right-of-way as follows:
 - 7 m to any permanent building or structure;
 - 3 m to any accessory structure; and,
 - No building or structure shall be permitted within 3 m of the TransCanada Pipeline right-of-way;
 - ii) a minimum 30 m setback to any building or structure from the CP Rail right-of-way;
 - iii) a minimum 4.5 m front yard setback for all buildings in the RS1 Residential Semi-Detached Zone One, and RT1 Residential Townhouse Zone;
 - d)
 - i) require that prior to the removal of the Holding Symbol "(H)" the following conditions shall be addressed:
 - A. the City of Vaughan shall approve a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
 - B.
 - 1) that York Region has advised, in writing, that it is no earlier than twelve (12) months prior to the expected completion

of the Kleinburg Additional Water Supply Works in Kleinburg, the Kleinburg Water Pollution Control Plant (WPCP) Expansion, the West Vaughan Sewage Servicing, and the Pressure District 6 Reservoir and Watermain; or,

- 2) the City of Vaughan has allocated adequate available water supply and sewage servicing capacity to the subject development; or,
 - 3) the Regional Commissioner of Environmental Services confirms servicing capacity for this development by a suitable alternative method and the City of Vaughan allocates the capacity to this development; and,
- e) the implementing Zoning By-law shall include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
2. THAT Draft Plan of Subdivision File 19T-10V004 (Nashville Developments Inc. Et Al), as red-line revised (November 15, 2011), and shown on Attachment #4, BE APPROVED, subject to the pre-conditions and conditions set out in Attachment #1 to this report.
 3. THAT for the purpose of notice, the implementing subdivision agreement for Draft Plan of Subdivision File 19T-10V004 (Nashville Developments Inc. Et Al), shall contain the following provision:
 - a) parkland shall be dedicated equivalent to 5% or 1 ha per 300 units, prior to the issuance of a Building Permit, in accordance with the Planning Act.
 4. THAT Vaughan Council adopt the following resolution with respect to the allocation of sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated May 24, 2011:

"IT IS HEREBY RESOLVED THAT Plan of Subdivision File 19T-10V004 (Nashville Developments Inc. Et Al), be allocated sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System for a total of 400 residential units, subject to written confirmation from the Region of York that the Kleinburg-Nashville Water Supply Project is on schedule and that adequate water supply and sewage treatment capacity for the development is available for the Plan."

Contribution to Sustainability

The sustainable features proposed for the subject lands are as follows:

- 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 during the finalization 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; Energy Star homes;
- iv) hiring a construction waste management company to collect and stream construction waste; and,
- v) homeowner education package respecting sustainable features incorporated into the development.

Economic Impact

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

Communications Plan

On February 25, 2011, a Notice of Public Hearing was circulated to all property Owners within 150 m of the subject lands and to the Kleinburg and Area Ratepayers' Association. The Public Hearing was held on March 22, 2011, and the recommendation to receive the Public Hearing was ratified by Vaughan Council on April 5, 2011. As of October 3, 2011, one anonymous written comment was received on March 16, 2011, respecting the impact of the proposed development on the natural environment and noise.

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachments #2 and #3:

1. Zoning By-law Amendment File Z.10.031 to amend Zoning By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone to RD3(H) Residential Detached Zone Three, RD4(H) Residential Detached Zone Four, RS1(H) Residential Semi-Detached Zone One, RT1(H) Residential Townhouse Zone, RVM2(H) Residential Urban Village Multiple Zone Two, all with the addition of the Holding Symbol "(H)", OS1 Open Space Conservation Zone and OS2 Open Space Park Zone, as per Table 1, in the manner shown on Attachment #5, together with site-specific zoning exceptions listed on Table 2.
2. Draft Plan of Subdivision File 19T-10V004 for Phases 1, 2A and 2B to facilitate a plan of subdivision consisting of residential, mixed-use residential, elementary school, park, and valleylands/open space uses on approximately 87.92 ha for the subject lands shown on Attachment #4. The plan of subdivision development statistics are as follows:

Lots/ Blocks	Land Use (Phases 1, 2A & 2B)	Area (ha)	Number of Units (Phase 1, 2A and 2B)
	Detached Residential Units (9.2m - 13.4m lot frontages)	26.59	809
	Semi-Detached Residential Units with Lane Access (8.5 m frontage/unit)		88
	Semi-Detached Residential Units (8.5m frontage/unit)		116
	Street Townhouses with Lane Access (6.0 m - 7.0m lot frontages)	4.47	212

Lots/ Blocks	Land Use (Phases 1, 2A & 2B)	Area (ha)	Number of Units (Phase 1, 2A and 2B)
	Medium Density Residential @ 25 - 150 units per hectare	1.38	35-207
	Mixed-Use Medium Density Residential-Commercial @ 35 - 150 units per hectare	0.75	25-149
	Residential Part Lots (To develop with part lots in adjacent lands)	0.35	
1154	Elementary School	2.80	
1155-1157	Neighbourhood Parks	3.65	
1158	CPR Greenway	1.87	
1159-1160	Stormwater Management Ponds	6.45	
1164-1166	Open Space	5.96	
1171	Piazas	0.15	
1172-1174	TransCanada Pipeline	1.57	
1175	12.5m CPR Berm	1.47	
1179-1181	Landscape Buffers	0.61	
1183	Road Widenings	0.28	
1185	Temporary Road R.O.W.	0.08	
	0.3 m Reserves	0.03	
	Streets (Primary, Local & Laneways)	29.46	
	Total	87.92	1285-1581

Background - Analysis and Options

Location

The subject lands shown on Attachments #2 and #3 are located on the north side of Major Mackenzie Drive and east side of Huntington Road, in Part of Lots 21 to 24, Concession 9, City of Vaughan.

Block Plan - Vaughan Council Resolution

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 provide for managed growth. The Block 61 West Draft Block Plan, shown on Attachment #6, was approved by Vaughan Council on May 24, 2011, subject to the following conditions (in part).

"D3) Issues remaining to be addressed prior to Draft Plan of Subdivision Approval

The following issues will be addressed prior to the draft approval of the first plan of subdivision in Block 61 west area:

- i) That the Block Plan application technical submissions and supporting studies be updated as may be necessary to reflect the measures taken to establish the Block Plan. This would include addressing all outstanding technical comments provided by all City departments.

- ii) A Transportation Management Plan (TMP) for the Block 61 West area be prepared for Council approval. The plan shall include all future traffic controls (signs & signals, roundabouts), cycling networks location, traffic calming measures, lay-bys and traffic tables/raised intersections. The Block 61 West TMP should ensure that the recommended traffic calming measures will not affect public transit, emergency/service vehicles and private driveways, and compare variations of traffic calming measures, and include a complete sidewalk plan to the satisfaction of the City.
- iii) A Transportation Demand Management framework be submitted for the Community, School and Commercial uses as part of the Block Plan approval process. The TDM framework should provide the basis for the TDM Plan, listing potential measures for the development and an outline budget.
- iv) That a Landscape Master Plan be submitted and approved by the City. That the plan should consider, among other things, lay-by lanes along park blocks, schools and storm water management ponds where appropriate to ensure on street parking.
- v) That a pedestrian promenade (enhanced sidewalk) be proposed on the east side of the main North/South mid block collector to promote defined pedestrian access to the denser commercial/mixed use development proposed in south limit of the block.
- vi) That a Development and Infrastructure Phasing Plan be provided. The plan should identify the infrastructure required to adequately service all the phases of the Block development including sanitary, water, storm water management facilities, and Regional infrastructure such as road widening and water and wastewater system improvements to the satisfaction of the City. The phasing plan should also address the impact of the non-participating landowners on the overall servicing of the Block, and what interim servicing measures will be required. Details of each phase are to be outlined on the Phasing Plan.

The phasing plan shall be provided identifying the required "spine" servicing for each phase; infrastructure phasing shall take into account non-participating landowners and external stakeholder benefiting lands."

The Policy Planning Department, in a separate report (Block 61 West (Nashville Heights), Block Plan Conditions Report File BL.61.2009) to the Committee of the Whole on November 15, 2011, identified the matters that have been resolved and the following remaining matters to be addressed through the detailed design stage for the draft plan of subdivision applications and have been included as draft plan conditions in Attachment #1 to this report:

- a) the detailed design work respecting the Transportation Management Plan (TMP) by Poulos & Chung Limited and Malone Given Parsons Limited, which considers all future traffic controls, cycling networks and traffic calming measures, among other items;
- b) the details to provide the design and infrastructure to promote alternatives to single passenger cars such as car pooling and bike lanes, and the costs associated with these measures respecting the Transportation Management Framework by Poulos & Chung Limited and Malone Given Parsons Limited; and,

- c) the details for the appropriate landscape treatment for landscape buffers and pedestrian connections between streets, built forms and parks/open spaces respecting the Landscape Master Plan, and the appropriate built and natural environment for a new community respecting the Urban Design Guidelines.

Supporting Documents

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

- *Nashville Developments Inc. Draft Plan of Subdivision Planning Justification*, dated December 10, 2010, by Malone Given Parsons Limited;
- *Master Environmental Servicing Plan*, dated December 2009 and revised to July 2011, by Schaeffers Consulting Engineers;
- *Natural Environment*, dated April 2008, by Beacon Environmental;
- *Nashville Heights Natural Heritage Evaluation and Environmental Impact Study*, dated July 2011, by Beacon Environmental;
- *Preliminary Hydrogeological Investigation*, dated April 9, 2008, by Terraprobe Limited;
- *Hydrogeologic Investigation, Proposed Nashville Heights Development*, dated August 3, 2011, by Terraprobe Inc.,
- *Transportation Master Plan*, dated April 2008, by Poulos & Chung Limited;
- *Transportation Management Plan & Travel Demand Management Guidelines*, dated August 2011, by Malone Given Parsons Limited and Poulos & Chung Limited;
- *Nashville Heights LandOwners Group, Nashville Heights Community Traffic Impact Assessment*, dated March 2011, by Poulos & Chung Limited;
- *Report on the 2005-2009 Stage 1-2 Archaeological Assessment of the Proposed Subdivision, Part of Lots 21, 22, 23, 24 & 25*, dated June 2009, by AMICK Consultants Limited;
- *Environmental Noise Feasibility Study, Nashville West Community*, dated December 16, 2009 and revised to November 9, 2010, by Valcoustics Canada Ltd.;
- *Nashville Heights Architectural Design Guidelines*, dated September 5, 2011, by John G. Williams Limited, Architect;
- *Nashville Heights Urban Design Guidelines*, revised to June 2011, by STLA Design Strategies and John G. Williams Architect Inc.; and,
- *Nashville Heights Landscape Master Plan*, dated August 4, 2011, by NAK STLA Design Strategies.

Kleinburg-Nashville Community Plan (OPA #601, as amended by OPA #699)

i) Land Use Designation

The subject lands are designated "Low Density Residential", "Medium Density Residential", "Mixed-Use Residential-Commercial Area 'A' and Area 'B'", "General Commercial" and "Valley and Stream Corridor", and includes "Neighbourhood Park", "Linear Park", "Greenway", "Elementary School" and "Stormwater Management" uses by OPA #601 (Kleinburg-Nashville Community Plan), as amended by OPA #699 (Nashville Heights Secondary Plan) as shown on Attachment #7.

OPA #699 has been incorporated into Volume 2 of the City of Vaughan Official Plan 2010 as an Area Specific Policy under Section 12.8, and the subject lands are designated "Low-Rise Residential", "Mid-Rise Residential", "Mid-Rise Mixed-Use 'A'", "Mid-Rise Mixed Use 'B'", "Natural Areas", and includes "Neighbourhood Parks", "Parks", "Elementary School" and "Stormwater Management". The City of Vaughan Official Plan 2010 was adopted by Vaughan Council on

September 7, 2010 (as modified on September 27, 2011), and is pending approval from the Region of York.

ii) Residential Density and Land Uses

The proposed Draft Plan of Subdivision File 19T-10V004, as red-line revised, is shown on Attachment #4. The subject draft plan is proposed to be developed in several phases: This report considers development in Phases 1, 2A and 2B as shown on Attachment #4. These phases propose a range of residential units between 1285 to 1581 units on 87.92 ha of land. The total build out for all the phases within Draft Plan of Subdivision File 19T-10V004 will result in approximately 1,495 to 1,970 residential units on 110 ha. The Block 61 West Plan intends to provide approximately 2,400 to 2,800 residential units to accommodate a population of approximately 8,000 people on approximately 185 ha.

The Official Plan calculates the density for the subject lands on a Block Plan basis. The area included in the calculation of residential density for the Block 61 West lands is based on a net residential hectare, which includes the lands for local and primary roads, dwelling units, and stormwater management pond facilities, and excludes lands associated with protected natural features such as woodlots, valleylands and wetlands, and the Nashville Cemetery.

The "Low Density Residential" designation permits a residential density ranging from a minimum of 15 units per net residential hectare to a maximum of 25 units per net residential hectare, and permits uses such as detached dwellings, semi-detached dwellings, street townhouse dwellings, and duplex, triplex and fourplex dwellings, limited to a maximum building height of four (4) storeys.

The "Medium Density Residential" designation permits a residential density ranging from a minimum of 25 units per net residential hectare to a maximum of 150 units per net residential hectare detached dwellings, and permits semi-detached dwellings, street townhouse dwellings, block street townhouse dwellings, multiple dwellings, and apartment dwellings in buildings, limited to a maximum height of ten (10) storeys.

The "Mixed-Use Residential-Commercial Areas 'A' and 'B'" designations permit a residential density ranging from a minimum of 25 units per net residential hectare up to a maximum of 150 units per net residential hectare and 35 units per net residential hectare up to a maximum of 150 units per net residential hectare, respectively. Each designation permits street townhouse dwellings, block townhouse dwellings, multiple dwellings, apartment dwellings in buildings, limited to a maximum height of ten (10) storeys, and commercial uses (e.g. retail store, and personal service shop) and identified in Table 2 of this report.

The approved Block 61 West Plan is comprised of 1,140 low density residential units on 73 ha yielding a density of 15 units per net residential hectare; 706 medium density residential units on 27.24 ha resulting in a density of 25.92 units per net residential hectare; and, 955 mixed-use residential-commercial units on 18.08 ha yielding a density of 52.82 units per hectare. The uses and densities proposed for the subject lands conform to the Official Plan and the Block Plan.

iii) Natural Features/Open Space

The subject lands, shown on Attachment #4, are located within the Upper Humber River Subwatershed, and include Watercourse "A" and a woodlot. The portion of Watercourse "A", south of the TransCanada Pipeline, is proposed to be realigned to the east and to be relocated within Open Space Blocks 1164 to 1166 inclusive. The natural feature (woodlot), which is located within a portion of the Neighbourhood Park (Block 1155) and CPR Berm (Block 1175), and is to be restored and protected with the appropriate buffers. The Owner must address the Toronto and Region Conservation Authority (TRCA) requirements respecting the realignment of Watercourse "A", and the restoration and protection of the natural feature, as a requirement of the Official Plan

and Block Plan, as well as being included as conditions of draft approval in Attachment #1 to this report, prior to the enactment of an implementing zoning by-law. A recommendation to this effect has been included in this respect.

iv) Transportation

The following transportation studies, which are currently being undertaken, impact the Block 61 West lands:

- i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, respecting the preferred corridor and terminus for the north expansion of Highway 427;
- ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), respecting the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line; and,
- iii) the City-wide Vaughan Transportation Master Plan Class Environmental Assessment (EA) respecting the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the protection of the future Huntington Road realignment on the east side of Huntington Road.

Notwithstanding these transportation studies, Phases 1, 2A and 2B of this draft plan of subdivision can proceed, subject to addressing any required transportation issues included as conditions of approval on Attachment #1.

v) Servicing Infrastructure

The Official Plan servicing policies require all development to be on full municipal water supply and sanitary sewer services and that the appropriate reviews of the servicing strategies are undertaken to accommodate growth. The City, through its Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study, has identified the servicing infrastructure improvements and requirements for the Kleinburg-Nashville Area to accommodate the proposed population for the subject lands and planned population for the Kleinburg-Nashville Area. The servicing requirements will be discussed in further detail later in this report.

Zoning

The subject lands are currently zoned A Agricultural Zone by Zoning By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #4, an amendment to Zoning By-law 1-88 is required to rezone the subject lands and provide the zoning standards to implement the proposed plan. Table 1 identifies the proposed zone categories for all Lots and Blocks within the draft plan of subdivision, and the proposed zoning is shown on Attachment #5. Table 2 identifies the permitted land uses and zoning exceptions proposed to implement the draft plan of subdivision:

Table 1 - Proposed Zone Categories

	<u>Proposed Zone Categories</u>	<u>Lots and Blocks to be Rezoned</u>
a.	<p><u>RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol "(H)":</u></p> <p>To facilitate 105 lots in Phase 1, 45 lots in Phase 2A, and 1 lot and 1 block in Phase 2B with a Minimum Lot Frontage of 12 m, a Minimum Lot Area of 324 m² and a Minimum Lot Depth of 27 m (total of 151 lots and 1 block for detached dwelling units).</p>	<p>i) <u>Phase 1</u>: Lots 737 to 742 inclusive, Lots 745 to 766 inclusive, Lots 790 to 796 inclusive, Lots 830 to 833 inclusive, Lots 850 and 851, Lots 871 to 878 inclusive, Lots 918 to 921 inclusive, Lots 945 to 959 inclusive, Lots 974 to 986 inclusive, Lots 993 to 1008 inclusive, and Lots 1019 to 1026 inclusive;</p> <p>ii) <u>Phase 2A</u>: Lots 110 to 112 inclusive, Lots 201 to 206 inclusive, Lots 250 to 257 inclusive, Lots 265 to 267 inclusive, Lot 275, Lots 318 to 329 inclusive, Lots 415 to 420 inclusive, Lots 425 to 428 inclusive, and Lots 433 and 434; and,</p> <p>iii) <u>Phase 2B</u>: Lot 258 and Block 1152.</p>
b.	<p><u>RD4(H) Residential Detached Zone Four with the addition of the Holding Symbol "(H)":</u></p> <p>To facilitate 448 lots in Phase 1, 203 lots in Phase 2A, and 7 lots and 7 blocks in Phase 2B for a total of 658 lots and 7 blocks with a Minimum Lot Frontage of 9.0m, a Minimum Lot Area of 243 m² and a Minimum Lot Depth of 27 m for detached dwelling units.</p>	<p>i) <u>Phase 1</u>: Lots 447 to 451 inclusive, Lots 454 to 459 inclusive, Lots 462 to 470 inclusive, Lots 473 to 532 inclusive, Lots 535 and 538 inclusive, Lots 540 and 544 inclusive, Lots 553 and 555 inclusive, Lots 563 to 589 inclusive, Lots 592 to 629 inclusive, Lots 634 to 642 inclusive, Lots 659 to 663 inclusive, Lots 666 to 673 inclusive, Lots 682 to 692 inclusive, Lots 697 to 709 inclusive, Lots 712 to 736 inclusive, Lots 743 and 744, Lots 767 to 789 inclusive, Lots 797 to 829 inclusive, Lots 834 to 838 inclusive, Lots 841 to 845 inclusive, Lots 852 to 870 inclusive, Lots 879 to 917 inclusive, Lots 922 to 944 inclusive, Lots 960 to 973 inclusive, Lots 987 to 992 inclusive, Lots 1009 to 1018 inclusive, and Lots 1027 to 1067 inclusive;</p> <p>ii) <u>Phase 2A</u>: Lots 113 to 200 inclusive, Lots 207 to 249 inclusive, Lots 268 to 274 inclusive, Lots 276 to 317 inclusive, Lots 330 to 332 inclusive, Lots 335 to 337 inclusive, Lots 389 to 393 inclusive, Lots 401 to 404 inclusive, Lots 421 to 424 inclusive, and Lots 429 to 432 inclusive; and,</p> <p>iii) <u>Phase 2B</u>: Lots 259 to 264 inclusive, and Blocks 1145 to 1151 inclusive.</p>

	<u>Proposed Zone Categories</u>	<u>Lots and Blocks to be Rezoned</u>
c.	<p><u>RS1(H) Residential Semi-Detached Zone One with the addition of the Holding Symbol "(H)":</u></p> <p>To facilitate 38 lots for 76 semi-detached dwelling units in Phase 1, and 20 lots for 40 semi-detached dwelling units in Phase 2B with a Minimum Lot Frontage of 8.5 m per lot, a Minimum Lot Area of 243 m² and a Minimum Lot Depth of 27 m (total of 116 semi-detached dwelling units).</p>	<p>i) <u>Phase 1:</u> Lots 452, 453, 471, 472 and 539, Lots 556 to 562 inclusive, Lots 630 to 633 inclusive, Lots 643 to 646 inclusive, Lots 664 and 665, Lots 674 to 681 inclusive, Lots 693 to 696 inclusive, Lots 710 to 711 inclusive, Lots 839 and 840; and,</p> <p>ii) <u>Phase 2B:</u> Lots 333 and 334, Lots 386 to 388 inclusive, Lots 394 to 400 inclusive, Lots 405 and 406, and Lots 409 to 414 inclusive.</p>
d.	<p><u>RS1(H) Residential Semi-Detached Zone One with the addition of the Holding Symbol "(H)":</u></p> <p>To facilitate 33 lots for 66 semi-detached dwelling units in Phase 1, and 11 lots for 22 semi-detached units in Phase 2B with a Minimum Lot Frontage of 6 m, a Minimum Lot Area of 243 m² and a Minimum Lot Depth of 27 m (total of 88 semi-detached dwelling units accessed by a lane with a building for a detached garage in the rear yard with exceptions to Zoning By-law 1-88 shown on Table 2).</p>	<p>i) <u>Phase 1:</u> Lots 444 to 446 inclusive, Lots 460, 461, 533 and 534, Lots 545 to 552 inclusive, Lots 590 and 591, Lots 647 to 658 inclusive, and Lots 846 to 849 inclusive; and,</p> <p>ii) <u>Phase 2B:</u> Lots 497 and 408, and Lots 435 to 443 inclusive.</p>
e.	<p><u>RT1(H) Residential Townhouse Zone with the addition of the Holding Symbol "(H)":</u></p> <p>To facilitate 38 blocks for 168 townhouse dwelling units in Phase 1, and 9 blocks for 44 townhouse dwelling units in Phase 2A with a Minimum Lot Frontage of 9 m, a Minimum Lot Area of 243 m² and a Minimum Lot Depth of 27 m (total of 212 townhouse dwelling units accessed by a lane with a building for a detached garage in the rear yard with exceptions to Zoning By-law 1-88 shown on Table 2).</p>	<p>i) <u>Phase 1:</u> Blocks 1077 to 1110 inclusive; and,</p> <p>ii) <u>Phase 2A:</u> Blocks 1068 to 1076 inclusive.</p>
f.	<p><u>RVM2(H) Residential Urban Village Multiple Zone Two with the addition of the Holding Symbol "(H)":</u></p> <p>To facilitate a mixed-use residential-commercial development on 1.36 ha with exceptions to Zoning By-law 1-88 shown on</p>	<p><u>Phase 1:</u> Block 1111</p>

	<u>Proposed Zone Categories</u>	<u>Lots and Blocks to be Rezoned</u>
	Table 2.	
g.	<p><u>RVM2(H) Residential Urban Village Multiple Zone Two with the addition of the Holding Symbol "(H)":</u></p> <p>To facilitate a mixed-use residential-commercial development on 0.75 ha with exceptions to Zoning By-law 1-88 shown on Table 2.</p>	Phase 2B: Block 1113
h.	<p><u>RD4(H) Residential Detached Zone Four with the addition of the Holding Symbol "(H)":</u></p> <p>To facilitate a future elementary school on 2.80 ha.</p>	Phase 1: Block 1154
i.	<p><u>OS1 Open Space Conservation Zone:</u></p> <p>To facilitate two stormwater management ponds on a total of 6.45 ha.</p>	Phase 1: Blocks 1159 and 1160 on 4.50 ha and 1.95 ha respectively.
j.	<p><u>OS1 Open Space Conservation Zone:</u></p> <p>To maintain the valley/stream lands on a total of 5.96 ha.</p>	i) <u>Phase 1:</u> 1165 and 1166 on 4.95 ha; and, ii) <u>Phase 2A:</u> Block 1164 on 1.01 ha.
k.	<p><u>OS2 Open Space Park Zone:</u></p> <p>To facilitate neighbourhood parks on a total of 3.65 ha, and that any grading and/or buildings or structures shall be prohibited on Block 1155 (Neighbourhood Park) unless prior written approval has been granted by the Toronto and Region Conservation Authority (TRCA) to ensure that the natural features and hazards in the park, which are part of the valley corridor are protected and buffered to the satisfaction of the TRCA.</p>	i) <u>Phase 1:</u> Block 1157 in on 1.69 ha; and, ii) <u>Phase 2A:</u> Blocks 1156 and 1155 on 0.80 ha and 1.16 ha respectively.

	<u>Proposed Zone Categories</u>	<u>Lots and Blocks to be Rezoned</u>
I.	<p><u>OS2 Open Space Park Zone:</u></p> <p>i) To facilitate a linear park/greenway on 1.87 ha near the railway right-of-way, and that any grading and/or buildings or structures shall be prohibited on Block 1158 (CPR Greenway) unless prior written approval has been granted by the TRCA to ensure that the natural features and hazards in the park, which are part of the valley corridor are protected and buffered to the satisfaction of the TRCA.</p> <p>ii) To facilitate a linear park along the TransCanada pipeline on 1.57 ha, and that any grading and/or buildings or structures shall be prohibited on Block 1174 (TCPL Pipeline) unless prior written approval has been granted by the TRCA to ensure that the natural features and hazards in the park, which are part of the valley corridor are protected and buffered to the satisfaction of the TRCA.</p> <p>iii) To facilitate a landscape buffer to the TransCanada pipeline on 1.36 ha.</p> <p>iv) To facilitate a 12.5 m wide buffer to the CP railway on 1.32 ha, and that any grading and/or buildings or structures shall be prohibited on Blocks 1175 and 1176 (12.5 m CPR Berm) unless prior written approval has been granted by the TRCA to ensure that the natural features and hazards in the park, which are part of the valley corridor are protected and buffered to the satisfaction of the TRCA.</p> <p>v) To facilitate landscape buffers on 0.61 ha.</p>	<p>i) <u>Phase 1:</u> Block 1175</p> <p>ii) <u>Phase 1:</u> Blocks 1172 to 1174 inclusive</p> <p>iii) <u>Phase 1:</u> Block 1176</p> <p>iv) <u>Phase 1:</u> Block 1158</p> <p>v) <u>Phase 1:</u> Block 1179 to 1181 inclusive</p>

Table 2 - Proposed Exceptions to Zoning By-law 1-88

	<u>By-law Standard</u>	<u>By-law Requirements</u>	<u>Proposed Exceptions To Zoning By-law 1-88</u>
a.	<p>RS1 Residential Semi-Detached Zone One for a Lot Accessed by a Lane for Semi-Detached Dwelling Units in Schedule "A3"</p> <p>(Phase 1: Lots 444 to 446 inclusive, Lots 460, 461, 533 and 534, Lots 545 to 552 inclusive, Lots 590 and 591, Lots 647 to 658 inclusive, and Lots 846 to 849 inclusive; and Phase 2B: Lots 497 and 408, and Lots 435 to 443 inclusive.)</p>	<p>i) Minimum Lot Area - 225 m² ii) Minimum Front Yard Setback - 4.5 m iii) Minimum Rear Yard Setback - 15 m</p>	<p>i) 202 m² ii) 3 m iii) 4.5 m</p>
b.	<p>RT1 Residential Townhouse Zone for a Lot Accessed by a Lane for Townhouse Dwelling Units in Schedule "A3"</p> <p>(Phase 1: Blocks 1077 to 1110 inclusive, and Phase 2: Blocks 1068 to 1076 inclusive.)</p>	<p>i) Minimum Lot Area - 180 m² ii) Minimum Front Yard Setback - 4.5 m iii) Minimum Rear Yard Setback - 15 m</p>	<p>i) 162 m² ii) 3 m iii) 4.5 m</p>
c.	<p>Detached Garage Located in the Rear Yard - RS1 Residential Semi Detached Zone One and RT1 Residential Townhouse Zone in a) and b) above.</p>	<p>Zoning By-law 1-88 (Schedule A3) does not specifically identify that Note 7 (respecting detached garages) applies to the RS1 Residential Semi-Detached Zone and the RT1 Residential Townhouse Zone.</p>	<p>The following standards shall apply to detached garages located in the rear yard:</p> <p>i) minimum rear yard: distance between detached garage in the rear yard and nearest wall of dwelling - 7.5 m; ii) minimum rear yard setback of detached garage located in the rear yard accessed by a lane - 1 m minimum interior yard setback, and detached garage located in the rear yard accessed by a lane - 2.5 m; minimum interior yard</p>

	<u>By-law Standard</u>	<u>By-law Requirements</u>	<u>Proposed Exceptions To Zoning By-law 1-88</u>
			<p>setback of detached garage located in the rear yard accessed by a lane where attached to another garage - 0 m;</p> <p>iv) minimum exterior side yard setback of detached garage located in the rear yard accessed by a lane - 4.5 m;</p> <p>v) minimum lot depth - 27 m</p> <p>See Note respecting Detached Garage Located in Rear Yard in Section a. in Table 2.</p> <p>Notes 1, 2, 3, 4 and 5 in Schedule "A3" of Zoning By-law 1-88 shall apply where applicable.</p>
d.	<p>RVM2 Residential Urban Village Multiple Dwelling Zone Two in Schedule "A1" (Phase 1: Block 1111)</p>	<p>Permitted Uses in an RVM2 Residential Urban Village Multiple Dwelling Zone Two include:</p> <ul style="list-style-type: none"> • Apartment Dwelling • Multiple Dwelling • Block Townhouse Dwelling 	<p>Permitted Uses shall include:</p> <ul style="list-style-type: none"> i) detached dwellings, subject to the RD4 Residential Detached Zone Four requirements; ii) semi-detached dwellings, subject to the RS1 Residential Semi-Detached Zone One requirements; iii) street townhouse dwellings, subject to the RT1 Residential Townhouse Zone requirements; iv) block townhouse dwellings, subject to the RVM2 Residential Urban Village Multiple Zone Two requirements; v) multiple dwellings, subject to the RVM2 Residential Urban Village Multiple Zone Two requirements; vi) apartment dwellings in buildings, limited to a maximum building height of 33 m (ten (10) storeys), subject to the RVM2

	<u>By-law Standard</u>	<u>By-law Requirements</u>	<u>Proposed Exceptions To Zoning By-law 1-88</u>
			<p>Residential Urban Village Multiple Zone Two requirements; and,</p> <p>vii) hospice associated with a hospital or other regulated medical health care/support facility.</p> <p>For the purposes of this exception, a "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>
e.	<p>RVM2 Residential Urban Village Multiple Dwelling Zone Two</p> <p>(Phase 2B: rezone Block 1113)</p>	<p>Permitted Uses in an RVM2 Residential Urban Village Multiple Dwelling Zone Two include:</p> <ul style="list-style-type: none"> • Apartment Dwelling • Multiple Dwelling • Block Townhouse Dwelling 	<p>Permitted Uses shall include:</p> <p>i) street townhouse dwellings, subject to the RT1 Residential Townhouse Zone requirements; which may permit the following additional commercial uses:</p> <ul style="list-style-type: none"> - business or professional office; - personal service shop; and, - retail store, <p>Provided that:</p> <ol style="list-style-type: none"> 1) the business or professional office use shall not include a body-rub parlour or veterinary clinic; 2) the office of a physician, dentist or regulated health professional shall be used for consultation and emergency treatment only and not as a clinic or hospital;

	<u>By-law Standard</u>	<u>By-law Requirements</u>	<u>Proposed Exceptions To Zoning By-law 1-88</u>
			<p>3) the use shall not exceed a maximum of three (3) persons engaged in the use;</p> <p>4) a maximum of one commercial use may be permitted and shall be limited to not exceeding a maximum of 25% of the gross floor area of the dwelling unit; and,</p> <p>5) the home occupation parking space requirement in Sub-Paragraphs 3.8 a) and 4.1.4 a) ii) of Zoning By-law 1-88 shall apply;</p> <p>ii) block townhouse dwellings, subject to the RVM1 Residential Urban Village Multiple Dwelling Zone Two requirements, and commercial uses in i) above respecting street townhouse dwellings;</p> <p>iii) multiple dwellings, subject to the RVM2 Residential Urban Village Multiple Dwelling Zone Two requirements, and commercial uses in i) above respecting street townhouse dwellings;</p> <p>iv) apartment dwellings, subject to the RVM2 Residential Urban Village Multiple Zone Two requirements, unless otherwise indicated; which may permit the following additional commercial uses:</p> <ul style="list-style-type: none"> - bank or financial institution; - business or professional office; - eating establishment; - eating establishment, convenience; - eating establishment, take-out;

<u>By-law Standard</u>	<u>By-law Requirements</u>	<u>Proposed Exceptions To Zoning By-law 1-88</u>
		<ul style="list-style-type: none"> - personal service shop; - photography studio; - retail store; - service or repair shop; and, - video store, <p>where the commercial uses are located in a building that includes residential dwelling units, the commercial uses shall not be located on the same floor, and shall require that:</p> <ol style="list-style-type: none"> 1) the maximum gross floor area for the combined commercial uses shall not exceed 5000 m² of the building's GFA (gross floor area), of which up to a maximum of 20% may be used for the eating establishment, eating establishment, convenience, and eating establishment, take-out uses; 2) the business or professional office use shall not include a body-rub parlour or veterinary clinic; 3) there shall be no loading between a building and Huntington Road; 4) the minimum parking standard for the commercial uses shall be 4.5 parking spaces per 100 m² of GFA; and, 5) the following exceptions to the RVM2 Residential Urban Village Multiple Dwelling Zone Two requirements; <ol style="list-style-type: none"> i) Minimum Yard (Huntington Road or Major Mackenzie Drive) 15 m

<u>By-law Standard</u>	<u>By-law Requirements</u>	<u>Proposed Exceptions To Zoning By-law 1-88</u>
		<ul style="list-style-type: none"> ii) Minimum Rear Yard - 9 m iii) Minimum Interior Side Yard - 9 m iv) Minimum Exterior Side Yard - 9 m v) maximum building height - 14 m (four (4) storeys); and, vi) hospice associated with a hospital or other regulated medical health care/support facility may be permitted. <p>For the purposes of this exception, a "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>
f. All Residential, Mixed-Use Residential-Commercial and Commercial Zones	Zoning By-law 1-88 does not include a minimum setback from a building or structure to a railway right-of-way.	Minimum setback of 30 m from the CP railway right-of-way.
g. All Residential, Mixed-Use Residential-Commercial and Commercial Zones	<ul style="list-style-type: none"> • No specific development standard in Zoning By-law 1-88 respecting building/structure setbacks to the TransCanada Pipeline. The standards proposed are provided by TransCanada Pipelines. 	<ul style="list-style-type: none"> i) No permanent building or structure shall be located within 7 m of the TransCanada pipeline right-of-way; ii) Accessory structures shall have a minimum setback of 3 m from the TransCanada pipeline right-of-way; and, iii) No building or structure shall be permitted within 3m of the TransCanada pipeline right-of-way.

i) Residential and Mixed-Use Residential-Commercial Lands

Zoning By-law 1-88 does not include a specific category to accommodate mixed-use residential-commercial uses as provided for in this draft plan. Specific use and development standards identified in Tables 1 and 2 are required to implement this plan, in accordance with the Official Plan, which provides for a range of land uses and densities to support vibrant communities, sustainable development and opportunities for transit, walking and cycling.

The RS1 Semi-Detached Zone One and RT1 Residential Townhouse Zone, where the lots and blocks are to be accessed by a lane with a building for a detached garage in the rear yard require exceptions to the lot depth from 30 m to 27 m as a result of providing 8 m laneways to meet City road design standards. The front (main) entrance of the dwelling units on lots and blocks with rear lane access face Streets "A", "Z", "QQ" and "RR", shown on Attachment #4, which are the main streets (collector and primary roads) providing multi-use paths for the movement of vehicular, pedestrian and cycling activity entering, leaving and within the block. The provision of lots and blocks with rear lane access, allows for the movement of vehicular, pedestrian and cycling activity to not be impeded by vehicular ingress and egress on driveways for these multi-use paths. The additional exceptions respecting lot area and yards are to facilitate the lane access for the lots and blocks.

The RVM2 Residential Urban Village Zone Two category only permits apartment, multiple and block townhouse dwelling units. The proposal includes 2 blocks (Block 1111 and 1113), which provide for a wide range of residential uses, as well as, mixed-use residential uses. The differences in the uses provided is due to the Official Plan designation that affects the blocks. Block 1111 is designated "Medium Density Residential" and abuts Huntington Road, and therefore may have buildings up to ten (10) storeys for apartment dwelling units. In the case of Block 1113, which is designated "Mixed-Use Residential-Commercial Area 'A'", it may have both residential uses and mixed-use residential-commercial uses. The zoning exceptions propose to provide limited commercial uses for street townhouses, block townhouses and multiple dwelling units, and are being 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 units, and to be compatible with the surrounding generally low-rise residential buildings. Block 1113, may have buildings up to four (4) storeys for apartment dwelling units, as the site does not abut an arterial road, in accordance with the Official Plan.

The Canadian Pacific Railway requires that a minimum 30 m building setback from the railway right-of-way be provided for all residential dwelling units. This requirement shall be included in all residential and mixed-use residential-commercial zones, including commercial zones as the commercial zones also may permit residential dwellings.

TransCanada requires that the implementing zoning by-law for the subject lands include the following setback requirements to address its safety concerns:

- a) No permanent building or structure shall be located within 7 m of the pipeline right-of-way;
- b) Accessory structures shall have a minimum setback of 3 m from the pipeline right-of-way; and,
- c) No building or structure shall be permitted within 3 m of the pipeline right-of-way.

The Owner is proposing a 3.0 m front yard setback for dwellings in the RS1 Residential Semi-Detached Zone One and RT1 Residential Townhouse Zone. The Owner has been advised in meetings throughout the processing of the Block 61 Plan, the Zoning By-law Amendment and Draft plan of Subdivision Application that the Development Planning Department does not support the proposed 3.0 m front yard setback. This setback has been used in the City previously and

has resulted in poor streetscapes due to the limited space for landscaping, the proximity of the dwellings to the property line and the encroachment of stairs into the 3.0 m front yard. A condition of approval is included to require a minimum 4.5 m front yard setback consistent with Schedule "A3" of Zoning By-law 1-88.

All of the lots and blocks in Phases 1, 2A and 2B, will be zoned with the addition of the Holding Symbol "(H)", as shown on Attachment #5, and the implementing Zoning By-law will require that prior to the removal of the Holding Symbol "(H)" that water supply and sewage servicing capacity shall be identified and allocated by the City.

ii) Non-Residential Lands

Tables 1 and 2 identify uses and exceptions for the non-residential uses such as the school block, open spaces and parks. Specific uses as the Neighbourhood Park (Block 1155) and the 12.5 m CPR Berm Block 1175 are to be rezoned to OS2 Open Space Park Zone. However, an implementing zoning by-law shall not be enacted nor any grading shall occur and/or buildings or structures erected on these lands unless prior written approval has been granted by the Toronto and Region Conservation Authority (TRCA) to ensure that the natural features and hazards in the park, which are part of the valley corridor are protected and buffered to the satisfaction of the TRCA. A recommendation is included in this report and in Attachment #1.

Subdivision Design

The 87.92 ha draft plan of subdivision, as red-line revised, is shown on Attachment #4. The draft plan of subdivision includes a north-south traversing collector road (Street "A") with a right-of-way ranging from 26 m in width where it intersects with Major Mackenzie Drive, at the southerly limit of the draft plan, and which tapers to a 23 m wide right-of-way at the north limits of the draft plan to connect to future developments. Street "A" will be designed to accommodate transit vehicles. A primary ring road (Street "B") with a 23 m wide right-of-way, where it intersects with Street "A" at the south end of the draft plan, traverses north along the easterly limits of the draft plan to intersect with Huntington Road at the north end of the draft plan, where the right-of-way increases to a width of 26 m. The draft plan includes the east-west traversing roads (Streets "QQ" and "RR") from Huntington Road, which terminate at Street "B", and will flank the linear park, as shown on Attachment #4. Pedestrian and cycling connections are to be provided throughout the draft plan on greenway systems along Streets "QQ" and "RR", the TransCanada Pipeline and along the CPR Buffer, and on multi-use paths along Streets "A" and "B". The proposed land uses for the draft plan are indicated on Attachment #4.

As a condition of Block Plan approval for Block 61 West, the following was adopted by Council:

"That staff prepare a Terms of Reference for the preparation of a feasibility and pre-design study for the construction of a pedestrian crossing of the CP rail line to link Block 61 East and West for inclusion as a capital project in 2012, with funding from the Block 61 West landowners group."

When the Block 61 West Plan was approved, two conceptual locations for the pedestrian crossing were identified as shown on Attachment #6. In order to satisfy this condition, the Owner will be required to submit a feasibility and pre-design study prior to approval of the Phase 1 development. A Terms of Reference for the preparation of a feasibility and pre-design study was prepared by the Vaughan Development/Transportation Engineering Department, as per Council direction on May 10, 2011, and has been provided to the Block 61 West Owner and staff are awaiting the final study report. The Toronto and Region Conservation Authority (TRCA) has requested to be party to, to offer their expertise throughout the study process as work in certain areas would require permit approval from the TRCA. A condition of approval is included in Attachment #1 requiring that the Owner carry out the recommendations of the Feasibility Study to the satisfaction of the City, CP Rail and TRCA.

The draft plan has been red-line revised, as shown on Attachment #4 to remove the temporary turning circle from the Neighbourhood Park (Block 1155), as the parkland is to be free of all encumbrances. A condition in this respect is included in Attachment #1.

The draft plan is to be red-line revised to clearly show and define the land for the 7.5 m buffer block and Watercourse "A" which are all shown as Open Space, as shown on Attachment #1.

All development within the draft plan is subject to Architectural Control. Prior to final approval, the Owner is required to submit architectural design guidelines. The guidelines and the control architect must be approved by Vaughan Council. A condition in this respect is included in Attachment #1.

Prior to final approval, the Owner is required to submit urban design guidelines and a Block landscape plan. The urban design guidelines and Block landscape plan are to address items, including but not limited to, the urban design/streetscape elements including entrance features, parkettes and fencing, community edge treatment along Huntington Road, landscape treatment with a multi-use pedestrian trail along the CPR Buffer and TransCanada Pipeline, pond configuration and landscape treatment for stormwater management ponds, pedestrian urban connections between street, built forms, promenades, parks and open spaces, as well as, incorporate sustainability design elements into the overall urban fabric, and the telecommunication and hydro utility buildings and easements. Any telecommunication and hydro buildings and easements will be required to be included in the draft plan.

The Development Planning Department is satisfied with the proposed subdivision design, subject to the comments and red-line revisions in this report, and the pre-conditions and conditions of approval in Attachment #1.

Energy Star Homes

ENERGY STAR homes are built in compliance with energy efficiency standards developed and administered by Natural Resources Canada which make the homes 40% more efficient than those built to current minimum Ontario Building Code Standards. ENERGY STAR certification of the homes, along with other subdivision design standards addressing sustainability, such as low impact development (LID) measures, will be explored through the implementation process of the subdivision. A condition of draft approval is included in Attachment #1 to address the design, inspection and certification of the homes within this plan of subdivision to ensure that the ENERGY STAR requirements are addressed.

Developer's Group Agreement

It is a standard condition of draft plan of subdivision approval that the participating landowners for the block execute a developer's group agreement respecting the provision of servicing infrastructure, roads for the Block parks and open spaces.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the proposed draft plan of subdivision, dated October 12, 2011, prepared by Malone Given Parsons Ltd. (draft plan), and the Master Environmental and Servicing Plan for Nashville Heights (MESP) prepared by Schaeffers Consulting Engineers, dated July 2011, and provides the following comments:

i) TransCanada Pipeline

A TransCanada pipeline easement, shown on Attachment #4, bisects the subdivision in an east-west direction, which contains high pressure gas pipelines. This existing easement has been

incorporated into the plan as a wide centre median along the main east-west Streets "QQ" and "RR". This design is similar to "The Boulevard" in the Humberplex Developments Inc. Subdivision (Plan 19T-01V04) just north Nashville Road, on the east side of Highway 27.

ii) Road Network

Nashville Developments is bounded on the east side by the Canadian Pacific Railway line, Major Mackenzie Drive to the south, 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 on the north limit onto Nashville Road, three to the west onto Huntington Road and one to the south onto Major Mackenzie Drive.

The proposed roadways within the draft plan have been laid out in accordance with the approved Block 61 West Plan, the recommendations of the Block Traffic Studies and the City 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. These wider local roads are generally located near school and park blocks. There are three collector roads in the Plan; Streets "A", "B", and "QQ" and "RR", as shown on Attachment #4. These collector roads have been designed as "Complete Streets" that accommodate all modes of transportation including transit, cycling, walking and on-street parking. These collector roads range in width from 23 to 30 m.

The plan also includes a number of rear laneways, which generally parallel the collector roads. The application of laneways reduces the number of driveways onto the main streets. This has the benefit of providing a better streetscape, improves the operation of the main streets and provides greater opportunity for on-street parking. The design of the laneways in this plan includes a small daylight triangle at the intersections with the local road to improve driver sightlines.

Three roundabouts are proposed within the plan at the intersections of Street, "B" and "A", Street "A" with Streets "QQ" and "RR", and Street "B" with Streets "QQ" and "RR". 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 increase safety. Studies have shown that roundabouts reduce vehicle speeds, delays, crash frequency and severity, and improve aesthetics.

Streets "QQ" and "RR" are non-standard one-way roads located north and south of the TransCanada pipeline. The proposed roads are to be constructed at 13 m right-of-ways and will accommodate a sidewalk on one side of the boulevard and provide for lay-by parking and a bike lane. There are a number of lots that have direct frontage and driveway access onto this street. Given that the street is one-way, a warning statement will need to be included in all offers of purchase and sale advising purchasers that access to the lot will be restricted to a right-in/right-out movement.

iii) Street "C" and Huntington Road Intersection

Street "C" in the draft plan is a 20 m local street which intersects with Huntington Road about 350 m north of the main Streets "QQ" and "RR". The alignment of Street "C" in the vicinity of Huntington Road, curves northerly resulting in about 5 m of the right-of-way falling onto the adjacent property to the north of the plan. Accordingly, the road allowance at the intersection of Street "C" and Huntington Road is incomplete and additional lands external to the draft plan may be required to construct the intersection. Accordingly, the Owner shall be required to acquire the necessary land to provide a safe and functional intersection to the satisfaction of the City.

iv) Huntington Road Widening

Huntington Road currently has a right-of-way width of approximately 20 m. Pursuant to the City's new Official Plan 2010 and the Transportation Master Plan, Huntington Road is designated as a 30 m collector road. The draft plan provides a 5 m road widening along the Huntington Road frontage, which should be adequate to provide the ultimate right-of-way that measures 15 m from the existing centre of the roadway. 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.

v) 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/Transportation Engineering Department intends to initiate the Environmental Assessment for the Huntington Road improvements in Winter 2011/Spring 2012. The Environmental Assessment 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.

vi) Major Mackenzie Drive Realignment and Reconstruction

Presently, Major Mackenzie Drive between Highway 50 and Highway 27 is a two lane paved rural roadway under the jurisdiction of the Region of York. The Western Vaughan Individual Environmental Assessment recommended that Major Mackenzie Drive (between Highway 50 to Highway 400) be expanded to six lanes including two dedicated transit/high occupancy vehicle lanes and bicycle lanes. In addition, Major Mackenzie Drive will be realigned in the vicinity of Huntington Road to accommodate the future Highway 427/Major Mackenzie interchange. The proposed draft plan considers this road realignment. It is staff's understanding that the Region is programming these improvements to Major Mackenzie Drive for around 2016.

A Traffic Impact Assessment in support of the phase one lands was submitted in August 2011. Included in the assessment are detailed analyses addressing all road functions and operations with the intention of verifying that the available boundary road network has sufficient capacity to adequately accommodate phase one travel demands. According to this report, the phase one lands will be serviced by two boundary road intersections, Major Mackenzie Drive and Street A, and Huntington Road and TransCanada pipeline (Street "QQ" and "RR") intersection. The assessment concluded that the provision of an effective short term roadway will require certain strategic improvements and additions.

These include the elimination of the Major Mackenzie Drive jog at Huntington Road, lane configuration improvements at the Major Mackenzie Drive intersections with Highway 50 and Highway 27, and introduction of temporary traffic signals at the Highway 27/Major Mackenzie Drive/Humber Trail intersection. The report concluded that these proposed short term network improvements can accommodate the phase one lands, however, the details will require further discussions with the Region of York and the City of Vaughan.

The phase one lands will generally develop in a south to north manner based on the extension of services northward to TransCanada pipeline. Phase one is proposed to have 870 units of which 400 units have been allocated servicing by Council. An additional analysis/roadway plans may be required to identify the internal roadway network required to support allocated units prior to the full development of phase one lands.

vii) Highway 427 Extension

In 2010, the Ministry of Transportation completed the 427 Transportation Corridor Environmental Assessment Study, which recommended a 6.6 km northerly extension of Highway 427 to Major Mackenzie Drive including interchanges at Langstaff Road, Rutherford Road and Major Mackenzie Drive. The timing of the construction of this highway extension is not known at this time. Given this subdivision is in proximity to this planned highway extension, it is appropriate that a warning statement be included in all offers of purchase and sale in regards to this future highway.

viii) 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.

ix) 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 CP railway to the east to connect to Block 61 East.

x) Cycling Infrastructure

The proposed cycling infrastructure builds on the City's approved Pedestrian and Bicycle Master Plan. The draft plan identifies bike lanes on Street "A", Street "B" (between Streets "A" and "OO"), and Streets "QQ" and "RR" (TransCanada pipeline). The plan also identifies signed bike routes on all (or part of) Streets "B", "C", "Q", "R", "T", "Z" and "AA". 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.

xi) Water Servicing

The subject lands are located within the Pressure District 6 (PD 6) of the York Water Supply System. The MESP confirms that the draft plan 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 Highway 27) and a 600 mm diameter watermain on Nashville Road from Huntington Road to the existing Regional elevated tank on Highway 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. It is important to note that the development within Block 61 West including this draft plan is dependant on the completion of the Regional 750 mm diameter watermain on Huntington Road, which is expected to be in service by Q3-2012.

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.

xii) 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. In 2011, the Huntington Landowners group (Huntington Landowners Trustee Inc.) entered into a servicing agreement with the City to construct a segment of the Huntington Road Trunk Sanitary Sewer extension between Rutherford Road and Major Mackenzie Drive. This segment of the trunk sewer is scheduled for completion before the end of 2011. The remaining section of the sewer extension between Trade Valley and Rutherford will need to be constructed to service the development in Block 61 including this plan.

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

xiii) Sewage and Water Allocation

On May 24, 2011, Vaughan Council approved the staff recommendation to "reserve" 579 residential units for development in Block 61, of which 400 residential units were designated for Block 61 West. The Block 61 Trustee has confirmed that all 400 units will be committed to Phase 1 of the Plan of Subdivision 19T-10V004.

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on May 24, 2011, formal allocation of servicing capacity will be required in conjunction with draft plan approval. The recommended wording for allocation to 19T-10V004 is as follows:

"That Council pass the following resolution with respect to the allocation of sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated May 24, 2011:

IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision Application 19T-10V004 is allocated sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System for a total of 400 residential units, subject to

written confirmation from the Region of York that the Kleinburg-Nashville Water Supply Project is on schedule and that adequate water supply and sewage treatment capacity is available for the Plan.”

The above noted servicing capacity is subject to the completion of the Regional improvements to the Kleinburg-Nashville Water Supply system, which is anticipated to be in-service by Q3-2012 as per the latest Region of York update. Accordingly, as a pre-condition to draft plan approval, the Owner shall enter into an agreement of no-sale with the City and the Region that restricts unit sales until servicing capacity is available, in addition to the appropriate “Holding” provision being included in the site specific zoning by-law.

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

xiv) 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 (2) 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 proposed 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 also being 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, 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, 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.

- xv) 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.

- xvi) Environmental Site Assessment

On March 1, 2011, the Vaughan Development/Transportation Engineering Department confirmed the acceptance of the Environmental Site Assessment report for the proposed residential development.

- xvii) 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 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 1.8m to 3.6m at different locations.

The applicant 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 0.3m road reserve.

- xviii) Street-lighting

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

- xix) Draft Plan

The Vaughan Development/Transportation Engineering Department has reviewed the proposal and requires the following red-lined revisions to the proposed draft plan of subdivision, as shown on Attachment #4:

- a) provide 0.3 m reserve returns at the intersection of Street "B" and Huntington Road, and Street "C" and Huntington Road as per Standard Drawing D-1; and,
- b) provide additional road widenings on Huntington Road at the intersections of Streets "B", "C", and "QQ" and "RR" to provide for turn lanes in accordance with City Standards.

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

Vaughan Cultural Services Division

The Cultural Services Division has advised that the Richard Agar House, located within the Phase 2A portion of the draft plan shown on Attachment #4, is included in the *Listing of Architectural and Historical Value*, the City of Vaughan's Register of Property of Cultural Heritage Value as per Part IV, Subsection 27 of the Ontario Heritage Act. The Richard Agar House was constructed in 1854 and features an example of early Ontario architecture, with Georgian Neo Classical and Gothic architectural characteristics. The Cultural Services Division has advised the Richard Agar House remain in its current location or be relocated within the proposed plan of subdivision, and requires a conservation plan and Letter of Credit respecting the preservation and rehabilitation of the Richard Agar House. A condition of draft approval has been included in Attachment #1 in this respect.

The Cultural Services 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 condition has been included as a condition in Attachment #1.

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the proposal, and advised that the Neighbourhood Parks (Blocks 1155, 1156 and 1157), CPR Greenway (Block 1158), and the proposed piazzas (Blocks 1170 and 1171) are acceptable to the City for ensuring adequate parkland for the draft plan. Additional parkland will be required, as shown on the Block 61 West Plan or payment will be required at a future date, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy".

Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that the Owner has provided the required amount of parkland for the subject draft plan of subdivision lands, and therefore there will be 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". This is included in the recommendation of this report and conditions of approval in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposed draft plan of subdivision, and advised in their letter to the Vaughan Policy Planning Department, dated September 6, 2011, that TRCA staff indicated that there were outstanding issues respecting the Block 61 West Block Plan/MESP technical submission and supporting studies, which must be addressed through a revision or an addendum to the reports prior to draft plan approval of the first plan of subdivision in the Block. The TRCA has indicated that they have no objection to deferring all outstanding comments on the Block Plan/MESP technical submission and supporting studies

to the detailed design stage of the draft plan. The TRCA has provided conditions to address the outstanding comments that have been incorporated as conditions of draft plan approval and conditions for the zoning by-law amendment.

The Owner must address the TRCA's outstanding comments, which includes, but not limited to, the protection of the natural features, addressing the strategy associated with the realignment of Watercourse "A" and submitting the detailed plans respecting stormwater management. The TRCA staff recommends approval of Draft Plan of Subdivision File 19T-10V004, subject to the conditions of draft approval in Attachment #1.

TransCanada Pipelines Limited (TransCanada)

TransCanada advises that that it has one high pressure natural gas pipelines crossing the subject lands. TransCanada reviews all development within 200 m of the pipeline facilities to ensure that development does not affect the safety and integrity of those facilities. TransCanada advises that its regulatory and development conditions are to be included as conditions of draft plan approval and in the subdivision agreement. TransCanada requires that the implementing zoning by-law for the subject lands include the following setback requirements:

- a) No permanent building or structure shall be located within 7 m of the pipeline right-of-way;
- b) Accessory structures shall have a minimum setback of 3 m from the pipeline right-of-way; and,
- c) No building or structure shall be permitted within 3 m of the pipeline right-of-way.

TransCanada conditions are included in Attachment #1.

Ministry of Transportation Ontario

The Ministry of Transportation advises that the environmental approval for the extension of Highway 427 from Regional Road 7 to Major Mackenzie Drive has recently been completed. A further extension of Highway 427 north of Major Mackenzie Drive is not part of the Province's Growth Plan and, as such, is not being considered at this time. However, the Highway 427 extension north of Major Mackenzie Drive is identified as a "Planning for the Future" project in the Ministry's Southern Highways Program for 2011 to 2015.

Earlier, the Ministry advised that they object to the proposed location of the direct access opposite the Highway 427 northbound off-ramp due to concerns regarding the traffic operations, intersection capacity and interchange ramp operations, as detailed in the Ministry's *427 Transportation Corridor Environmental Assessment Report*, dated January 29, 2010.

However, the Ministry has now reviewed the Traffic Report for the Nashville Community, where the analysis indicates that a single road connection to Major Mackenzie Drive approximately 650 m east of the Highway 427 ramp terminal can operate at an acceptable level of service with a double eastbound left turn and single southbound left turn lane arrangement (no direct access), which is to be included in the conditions of draft plan approval. The Ministry advises that the Owner is required to provide the Ministry with a stormwater management report, and grading and servicing plans, addressing the intended treatment of calculated stormwater runoff. A condition to this effect is included in Attachment #1.

Canadian Pacific Railway (CPR)

Canadian Pacific Railway is not in favour of residential developments adjacent to their right-of-way located adjacent to their MacTier Subdivision, which is classified as a principle main line, as

this land use is not compatible with railway operations. CPR has indicated their concern that 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, CPR requires 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 proposed Zoning By-law, and CPR's conditions respecting safety concerns are included in Attachment #1.

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 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 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 municipalities to protect station sites.

Metrolinx further advises that the updated *Environmental Noise Feasibility Study*, dated November 9, 2010, by Valcoustics Canada, 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 of these circumstances, an analysis to ensure that any noise associated with potential GO service, shown on Attachment #4, 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 states 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 #1.

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

School Boards

i) York Catholic District School Board

The York Catholic District School Board has advised that they require an elementary school site (Block 1154), which is 2.8 ha in size. The proposed school site is adjacent to a proposed neighbourhood park. The location of the proposed school site meets the School Board's requirements with respect to the lands abutting two street frontages and a site area of 2.8 ha. The York Catholic District School Board is satisfied with the proposed site, subject to the conditions of approval in Attachment #1.

ii) York Region District (Public) School Board/Conseil Scolaire de District Catholique Centre-Sud

The York Region District (Public) School Board and the Conseil Scolaire de District Catholique Centre-Sud have reviewed the applications and advise that they have no objection to the proposal.

Enbridge Gas Distribution

Enbridge Gas Distribution has reviewed the proposal and has no objections to the applications. Enbridge advises that at this time, there is not a commitment by Enbridge Gas Distribution to service this site, or to service this site by a given date or that there will be no costs for servicing this site. The Owner is to contact the Enbridge Customer Connections Department at their earliest convenience to discuss installation and clearance requirements for service and metering facilities. This is included in the conditions of approval in Attachment #1.

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 will be subject to the conditions of approval in Attachment #1.

Relationship to Vaughan Vision 2020/Strategic Plan

This staff report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Manage Growth & Economic Well-being".

Regional Implications

The Region of York provides the following comments:

1. Inflow and Infiltration Reduction Pilot Program

The Owner will be participating in a pilot program aimed at the reduction of inflow and infiltration on a local municipal-wide basis. The program will award supplementary water and sanitary servicing allocation to this development where there has been a measured and proven reduction in inflow and infiltration into the local municipal and regional wastewater system. The Owner is required to execute a tri-party agreement with York Region and the City of Vaughan agreeing to the terms of the Inflow and Infiltration Reduction Pilot Program. This program contributes to the requirements of the MOE approval for the Southeast Collector Sewer to reduce wastewater flows through water conservation and inflow and infiltration reduction.

2. Water and Sanitary Servicing

The City of Vaughan is currently undertaking a master servicing plan for the community of Nashville-Kleinburg to determine how to best meet the needs of the growth within the community including the Block 61 West lands and others. This development will be serviced by municipal water supply and municipal wastewater collection. York Region is currently undertaking projects to increase the water supply and wastewater treatment capacity in the Kleinburg area.

a) Water Supply

The Environmental Assessment (EA) to increase the Regional water servicing capacity in Kleinburg was completed to service a planned community up to approximately 7,700 people including those connected to the current system. The recommended solution in the EA was the following:

i) Additional Water Supply Works in Kleinburg - Q2 2012 expected completion

This application (File 19T-10V04) lies within the Block 61 West area. The area was considered "rural" in the EA completed for water supply. Accordingly, with the increased densities proposed in Kleinburg, additional servicing capacity may be required. However, this development may be

serviced by the infrastructure identified in the current EA, provided the City of Vaughan allocates to it.

b) Sanitary Servicing

The Environmental Assessment (EA) for increasing the Regional wastewater servicing capacity in Kleinburg was completed to service a planned community up to approximately 7,500 people, including those hooked up to the current system. The recommended solution in the EA was the following:

i) Kleinburg WPCP Expansion - Q4 2011 expected completion

This application (19T-10V04) lies within the Block 61 West area. The area was considered "rural" in the recently completed EA for sanitary servicing. Accordingly, with the increased densities proposed in Kleinburg, additional servicing capacity may be required. However, this development may be serviced by the infrastructure identified in the current EA, provided the City of Vaughan allocates to it. If the City does not fully allocate to it, the development will have to be provided additional servicing capacity by a further expansion to the sewage treatment plant, a connection to the YDSS or another feasible alternative. An EA is currently ongoing to determine the best solution and the expected project construction completion date is as follows:

ii) West Vaughan Sewage Servicing - 2017 expected completion

On May 10, 2011, the City of Vaughan Council passed a resolution reserving capacity for Block 61 from the York Sewage Servicing/Water Supply System for a total of 1,969 persons equivalent. Further, it is understood that the Owner has agreed to an inflow and infiltration pilot program which may result in additional capacity being made available to this proposed development. The amount of servicing capacity to be made available will depend on the level of reduction achieved through this pilot program. Servicing capacity for this development beyond what is achieved through the Inflow and Infiltration Reduction Pilot Program will come from allocation to be made available upon completion of the Southeast Collector Sewer (expected completion date - late 2014). The timing of this infrastructure is the current estimate and may change as the infrastructure project progresses and is provided for information purposes only.

In accordance with York Region's servicing protocol respecting draft plans receiving approval prior to servicing allocation being available, staff request that all residential lands be subject to various restrictions (i.e., Holding Symbol "(H)") to ensure that the water and sewer servicing are available prior to occupancy. These restrictions are found within the requested pre-conditions (to be satisfied prior to or concurrent with draft plan approval) and schedule of conditions below. In addition, York Region requests that the City of Vaughan apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that York Region be provided an opportunity to comment on any proposed extensions of approval.

3. Transportation

a) Realignment of Major Mackenzie Drive West

Portions of land within the proposed draft plan lie within the Major Mackenzie Drive Alignment Special Study Area of OPA #699. The Special Study Area is intended to restrict development until the alignment of the extension of Highway 427 and the re-alignment of Major Mackenzie Drive West have been determined. Policy 4.5.2.4 (4) of OPA 699, as modified and approved by the Region, stipulates that prior to draft approval of a plan of subdivision the extent and delineation of land uses within the Major Mackenzie Drive Alignment Special Study Area shall coincide with the preferred alignment of Major Mackenzie Drive West as identified through an Environmental Assessment. Even with the Environmental Assessment substantially complete, Regional staff are unable to accurately identify all land requirements within the Special Study Area. Accordingly, staff recommend that prior

to the registration of land within the Special Study Area, the Region shall confirm that the limits of development are consistent with the detailed design for the realignment.

Nevertheless, it is understood that the stormwater management ponds within the Major Mackenzie Drive Alignment Special Study Area are required as part of Phase 1 of this development. Regional staff will permit the registration of lands which include the stormwater management ponds, with the understanding that any property required from these blocks for road purposes shall be conveyed to the Region free of all costs and encumbrances, and furthermore alterations required to the temporary stormwater management facilities as a result of the re-alignment of Major Mackenzie Drive West shall be undertaken by the applicant and at no cost to York Region.

b) Realignment of Huntington Road

Subsection 4.5.2.4 1) v) of the modified and approved OPA #699 stipulates that Huntington Road, between Major Mackenzie Drive and the existing Huntington Road shall be aligned in a continuous manner. The proposed draft plan does not conform to this policy. Accordingly, Regional staff are requesting, as a condition of draft approval, that the Medium Density Residential Block 1111 and Landscape Buffers Block 1181 shall not be released for registration until Regional staff confirm that a design for Huntington Road, between Major Mackenzie Drive and the existing Huntington Road, which identifies all necessary land requirements, has been complete. A portion of these blocks may be registered, if the lands to be registered do not preclude the ability to provide a continuous Huntington Road connection.

Regional Infrastructure Planning Branch staff have reviewed the Phase 1 Traffic Impact Assessment and Transportation Management Plan and Travel Demand Management Plan and require that their concerns included as conditions of draft plan approval in Attachment #1, be addressed.

York Region has no objection to draft plan approval of the plan of subdivision subject to the attached schedule of pre-conditions and conditions of approval in Attachment #1.

Conclusion

The Zoning By-law Amendment and Draft Plan of Subdivision applications propose to implement a development which meets the objectives of the Provincial policies, and Regional and City Official Plan policies for the efficient use of developable land, which provides sustainable community objectives that can be implemented through neighbourhood designs that provide bicycling and walking opportunities, ensures neighbourhood connectivity to the broader community, and provides water and energy efficiencies, energy alternatives and green building design and site development. The sustainable objectives for the subject lands propose low impact development (LID) measures such as infiltration trenches.

The draft plan of subdivision proposes residential, mixed-use residential and commercial, elementary school, park and open space uses on 87.92 ha for the Phase 1, 2A and 2B lands. The uses and density proposed for the subject lands conform to the Official Plan. The implementing Zoning By-law will zone the development with the Holding Symbol "(H)", which will not be removed until the water supply and sewage servicing capacity is identified. Conditions of draft plan of subdivision approval are included in Attachment #1 to address the detailed design work respecting transportation and the protection of ecological features.

The Vaughan Development Planning Department is satisfied that the proposed development as shown on Attachment #4 is appropriate and compatible with the existing and permitted uses in the surrounding area and can be developed in a manner that is appropriate and compatible with the existing community. The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed Draft Plan of Subdivision as red-line revised, subject to the recommendations in this report, and the pre-conditions and conditions of approval as set out in Attachment #1.

Attachments

1. Pre-Conditions and Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-10V004 - Redline Revised
5. Proposed Zoning - Plan of Subdivision File 19T-10V004
6. Block 61 West Plan
7. OPA #699 Land Use Schedule

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Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

GRANT UYEVAMA
Director of Development Planning

/CM

ATTACHMENT NO. 1

PRE-CONDITIONS AND CONDITIONS OF APPROVAL

DRAFT PLAN OF SUBDIVISION 19T-10V004 (AS RED-LINE REVISED, NOVEMBER 15, 2011) **NASHVILLE DEVELOPMENTS ET AL** **PART OF LOTS 21 TO 24 INCLUSIVE, CONCESSION 9, CITY OF VAUGHAN**

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-10V004, ARE AS FOLLOWS:

PRE-CONDITIONS OF APPROVAL

City of Vaughan and Region of York Pre-Conditions

1. Prior to or concurrent with draft plan approval, the Owner shall enter into an agreement with the City of Vaughan, which agreement shall be registered on title, committing the Owner to:
 - A. Not enter into any agreements of purchase and sale with end users (*) for the subject lands until such time as:
 - a. the City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the construction of infrastructure;
 - or
 - b. i. York Region has advised in writing that it is no earlier than twelve (12) months prior to the expected completion of the Additional Water Supply Works in Kleinburg, the Kleinburg Water Pollution Control Plant (WPCP) Expansion, the West Vaughan Sewage Servicing, and the Pressure District (PD) 6 Reservoir and watermain; and,
 - ii. The Council of the City of Vaughan has allocated adequate available water supply and sewage servicing capacity to the subject development;
 - or,
 - c. the Regional Commissioner of Environmental Services confirms servicing capacity for this development by a suitable alternative method and the City of Vaughan allocates the capacity to this development.

AND

- B. Not enter into any agreements of purchase and sale with end users (*) for the portion of the Draft Plan of Subdivision comprising Blocks 1090, 1091, 1092, 1153, 1114, Lots 705 to 732 inclusive and Lots 1048 to 1067 inclusive (being lands within the 'Major Mackenzie Drive Alignment Special Study Area') until such time as:
 - a. The Regional Transportation Services Department confirms in writing that the limits of development are consistent with the detailed design for the re-alignment of Major Mackenzie Drive West.

AND

- C. Not enter into any agreements of purchase and sale with end users (*) for the portion of the Draft Plan of Subdivision comprising Block 1111, until such time as:
- a. a design for Huntington Road, between Major Mackenzie Drive West and the existing Huntington Road, which identifies all necessary land requirements has been completed in consultation with York Region.

AND

- D. Not enter into any agreements of purchase and sale with non end users for the subject lands unless the agreement of purchase and sale contains a condition that requires the purchaser and any subsequent purchasers to enter into a separate agreement with the City of Vaughan, which agreement shall be registered on title, committing the Owner to the same terms as set out in item A above.
2. Prior to draft plan approval, the Owner shall enter into an indemnity agreement with York Region, which agreement shall be registered on title, agreeing to save harmless York Region from any claim or action as a result of York Region releasing conditions and pre-conditions of draft approval as part of the draft approval of Plan of Subdivision File 19T-10V004 by the City of Vaughan, including, but not limited to claims or actions resulting from, water or sanitary sewer service not being available when anticipated. The agreement shall include a provision that requires all subsequent purchasers of the subject lands, who are not end-users, to enter into a separate agreement with York Region as a condition of the agreement of purchase and sale, agreeing to indemnify York Region on the same terms and conditions as the Owner.

(*) the term 'end users' for the purpose of the above noted pre-conditions is defined as the eventual home Owner who is purchasing an individual lot containing a dwelling for the purpose of occupancy.

CONDITONS OF APPROVAL

City of Vaughan Conditions

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by Malone Given Parsons Ltd., dated December 8, 2010 and revised to October 12, 2011, incorporating redline revisions as follows:
 - a) provide 0.3 m reserve returns at the intersection of Street "B" and Huntington Road, and Street "C" and Huntington Road as per Standard Drawing D-1;
 - b) provide additional road widenings on Huntington Road at the intersections of Streets "B", "C", and "QQ" and "RR" to provide for turn lanes in accordance with City Standards;
 - c) remove the temporary turning circle from the Neighbourhood Park (Block 1155), as the parkland is to be free of all encumbrances; and,
 - d) show and define the areas associated with the Open Space lands directly attributed to Watercourse "A" and the 7.5m buffer blocks which are currently shown all as Open Space.
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. All Lots and Blocks in Phases 1, 2A and 2B, are subject to a separate agreement restricting the sale of said Lots and Blocks by the Owner or subsequent purchasers of all the Lots and Blocks pending the allocation of servicing capacity by the City.

4. The Owner shall pay any and all outstanding application fees to the Vaughan Development Planning Department, in accordance with Tariff of Fees By-law 48-2011.
5. 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.
6. The road allowances included within this Plan shall be dedicated as public highways without monetary consideration and free of all encumbrances.
7. The road allowances within this Plan shall be named to the satisfaction of the City, in consultation with the Regional Planning and Development Services Department. Proposed street names shall be submitted by the Owner for approval by Council and shall be included on the first engineering drawings.
8. 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.
9. 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.
10. 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.
11. 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.
12. The Owner shall agree in a Subdivision Agreement that the location and design of the construction access shall be approved by the City and the Region of York.
13. 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.
14. 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 the City.
15. 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.
16. Prior to final approval of the Plan, the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 61 to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services within Block 61. 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 with the Developers' Group Agreement when they wish to develop their lands.

17. Prior to final approval of the Plan, the Trustee for Block 61 shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 61 Developers' Group Agreement.
18. 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.
19. 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.
20.
 - 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 Highway 27 and Huntington Road in accordance with the conclusions and recommendations of the City's Transportation Master Plan.
21. 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.
22. The Owner shall agree in the Subdivision Agreement to design and construct the planned roadways that cross the watercourse in the Plan (Streets "QQ", "RR" and "B") in conjunction with the adjacent development to the satisfaction of the City.
23. Prior to final approval of the Plan, the Owner shall provide drawings for the location and design of proposed bicycle parking at transit stops, school campuses, commercial sites, and other destinations within the Plan such as retail/entertainment, to the satisfaction of the Development/Transportation Engineering Department.
24. 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 the Region of York. 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.
25. The Owner agrees that all part blocks within the Plan shall only be developed in conjunction with abutting part blocks of adjacent draft plans.
26. The Owner shall agree in the Subdivision Agreement that Blocks 136 to 1152 both inclusive shall be developed only in conjunction with abutting lands in Draft Plan of Subdivision File 19T-10V005

Pinestaff Development Inc. 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 Blocks 1133 to 1135 both inclusive shall be developed only in conjunction with abutting lands in Draft Plan of Subdivision File 19T-10V005 Pinestaff Development Inc. 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.
28. The Owner shall agree in the Subdivision Agreement that Block 1112 and Blocks 1115 to 1132 both 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.
29. The Owner shall agree in the Subdivision Agreement that Street "X" shall be developed and constructed with abutting lands to the north to provide access for Lots 258 to 264 both inclusive. The City shall not issue a building permit for the subject Lots until the lands are combined to the satisfaction of the City.
30. Phase 2B, Phase 3A and 3B cannot be developed until adequate access and municipal services are available to service the subject lands or demonstrated that alternative arrangement have been made for their completion to the satisfaction of the City.
31. Prior to development proceeding beyond Phase 1, the Owner shall retain the services of a qualified Transportation Consultant to provide an updated transportation report/plan outlining the required Regional and City road improvements. The report/plan submitted to the City and Region for review and approval, shall demonstrate that adequate road capacity is available for the proposed development, and shall explain all transportation issues and recommend mitigative measures for these issues. An updated transportation report shall include a traffic management/roadway detour plan for the proposed roadway improvements. The Owner shall agree in the Subdivision Agreement to implement the recommendations of the updated transportation report/plan and traffic management master plan to the satisfaction of the City.
32. 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.
33. 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.
34. Prior to final approval of the Plan, the Owner shall retain the services of a qualified Transportation Consultant to evaluate, oversee and finalize the intersections design/roadway network as per the recommendations in the Traffic Management Master Plan/updated transportation report, and to the satisfaction of the City. The Owner acknowledges that the engineering design for alternative road network/design, traffic calming measures, pedestrian and cycling infrastructure and designated transit route(s) may result in variation(s) to the road and lotting pattern.
35. 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.

36. 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.
37. 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 CP rail line to link Block 61 east and west as per 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, CP Railway and The TRCA. The Owner shall also include a warning statement for all prospective buyers in the Plan detailing the potential construction of a pedestrian crossing of the CP Railway within the draft plan, to the satisfaction of the City.
38. Prior to final approval of the plan, the Owner shall provide drawings for the location and design of proposed bicycle parking at transit stops, school campuses, commercial sites, and other destinations within the Plan such as retail/entertainment, to the satisfaction of the Development/Transportation Engineering Department.
39. 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 Development/Transportation Engineering Department.

40. The Owner shall agree in the Subdivision Agreement to provide information on sustainable transportation, via various media, to all purchasers and/or tenants within the Plan, including pedestrian, cycling facilities, transit routes, roundabouts, and carpooling and park-and-ride facilities (if applicable) to the satisfaction of the Development/Transportation Engineering Department.
41. 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 to 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.
42. 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.
43. The Owner shall ensure that the final Plan shall depict all telecommunication structure locations and hydro switch gear easements.
44. 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.

45. 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.
46. Prior to final approval of the Plan, the Owner shall permit any telephone or telecommunications service provider to locate its plant in a common trench within the proposed Plan of Subdivision prior to release of the plan for registration, provided such service provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision as and when each dwelling unit is constructed.
47.
 - 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.
48. The Owner shall agree in the Subdivision Agreement to design, purchase material and install a streetlighting system in the Plan in accordance with City Standards and specifications. This Plan shall be provided with decorative streetlighting to the satisfaction of the City.
49. The Owner shall agree in the Subdivision Agreement to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis 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.
50. 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.
51. Prior to final approval of the Plan, the City and Region of York shall confirm that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the proposed development.

52. 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.
53. 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.
54. 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.
55. Prior to the initiation of grading, and prior to registration of this Draft Plan of Subdivision 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 this Draft Plan of Subdivision, 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.
56. Prior to final approval of the Plan, and/or any conveyance of land, and/or any initiation of grading or construction, the Owner shall submit the Environmental Site Assessment (ESA) Phase 1 Report, and if required, Phase 2 Report and the Remedial Action Plan for the lands within the Plan, in accordance with the Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for Use Under Part XV.1 of the Environmental Protection Act. In addition, for park

blocks and open space blocks, a Phase II Environmental Site Assessment (ESA) report is to be carried out in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval. 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:

- a) Should site remediation be required to meet the applicable soil and ground water criteria set out in the above noted regulation, the Owner shall submit to the City the report delineating the successful implementation of the approved Remediation Action Plan with verifying samplings and chemical analysis for review and approval by the Vaughan Development/Transportation Engineering Department;
 - b) Provide a certificate by a qualified professional that all lands within the Plan, and any lands and easements external to the Plan to be dedicated to the City and the Region, meet the applicable soil and groundwater criteria noted above;
 - c) Documented proof of the satisfactory registration of the Record of Site Condition (RSC) with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from MOE and a signed copy of the RSC by a qualified person, must be submitted to the Vaughan Development/Transportation Engineering Department for review and approval; and,
 - d) Reimburse the City for the costs of peer review of the above-noted reports.
57. 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.
58. In the event that remediation is required, a Remediation Action Plan will be submitted for review and approval by the City.
59. The Owner shall reimburse the City for the cost of the City's peer review of any Environmental Site Assessment report(s).
60. 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.
61. Prior to final approval, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment.
62. 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.
63. 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.

64. Prior to the initiation of the grading or striping 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.
65. Prior to final approval of the Plan, the Owner shall convey to the City, free of all costs and encumbrances, the stormwater management facility Blocks 1159 and 1160. The final size and configuration of these Blocks shall be established based on the updated/revised Stormwater Management Report and detailed engineering design to the satisfaction of the City.
66. 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, stormwater management, and/or park blocks to the satisfaction of the City.
67. 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 (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.
68. The Owner shall agree to notify both the Ministry of Tourism and Culture and the City of Vaughan Recreation and Culture (Cultural Services Division), Policy Planning and Development Planning Departments immediately in the event that:
 - a) Archaeological resources are found on the property during grading or construction activities, the proponent 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 proponent shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
69. Prior to final approval of Phase 2 of the Plan, the Owner shall agree to provide the following to the City of Vaughan Recreation and Culture Department (Cultural Services Division):
 - a) A Conservation Plan for the preservation and rehabilitation of the Richard Agar House and that the Richard Agar House be retained in situ until the final location has been determined, to the satisfaction of the City of Vaughan Recreation and Culture Department (Cultural Services Division); and,
 - b) A Letter of Credit, shall be submitted to secure the preservation and rehabilitation of the Richard Agar House in an amount satisfactory to the City of Vaughan Recreation and Culture Department (Cultural Services Division) to be determined at the time of development.
70. The Owner shall agree to the ENERGY STAR® conditions as follows:
 - a) The Owner agrees that wording will be included in the subdivision agreement requiring all residential units to be built to ENERGY STAR® for New Homes Technical Specifications (Version 2.0 or most current) standards, and agrees to comply with the ENERGY STAR® for New Homes Administrative Procedures (September 2006 or most current) process requirements for design, inspection and certification.
 - b) Prior to the issuance of a building permit, the Owner/builder shall have prepared, by a Certified Energy Evaluator, an ENERGY STAR® for New Homes "Building Option

Package” or develop a custom package using EnerGuide for New Houses (EGNH) software with respect to housing design and construction techniques and implementation methods to ensure that all the residential units within the draft plan are ENERGY STAR® qualified. Such package shall be prepared at the Owner’s expense and submitted to the Chief Building Official for information.

- c) Prior to the issuance of a building permit, the developer and/or builder and/or Owner for the building permit shall provide the Chief Building Official with verification that the proposed homes have been enrolled with *EnerQuality Corporation in the ENERGY STAR® for New Homes program, including signing an ENERGY STAR® Participant Administrative Agreement for Builders of ENERGY STAR® Qualified New Houses.*
 - d) Prior to the issuance of an occupancy permit (provisional occupancy certificate), the Owner shall provide testing verification for each dwelling unit to the City to ensure that all homes have been ENERGY STAR® qualified *at the completion of construction.* ENERGY STAR® labeling shall be affixed to the home.
71. 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.
72. 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.
73. 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.
74. 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 Department/Transportation Engineering 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.
75. 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.
76. 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.
77. 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.]

78. 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 the Region of York 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 the Region and maintained by the City with the exception of the usual grass maintenance.
79. 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 Highway 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 City of Vaughan. This Study identifies a potential Go Station just southeast of the CP 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, CP railway and Humber River crossings, and municipal road crossings/connections.”
- “Purchasers and/or tenants are advised that Streets “QQ” and “RR” are designed as a one-way traffic roadway.”
- “Purchasers and/or tenants are advised that the centre road median on Streets “QQ” and “RR” for Lots 429 to 434 both inclusive and Lots 850 to 858 both inclusive on the draft plan will restrict driveway access to right-in and right-out only.”
- “Purchasers and/or tenants are advised that the Region of York has Plans to realign, widen and reconstruct Major Mackenzie Drive between Highway 50 and Highway 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, 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, respecting, a street ending in a dead end, are advised that the Streets “A”, “M”, “B”, “X”, “L”, “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 Streets “QQ” and “RR” within 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 the 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 Lot Frontage for Lots 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 Lot Frontage for Lots 12.0 m and greater shall be comprised of a Minimum of 50% Landscaped Front or Exterior side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior side yard shall be soft landscaping in accordance with Paragraph 4.1.2.”

- “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 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 all of the residential units within this Plan will be built to ENERGY STAR® standards, and shall be ENERGY STAR® qualified prior to the issuance of an occupancy permit (provisional occupancy certificate). The design, inspection, and certification process for the ENERGY STAR® program is the responsibility of the developer and/or builder."
- "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, valleylands, woodlots, stormwater facility or landscape buffer:

- "Purchasers and/or tenants are advised that the adjacent open space, 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, 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 block, walkway or open space:

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

80. 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.

81. 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 Council;
- b) All development shall proceed in accordance with the 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.

82. The Owner shall agree in the Subdivision Agreement to the following:

- a) Prior to final approval, architectural guidelines shall have been prepared in accordance with Council Policy and approved by Council;
- b) All development shall proceed in accordance with the Council approved architectural design guidelines;
- c) 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;
- d) Prior to the submission of individual building permit applications, the control architect shall have stamped and signed drawings certifying compliance with the approved architectural guidelines; and,
- e) 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.

83. Prior to final approval, the Owner shall prepare a landscape master plan, the plan shall address but not be limited to the following issues:
- a) Co-ordination of the urban design/streetscape elements as they relate to the approved urban design guidelines including entrance features, parkettes, and fencing;
 - b) The appropriate community edge treatment for the landscape buffer (Blocks 1177 to 1180 inclusive) along Huntington Road;
 - c) The appropriate landscape treatment for the landscape buffer (Block 1181) along Street "Z";
 - d) The appropriate landscape treatment with a multi-use pedestrian trail for the Canadian Pacific Railway Greenway (Block 1158);
 - e) The appropriate landscape treatment with a multi-use pedestrian trail for the TCPL Pipeline (Blocks 1172 to 1174 inclusive);
 - f) The appropriate landscape treatment for the piazzas (Blocks 1170 and 1171);
 - g) The appropriate configuration and landscape treatment for the stormwater management ponds (Blocks 1159 and 1160);
 - h) The appropriate edge restoration along the open space (Blocks 1161 to 1166 inclusive);
 - i) The pedestrian urban connections between streets, built forms, promenades, parks, and open spaces;
 - j) The appropriate continuous pedestrian linkage between the parkette, piazza, greenway, and open space land through the Trans Canada Pipeline (Blocks 1172 to 1174 inclusive); and,
 - k) Environmental report for the open spaces (Blocks 1161 to 1166 inclusive).
84. Prior to final approval, the Owner shall provide a 7.5 m buffer for Blocks 1164 to 1166 inclusive abutting the open space blocks along residential lots.
85. 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.
86. 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.
87. 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 park (Block 1156).
88. The Owner shall agree in the Subdivision Agreement to erect an appropriate fence barrier within the limits of the berm (Blocks 1175 and 1176) that abut the Canadian Pacific Railway lands.
89. The Owner shall convey the landscape buffers (Blocks 1177 to 1180 inclusive) to the City free of all cost and encumbrances.

90. Prior to final approval, the Owner shall convey the CPR Greenway (Block 1158) and associated 12.5 m CPR Berm (Blocks 1175 and 1176) to the City free of all cost and encumbrances.
91. Prior to final approval, the Owner shall convey the open spaces (Blocks 1161 to 1166 inclusive) and associated 10 m buffer blocks to the TRCA or the City free of all cost and encumbrances.
92. Prior to final approval, the Owner shall convey Neighbourhood Parks (Blocks 1155, 1156 and 1157), CPR Greenway (Block 1158), and the Piazzas (Blocks 1170 and 1171) for parkland purposes to the City free of all cost and encumbrances.
93. Prior to final approval, the Owner shall prepare for review and approval on Neighbourhood Parks (Blocks 1155, 1156 and 1157), CPR Greenway (Block 1158 and 1159), and the Piazzas (Blocks 1170 and 1171), 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.

Region of York Conditions

94. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the area municipality and the York Region Planning and Development Services Department.
95. Prior to registration, York Region shall confirm that adequate water supply and sewage servicing capacity are available and have been allocated by the City of Vaughan for the development proposed within this Draft Plan of Subdivision or any phase thereof. Registration of the plan of subdivision shall occur in phases based on the availability of water supply and sewage servicing allocation.
96. Prior to the registration of any residential lands, the following shall occur:
 - a) the City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
 - b) York Region has advised in writing that it is no earlier than six (6) months prior to the expected completion of the Additional Water Supply Works in Kleinburg, the Kleinburg WPCP Expansion, the West Vaughan Sewage Servicing, and the PD6 Reservoir and watermain; or,
 - c) the Regional Commissioner of Environmental Services confirms to the City of Vaughan that the servicing allocation for this development is available in accordance with an executed tri-party agreement for the Inflow and Infiltration Reduction Pilot Project, and any Letters of Credit required by that agreement have been filed with the Region, and the City has approved a transfer of servicing allocation to this development accordingly.
97. That all residentially zoned lands shall be placed under a Holding Symbol "(H)" pursuant to the provisions of Section 36 of the Ontario Planning Act, which shall prohibit the development of the lands until the 'H' symbol has been lifted. The conditions for lifting the "(H)" Symbol shall include:
 - a) the City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the construction of infrastructure; or,

- b) York Region has advised in writing that it is no earlier than six (6) months prior to the expected completion of the Additional Water Supply Works in Kleinburg, the Kleinburg Water Pollution Control Plant (WPCP) Expansion, the West Vaughan Sewage Servicing, and the Pressure District (PD) 6 Reservoir and watermain; or,
 - c) the Regional Commissioner of Environmental Services confirms to the City of Vaughan that the servicing allocation for this development is available in accordance with an executed tri-party agreement for the Inflow and Infiltration Reduction Pilot Project, and any letters of credit required by that agreement have been filed with the Region, and the City has approved a transfer of servicing allocation to this development accordingly.
98. The Owner shall agree in the Subdivision Agreement that the Owner shall save harmless the area municipality and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
99. The Owner shall agree in the Subdivision Agreement, to use new sewer design, inspection and commissioning standards developed by York Region in conjunction with the local municipalities, and that all works will be inspected in accordance with these standards.
100. The portion of the Draft Plan of Subdivision comprising part of Blocks 1111 and 1181 shall not be released for registration until:
- a) a design for Huntington Road, between Major Mackenzie Drive and the existing Huntington Road, which identifies all necessary land requirements, has been completed, in consultation with York Region; and,
 - b) redline revisions to the Draft Plan of Subdivision, if required, have been approved by the City of Vaughan, in consultation with York Region.
101. Huntington Road is currently a local roadway. At some time in the future this road may be transferred to York Region to form part of the Regional road network. Prior to final approval, the Owner shall agree in the Subdivision Agreement to provide a 36 m right-of-way for Huntington Road, between Major Mackenzie Drive West and the existing Huntington Road, and any additional lands required for turn lanes at intersections, where necessary.
102. Prior to final approval, the Owner shall provide a Travel Demand Management Program identifying the detailed roles and responsibilities of the land Owners (especially for commercial sites), including operational and financial elements, for the proposed development, to the satisfaction of the Regional Infrastructure Planning Branch. This shall include, but not limited to, program development, implementation, on-going management, operations and monitoring of the TDM Program.
103. The Owner shall agree in the Subdivision Agreement that the delineation of Blocks 1159 and 1160, comprising the stormwater management facilities, are not final and are subject to change as a result of any property requirements identified for the re-alignment of Major Mackenzie Drive West.
104. The Owner shall agree in the Subdivision Agreement that any modifications required to the temporary stormwater management facilities within Blocks 1159 and 1160 as a result of the re-alignment of Major Mackenzie Drive West shall be undertaken by the Owner at no cost to York Region.
105. The Owner shall agree in the Subdivision Agreement that any additional lands required from Blocks 1159 and 1160 shall be conveyed to York Region free of all costs and encumbrances in a

satisfactory timeframe to allow York Region to construct the re-alignment of Major Mackenzie Drive West.

106. The Draft Plan of Subdivision is potentially affected by the Western Vaughan Transportation Improvements Individual Environmental Assessment. There is a requirement for the protection of land for a grade separation and detour road at Major Mackenzie Drive and the Canadian Pacific Railway right-of-way. The portion of the Draft Plan of Subdivision comprising Blocks 1090, 1091, 1092, 1114 and 1153, Lots 705 to 732 inclusive, and Lots 1048 to 1067 inclusive shall not be released for registration until:
 - a) Regional Transportation Services Department staff confirms in writing that the limits of development are consistent with the detailed design for the re-alignment of Major Mackenzie Drive West; and,
 - b) Redline revisions to the Draft Plan of Subdivision, if required, have been approved by the City of Vaughan, in consultation with York Region.
107. The Owner acknowledges and agrees that revisions to the Draft Plan of Subdivision may be required to incorporate the recommendations of the approved Environmental Assessment for Major Mackenzie Drive West and associated grade separation of the CP Rail line. These revisions shall be in conformity with the recommendations of the approved environmental assessment.
108. Prior to final approval, the Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required Regional road improvements for this subdivision. The report/plan, submitted to the Regional Transportation Services Department and Regional Infrastructure Planning Branch for review and approval, shall explain all transportation issues and shall recommend mitigative measures for these issues.
109. The Owner shall agree in the Subdivision Agreement, to implement the recommendations of the functional transportation report/plan, as approved by the Regional Transportation Services Department, to the satisfaction of the Region of York.
110. Prior to final approval, the Owner shall submit detailed engineering drawings, to the Regional Transportation Services Department for review and approval, that incorporate the recommendations of the functional transportation report/plan as approved by the Regional Transportation Services Department. Additionally, the engineering drawings shall include the subdivision storm drainage system, erosion and siltation control plans, site grading and servicing, plan and profile drawings for the proposed intersections, construction access and mud mat design, utility and underground servicing location plans, pavement markings, electrical drawings for intersection signalization and illumination design, traffic control/construction staging plans and landscape plans.
111. Prior to final approval and concurrent with the submission of the subdivision servicing application (MOE) to the area municipality, the Owner shall provide a set of engineering drawings, for any works to be constructed on or adjacent to the York Region road, to the Roads Branch, Attention: Manager, Development Approvals, that includes the following drawings:
 - a) Plan and Profile for the York Region road and intersections;
 - b) Grading and Servicing;
 - c) Intersection/Road Improvements, including the recommendations of the Traffic Report;
 - d) Construction Access Design;
 - e) Utility and underground services Location Plans;
 - f) Signalization and Illumination Designs;
 - g) Line Painting;

- h) Traffic Control/Management Plans;
 - i) Erosion and Siltation Control Plans;
 - j) Landscaping Plans, including tree preservation, relocation and removals; and,
 - k) Requirements of York Region Transit/Viva.
112. Prior to final approval, the Owner shall provide drawings for the proposed servicing of the site to be reviewed by the Engineering Department of the area municipality. Three (3) sets of engineering drawings (stamped and signed by a professional engineer), and MOE forms together with any supporting information, shall be submitted to the Regional Transportation Services Department, Attention: Mrs. Eva Pulnicki, P.Eng.
113. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Regional Transportation Services Department, that all existing driveway(s) along the Regional Road frontage of this subdivision not approved as part of the final subdivision will be removed as part of the subdivision work, at no cost to York Region.
114. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Regional Transportation Services Department that elevations along the Major Mackenzie Drive West streetline adjacent to Blocks 1114, 1160, and 1166 shall be to the satisfaction of Development Approvals. The streetline elevations shall be determined through the continuing review of the Western Vaughan Individual Environmental Assessment as it applies to this development.
115. Prior to final approval, the Owner shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of the Regional Transportation Services Department recommending noise attenuation features.
116. The Owner shall agree in the Subdivision Agreement in wording satisfactory to the Regional Transportation Services Department, to implement the noise attenuation features as recommended by the noise study and to the satisfaction of the Regional Transportation Services Department.
117. The Owner shall agree in the Subdivision Agreement, in wording to satisfactory to the Regional Transportation Services Department, that Major Mackenzie Drive West between Highway 27 and Highway 50 is a permanent half load road and is subject to the restrictions set out by the Regional Municipality of York. The Owner further agrees to apply for a half load exemption and to be bound by the conditions set forth in the half load exemption permit.
118. The Owner shall agree in the Subdivision Agreement, in wording satisfactory to the Regional Transportation Services Department, that where berm, noise wall, window and/or oversized forced air mechanical systems are required, these features shall be certified by a professional engineer to have been installed as specified by the approved Noise Study and in conformance with the Ministry of Environment guidelines and the York Region Noise Policy.
119. The following warning clause shall be included in a registered portion of the Subdivision Agreement with respect to the lots or blocks affected:
- "Purchasers are advised that despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building's occupants."
120. Where noise attenuation features will abut a York Region right-of-way, the Owner shall agree in the Subdivision Agreement, in wording satisfactory to the Regional Transportation Services Department, as follows:

- a) that no part of any noise attenuation feature shall be constructed on or within the York Region right-of-way;
 - b) that noise fences adjacent to York Region roads may be constructed on the private side of the 0.3 m reserve and may be a maximum 2.5 m in height, subject to the area municipality's concurrence;
 - c) that maintenance of the noise barriers and fences bordering on York Region right-of-ways shall not be the responsibility of York Region; and,
 - d) that any landscaping provided on York Region right-of-way by the Owner or the area municipality for aesthetic purposes must be approved by the Regional Transportation Services Department and shall be maintained by the area municipality with the exception of the usual grass maintenance.
121. Prior to final approval, the Owner shall agree that the following lands will be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor:
- a) a widening across the full frontage of the site where it abuts Major Mackenzie Drive West adjacent to Blocks 1114, 1160 and 1166 of sufficient width to provide for the Major Mackenzie Drive West grade separation at the Canadian Pacific Railway crossing;
 - b) a widening across the full frontage of the site where it abuts Major Mackenzie Drive West adjacent to Blocks 1153 and 1114 of sufficient width to provide for the Major Mackenzie Drive West detour road at the Canadian Pacific Railway crossing;
 - c) sufficient additional land to accommodate the *temporary* intersection of Major Mackenzie Drive West and Street 'A', including appropriate daylight triangles; and,
 - d) a 15.0 m by 15.0 m daylight triangle at the northwest and northeast corners of Major Mackenzie Drive West and Street 'A' based on the ultimate property line of Major Mackenzie Drive West and the final configuration of Street "A".
122. Prior to final approval, the Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
123. Prior to final approval, York Region requires the Owner to submit to York Region, in accordance with the requirements of the *Environmental Protection Act* and O. Reg. 153/04 *Records of Site Condition Part XV.1 of the Act* (as amended), a Phase I environmental site assessment prepared and signed by a qualified professional, of the Owner's lands and more specifically of the lands to be conveyed to York Region (the "Assessment"). Based on the findings and results of the Assessment, York Region may require further study, investigation, assessment and delineation to determine whether any remedial or other action is required. The Assessment and any subsequent environmental reports or other documentation prepared in respect of the environmental condition of the lands to be conveyed must to be addressed to York Region, contain wording to the effect that York Region shall be entitled to rely on such reports or documentation in their entirety, and such reports or documentation shall be satisfactory to York Region.
124. Prior to final approval, the Owner shall certify, in wording satisfactory to the Regional Transportation Services Department, that no contaminant, pollutant, waste of any nature, hazardous substance, toxic substance, dangerous good, or other substance or material defined or regulated under applicable environmental laws is present at, on, in or under all lands to be conveyed to York Region (including soils, substrata, surface water and groundwater, as

applicable): (i) at a level or concentration that exceeds the *Environmental Protection Act* O. Reg. 153/04 full depth generic site condition standards applicable to the intended use that such lands will be put by York Region at the time of conveyance or any other remediation standards published or administered by governmental authorities applicable to the intended land use; and (ii) in such a manner, condition or emanating from such lands in such a way, that would result in liability under applicable environmental laws. The Assessment, any subsequent environmental reports or other documentation and the Owner's certification shall be done at no cost to York Region.

125. The Owner shall agree in the Subdivision Agreement, in wording satisfactory to the Regional Transportation Services Department, to be responsible to decommission any existing wells on the Owner's lands in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the area municipality.
126. The Owner shall agree in the Subdivision Agreement that access to Block 1114 shall be via Street "A". Direct access shall not be permitted to/from Major Mackenzie Drive West. Direct access to Block 1114 from Street "A" shall not be permitted within 60 m of the ultimate Major Mackenzie Drive West streetline.
127. The Owner shall agree in the Subdivision Agreement that access to Block 1153 shall be via Street "A". Direct access shall not be permitted to Major Mackenzie Drive West. Direct access to Block 1153 from Street "A" shall not be permitted within 60 ms of the ultimate Major Mackenzie Drive West streetline.
128. The Owner shall agree in the Subdivision Agreement, in wording satisfactory to the Regional Transportation Services Department that access to Blocks 1160 and 1166 shall be via Street "OO". Direct access shall not be permitted to/from Major Mackenzie Drive West.
129. Prior to final approval, the Owner shall demonstrate that Street "A" shall be designed to intersect Major Mackenzie Drive West to the satisfaction of the Regional Transportation Services Department.
130. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Regional Transportation Services Department, that the throat width of Street "A" at Major Mackenzie Drive West shall be designed to accommodate the lane requirements of the approved traffic impact study for this development.
131. Prior to final approval, the intersection of Major Mackenzie Drive West and Street "A" shall be designed to the satisfaction of the Regional Transportation Services Department with any interim or permanent intersection works including turning lanes, profile adjustments, illumination and/or signalization as deemed necessary by the Regional Transportation Services Department.
132. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Regional Transportation Services Department, that all local underground services will be installed within the area of the development lands and not within York Region's road allowance. If a buffer or easement is needed to accommodate the local services adjacent to York Region's Right of Way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.
133. The Owner shall agree in the Subdivision Agreement, in wording satisfactory to the Regional Transportation Services Department that the Owner will be responsible for determining the location of all utility plants within York Region right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial

cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.

134. 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 may have transit services.

Future YRT transit services would be provided when warranted for the following roadway or sections of:

- a) Street "A"

135. The Owner shall agree in the Subdivision Agreement that given the current planned road network configuration, bus stops may be placed at the intersections of Street "A" and the following roadways to the satisfaction of the local municipality and York Region Transit:

- a) Street "B" (north and south connections)
- b) Street "MM"
- c) Street "QQ"
- d) Street "II"

136. 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 roadways to the Regional roadway as follows:

- a) From Street "P" 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.

137. Prior to final approval, 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 15 m. These standards are according to the Canadian Transit Handbook and the Ontario Urban Transit Association.

138. 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 135. This includes potential transit routes, bus stops and shelter locations. This shall be achieved through distribution of information/marketing materials (YRT route maps, Future Plan maps and providing YRT website contact information) at sales offices and appropriate notification clauses in purchase agreements. The YRT route maps and the Future Plan maps are available from YRT upon request.

139. 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. Prior to final approval, the Owner shall submit engineering plans for York Region's approval that identify on the plans the Transit requirements.

140. Prior to final approval, the Owner shall provide a copy of the Subdivision Agreement to the Regional Transportation Services Department, outlining all requirements of the Regional Transportation Services Department.
141. 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 DC-0007-2007-040, as amended by By-law # 2010-49.

Toronto and Region Conservation Authority (TRCA) Conditions

142. 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.
143. 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.
144. That prior to site alteration, prior to 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 implementing 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 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, and the potential need for revision or compensation shall also be included within the Subdivision Agreement.
145. 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:

- i) Detailed plans illustrating the topsoil stripping proposal, including but not limited to the locations, staging and methodology;
 - ii) An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after topsoil stripping; and,
 - iii) A strategy and associated plans for the realignment of Tributary A (identified on Figure 2 of the Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011) to its proposed location within Open Space Blocks 1164, 1165 and 1166 as requested in Conditions 148 and 151 below or, in the alternative, plans demonstrating that the existing Tributary A channel and its associated stream corridor, including flood plain, meander belt and 10-metre buffer, will be retained in their existing condition and untouched during the topsoil stripping activities.
146. 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 implementing 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 1159 and 1160) 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 1159 and 1160), General Commercial Block 1153, Mixed Use/Medium Density Residential Block 1114, Lots 1048 to 1067 inclusive, and Street "OO";
 - 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;
 - 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 1161, 1162, 1163, 1164, 1165 and 1166) and Open Space Buffers (Blocks 1167, 1168 and 1169). 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 Owners 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.
147. 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.
148. That prior to site alteration, a strategy and associated plans be prepared by the Owner for the realignment of Tributary A (identified on Figure 2 of the Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011) to its proposed location within Open Space Blocks 1164, 1165 and 1166. This strategy will assess the technical and practical implications associated with this realignment, including but not limited to phasing, staging, grading, design of the natural corridor, tie in to lands not owned by the Owner, relationship to grading on adjacent lots and blocks, trail placement, crossings, flood plain management, meander belt accommodation, maintenance of groundwater and surface water flows to the system both during and after construction, sediment and erosion control implementation and maintenance, restoration, long-term monitoring and maintenance, permit requirements, and securities. This strategy will be developed in consultation with and to the satisfaction of the TRCA (and the MNR if required). The Owner shall implement the strategy and associated plans to the satisfaction of the TRCA (and the MNR if required) prior to or in conjunction with topsoil stripping and grading within the draft plan area.
149. That prior to the Owner entering into agreements of purchase and sale, prior to the approval of the implementing Zoning By-law and prior to the registration of this plan or any phase thereof, the Owner demonstrate to the satisfaction of the TRCA (and the MNR if required) that the works identified in Condition 148 above have been implemented pursuant to the approved strategy and plans. This will include, but is not limited to the submission of as-built drawings, revised flood plain modeling, site photos and inspection reports to the satisfaction of the TRCA (and the MNR if required). The details of the submission requirements will be outlined in the strategy and plans to be prepared by the Owner to the satisfaction of the TRCA (and the MNR if required) pursuant to Condition 148 above.
150. That prior to the registration of this plan or any phase thereof, the Owner assess the technical and practical implications of modifying the existing on-line pond(s) within Open Space Block 1165 to maintain the ecological function of the area. This strategy will be developed in consultation with and to the satisfaction of the TRCA (and the MNR if required). The Owner shall implement the strategy to the satisfaction of the TRCA (and the MNR if required).
151. 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.

152. That prior to site alteration, the Owner prepare studies/plans equivalent to those requested in Conditions 148, 149 and 151 to the satisfaction of the TRCA (and the MNR if required) for Tributary B (identified on Figure 2 of the Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011) should the realignment or alteration of Tributary B and/or its stream corridor be approved to facilitate works for this Draft Plan of Subdivision and road infrastructure. The required studies may be scoped to the satisfaction of the TRCA (and the MNR if required) depending on the nature of the proposed realignment or alteration.
153. 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 1161, 1162, 1163, 1164, 1165 and 1166) and Open Space Buffers (Blocks 1167, 1168 and 1169), and the natural feature and 10 metre buffer within Neighbourhood Park Block 1155 and CPR Berm Block 1175. The natural feature and 10 metre buffer within Neighbourhood Park Block 1155 and CPR Berm Block 1175 are identified on Figure 4 of the Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011.
154. That prior to the registration of this plan or any phase thereof, a planting plan be prepared by the Owner for the Stormwater Management Blocks (Blocks 1159 and 1160) to the satisfaction of the TRCA.
155. 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 1161, 1162, 1163, 1164, 1165 and 1166) and Open Space Buffers (Blocks 1167, 1168 and 1169), and the natural feature within Neighbourhood Park Block 1155 and CPR Berm Block 1175 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. The natural feature and 10 metre buffer within Neighbourhood Park Block 1155 and CPR Berm Block 1175 are identified on Figure 4 of the Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011.
156. 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.
157. 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 Open Space areas (Blocks 1161, 1162, 1163, 1164, 1165 and 1166) and Open Space Buffers (Blocks 1167, 1168 and 1169), the Neighbourhood Parks (Blocks 1155 and 1156), the Stormwater Management Blocks (Blocks 1159 and 1160) and CPR Berm (Block 1175).
158. That the Open Space areas (Blocks 1161, 1162, 1163, 1164, 1165 and 1166) and Open Space Buffers (Blocks 1167, 1168 and 1169) are be dedicated to the TRCA or the City of Vaughan, free of all charges and encumbrances.
159. That the implementing Zoning By-law recognize the Open Space areas (Blocks 1161, 1162, 1163, 1164, 1165 and 1166) and Open Space Buffers (Blocks 1167, 1168 and 1169) in an open space, or other suitable environmental zoning category, which has the effect of prohibiting development, to the satisfaction of the TRCA.

160. That the implementing Zoning By-law prohibit grading and structures within Neighbourhood Park Block 1155 and CPR Berm Block 1175 unless prior written approval has been granted by the TRCA to ensure that the natural features and hazards in the park, which are part of the Tributary "C" valley corridor, are protected and buffered to the satisfaction of the TRCA. Tributary "C", the limit of the staked natural feature and the 10 metre buffer are identified on Figure 4 of the Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011.
161. 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.
162. 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.
163. 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.
164. That the Owner consults with and obtains any and all necessary approvals from the MNR under the *Endangered Species Act*.
165. 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 144 through 157 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, mixed use and commercial lots and blocks that abut the Open Space areas (Blocks 1161, 1162, 1163, 1164, 1165 and 1166) and Open Space Buffers (Blocks 1167, 1168 and 1169) to the satisfaction of the TRCA;
 - vi) To prohibit grading works within the Open Space areas (Blocks 1161, 1162, 1163, 1164, 1165 and 1166) and Open Space Buffers (Blocks 1167, 1168 and 1169) unless approved by the TRCA;
 - vii) To prohibit retaining walls in or adjacent to the Open Space areas (Blocks 1161, 1162, 1163, 1164, 1165 and 1166) and Open Space Buffers (Blocks 1167, 1168 and 1169) unless approved by TRCA;
 - 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."

166. That this Draft Plan of Subdivision be subject to red-line revision(s) in order to meet the requirements of Conditions 142 through 162 inclusive, if necessary, to the satisfaction of the TRCA.
167. 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.

TransCanada Pipelines Limited (TransCanada) Conditions

168. The conditions, restrictions or covenants specified by TransCanada Pipelines Limited (TransCanada) shall be registered against title in relation to the "Lands" and the plan by way of application to register conditions, restrictions or covenants, as applicable, pursuant to the Land Titles Act or any amendments thereto.
169. TransCanada's right-of-way shall be dedicated to the City as passive open space or parkland subject to TransCanada's easement rights. TransCanada's right-of-way shall be identified on all municipal plans and schedules as a pipeline/utility corridor.
170. Construction on the pipeline right-of-way shall not be permitted until the completion of the TransCanada's slabbing of the pipeline.
171. Fill that has not been previously approved shall not be permitted on the pipeline right-of-way until TransCanada has completed slabbing on the right-of-way.
172. Utility crossings will be permitted under the pipeline where there is not sufficient depth of cover to cross above the pipeline. Please be advised that future access to utilities under the pipeline will result in costs at the Owner's/developer's expense to remove the concrete slabs and replace them.
173. All crossings of the pipeline right-of-way by any facility as defined by National Energy Board (NEB) Regulation 112 must have TransCanada's prior written authorization. A crossing facility may include, but is not limited to, driveways, roads, access ramps, trails, pathways or utilities. In accordance with the NEB Act, the Owner may be required to enter into a crossing agreement with TransCanada prior to final registration of the plan of subdivision and before the start of any work within the subdivision. The Owner shall agree to meet all clearances and design requirements outlined in the crossings agreement and the NEB Pipeline Crossing Regulations,

174. Any grading not otherwise permitted by the NEB Act or Crossing Regulations, that will affect the right-of-way or drainage on to it, regardless of whether or not the grading is conducted on the right-of-way, must receive TransCanada's prior written approval. Grading activities on the right-of-way will only be permitted when a TransCanada representative is present to inspect and supervise them.
175. TransCanada requests notification prior to commencement of construction works for any blasting being undertaken within 300 m of the pipeline right-of-way. Prior to any blasting being undertaken within 60 m of the right-of-way, a description of the methods and charges to be used must be prepared, at the Owner's expense, by a qualified technician and submitted for TransCanada's written approval.
176. Section 112 of the NEB Act requires that anyone excavating with power-operated equipment or explosives within 30 m of the pipeline right-of-way must obtain leave from the pipeline company before starting any work. To satisfy this NEB requirement, you may send your request for leave directly to TransCanada with supporting information explaining how the work will be carried out. Once you obtain written approval for your excavation request, you must notify TransCanada at 1-800-827-5094 or Ontario One Call at 1-800-400-2255 15 business days before the start of any excavation using power-operated equipment and 30 business days before the use of explosives within 30 m of the pipeline right-of-way limits.
177. During construction of the site, temporary fencing must be erected and maintained along the limits of the right-of-way by the Owner to prevent unauthorized access by heavy machinery. The fence erected must meet TransCanada's specifications concerning type, height and location. Please note that Section 112 of the NEB Act states that, "...no person shall operate a vehicle or mobile equipment across a pipeline unless leave is first obtained from the company..." The Owner is responsible for ensuring proper maintenance of the temporary fencing for the duration of construction.
178. Permanent fencing or vehicle barriers of a design acceptable to TransCanada or as may be required by-law, shall be installed across the width of the right-of-way, where public roads cross the right-of-way and along the limits of the right-of-way to prevent unauthorized access on TransCanada's right-of-way. The location of these barriers must be approved by TransCanada.
179. Any fence erected must meet TransCanada's and the City's specifications concerning type, height and location. Any excavations for fence posts located on or within 30 m of the right-of-way must be done by hand or hydro vac. There shall be no augers operated on the right-of-way. The Owner shall notify TransCanada 3 business days prior to any excavation for fence posts located on or within 30 m of the right-of-way. All fences made of metallic material must be approved by TransCanada prior to being erected on or within 30 m of the pipeline right-of-way.
180. Roads or streets designed to run parallel to the pipeline right-of-way may not have any portion of the road allowance limits located within the right-of-way.
181. Paving and parkings are not permitted on the pipeline right-of-way, except at authorized crossings.
182. Landscaping of TransCanada's right of way is to be provided in writing by TransCanada and done in accordance with TransCanada's Planting Guidelines:
 - a) No trees or large shrubs shall be planted within 3 m of the pipeline edge located within the pipeline right-of-way.
 - b) The pipeline right-of-way is to be seeded with Canada #1 seed.
 - c) A 5 m access way for repair crews should be provided along the right-of-way.

- d) Except in wooded environmentally sensitive areas (such as parks) or special cases (such as specimen trees, nurseries or orchards), no trees and shrubs that will reach a height of 4 m shall be placed within TransCanada's right-of-way.
 - e) Before any excavation within 3 m of the edge of the pipeline right-of-way, the pipeline must be located by hand.
 - f) A minimum of 5 m between all groups of trees/shrubs is required.
 - g) In no event shall TransCanada be held liable to the Grantee respecting any loss of or damage to the fence, trees and/or shrubs which the Grantee may suffer or incur as a result of the operations of TransCanada. The Grantee shall be responsible for all costs involved in replacing any fence, trees and/or shrubs damaged or removed during TransCanada's operations and shall indemnify and save harmless TransCanada from all actions, proceedings, claims, demands and costs brought against or incurred by TransCanada as a result of the presence of or damage to the fence, trees and/or shrubs on the TransCanada's right-of-way.
183. TransCanada has new and/or existing cathodic protection test stations in the area including underground cabling. They are fully operational at this time and will be tested following construction. Any damages due to construction must be repaired at the Owner's expense.
184. TransCanada's prior approval must be obtained for the site plans for the permanent structures to be erected on Medium Density Residential Block 1111, Neighbourhood Park Block 1155, CPR Greenway Block 1158, CPR Berm Blocks 1175 and 1176 and Landscape Buffer Block 1180, which are adjacent to TransCanada's right-of-way.
185. Three copies of any registered plans for this subdivision and a registered copy of the Subdivision Agreement must be sent to TransCanada.
186. The Owner shall include notice of the following in all offers of purchase and sale:
- a) notice of the easement agreement registered against the property (or near the property), which may affect development activities on the property;
 - b) notice of the 30 m safety zone (Section 112 of the NEB Act) as regulated by the NEB;
 - c) the number of high pressure natural gas pipeline within the easement and the location of the easement in relation to the development;
 - d) the setback for all permanent structures and excavations from the limits of the right-of-way; and,
 - e) the regional office contact number (1-800-827-5094).
187. All display plans in the lot/home sales office shall identify the TransCanada pipeline right-of-way corridor within the proposed linear park blocks.
188. The Owner shall ensure through all contracts entered into, that all contractors and subcontractors are aware of and observe the foregoing terms and conditions.
189. The Owner/developer must invite TransCanada to a pre-job meeting prior to any construction at the site. At this meeting, TransCanada must be given the opportunity to make a short, pipeline safety awareness presentation to all job supervisors responsible for construction on the project.

190. The implementing Zoning By-law shall include the following requirements:
- a) No permanent building or structure shall be located within 7 m of the pipeline right-of-way;
 - b) Accessory structures shall have a minimum setback of 3 m from the pipeline right-of-way; and,
 - c) No building or structure shall be permitted within 3 m of the pipeline right-of-way.

Ministry of Transportation (MTO) Conditions

191. The Owner shall agree to include in the Subdivision Agreement, that a single road connection to Major Mackenzie Drive approximately 650 m east of the Highway 427 ramp terminal can operate at an acceptable level of service with a double eastbound left turn and single southbound left turn lane arrangement (no direct access), in accordance with the analysis in the Traffic Report for the Nashville Community, to the satisfaction of the MTO.
192. Prior to final approval of the Plan, the Owner shall agree to provide the MTO with a stormwater management report, and grading and servicing plans, addressing the intended treatment of calculated stormwater runoff, to the satisfaction of the MTO.

Canadian Pacific Railway Conditions

193. Prior to final approval of the Plan, the Owner shall agree to address the following to the satisfaction of the Canadian Pacific Railway:
- a) A safety berm, having extensions or returns at the ends, shall 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 m and side slopes not steeper than 2.5 to 1. No part of the berm is to be constructed on railway property.
 - b) The Canadian Pacific Railway have reviewed the *Environmental Noise Feasibility Study*, dated December 16, 2009, by Valcoustics Canada Ltd. and are agreeable with the recommendations contained therein.
 - c) Setback of dwellings from the railway right-of-way shall be a minimum of 30 m. The proposed Draft Plan of Subdivision incorporates this setback by way of a road allowance along the Railway. The 2.5 m high earth berm adjacent to the right-of-way must be provided in all instances.
 - d) The Canadian Pacific Railway have reviewed the *Railway Vibration Analysis*, dated November 9, 2010, by Valcoustics Canada Inc. and are satisfied with the recommendations contained therein.
 - e) Any proposed alterations to the existing drainage pattern affecting railway property must receive prior written concurrence from the Canadian Pacific Railway, and be substantiated by a drainage report to be reviewed by the Canadian Pacific Railway.
 - f) A 1.83 m high chain-link fence be constructed and maintained along the common property line of the railway by the Owner at his expense. Canadian Pacific Railway 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.

- g) Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Canadian Pacific Railway's standard agreement.

Metrolinx Conditions

- 194. Prior to final approval of the Plan, the Owner shall agree to review and undertake further analysis to ensure that any noise associated with potential GO service is suitably mitigated by any recommended measures that must be provided. The consultant must contact Metrolinx for additional information in this regard so that the acoustic analysis can be updated as appropriate, to the satisfaction of Metrolinx.
- 195. Prior to final approval of the Plan, the Owner shall agree to confirm if the analysis suitably captures potential vibration levels associated with GO trains respecting *The Railway Vibration Analysis*, dated November 9, 2010, by Valcoustics Canada, which identifies mitigation requirements for some residential dwellings on the development lands, to the satisfaction of Metrolinx.

York Catholic District School Board Conditions

- 196. That the Owner shall enter into an agreement satisfactory to the York Catholic District School Board for the transfer of Block 1154 (2.80 ha).
- 197. That the Owner shall agree in the Subdivision Agreement in wording satisfactory to the York Catholic District School Board that prior to final approval:
 - a) to grade the school site to conform to the overall grade plan of the subdivision and in doing so shall replace any topsoil disturbed in the grading process and at the same time sod/seed the same lands, and if, in compliance with this clause, the addition of fill, the removal of existing soil, or, in any way, the alteration of existing grading results in increased costs of construction to the Board, then, and in that event, the Owner shall, upon demand, reimburse the Board for such additional costs;
 - b) to remove all trees and structures on Block 1154, as determined by the Board;
 - c) there shall be no stockpiling of topsoil on Block 1154;
 - d) the Owner shall, at its own expense:
 - i) construct and maintain temporary post and wire fencing on all boundaries of the lands no later than the date of application of the base coat of asphalt on such roads on which the lands abut to in accordance with the Board's Specifications for Fencing (Schedule "B");
 - ii) prior to occupancy of the adjacent residential lands, replace the temporary post and wire fencing along the boundaries of the lands and such adjacent residential lands with a 9 gauge galvanized chain link fence 1.8 m in height, the side of which fence facing such residential lands to be placed two (2) inches inside the lands from the boundary thereof; and,
 - iii) prior to completion, replace the temporary post and wire fencing then remaining with a 9 gauge galvanized chain link fence 1.8 m in height on all other boundaries of the lands as the Board may, no less than 60 days prior to completion direct.

- e) to erect on the school site at such time as the school access street is constructed a visible sign with the dimensions and containing the words in the order, form and configuration as duly required by the Board, as per the Board's school Site Sign Specifications (Schedule "C").
 - f) to post "No Dumping" signs along the perimeter fence as required by the Board; and,
 - g) to provide the foregoing at no cost to the Board.
198. That the Owner shall submit, at no cost to the Board, a report from a qualified consultant concerning:
- a) the suitability of Block 1154 for construction purposes relating to soil bearing factors, surface drainage and topography and or grading plan; and there shall be a minimum of 12 boreholes on the school site, in locations as approved by the Board;
 - b) Phase 1 and Phase 2 Environmental Testing reports for the school site to ensure the site is clear and free of all contaminants and unfit soil; and,
 - c) the availability of natural gas, electrical, water, storm sewer, sanitary sewer, telephone, fibre optic cable and cable television services in a location along the property line, as determined by the Board. All services must meet Board specifications and approval.
199. That the Owner shall submit, at no cost to the Board, a certificate from the City of Vaughan confirming the following as they relate to a new school facility:
- a) the availability of a satisfactory water supply (both domestic and fire);
 - b) an acceptable method of sewage disposal;
 - c) adequacy of electrical services;
 - d) the availability of a satisfactory natural gas supply; and,
 - e) that an adequate stormwater management facility has been designed to accommodate a school site and ensure that water retention will not be required on this site.
200. The Owner shall supply the Board with a certificate, from the local hydro authority, confirming an adequate capacity for a new school and that the Board will not incur future upstream costs.
201. That the Owner shall agree in words acceptable to the York Catholic District School Board, that the services referred to in Condition 199 complete with inspection manholes shall be installed at the property line of said school site and positioned as designated by the Board, at no cost to the Board, allowing time for Board approval of the design of said services prior to the registration of the plan.
202. That the Owner confirms, prior to registration, that there are no easements, walkways or storm water management facilities existing, or planned for the school site.
203. That the Owner covenants and agrees to insert in every transfer of lands abutting the Lands a Restrictive Covenant running with the lands which prohibits the installation and use of any gate or access point from such abutting lands to the Lands.
204. That the Owner covenants and agrees that a clause will be inserted in all Agreements of Purchase and Sale of residential lots and units within the subdivision, a clause providing as follows:

"The construction of a Catholic School on a designated site is not guaranteed. Purchasers are advised that sufficient accommodation may not be available for students residing in this area, and you are notified that students may be accommodated in temporary facilities and/or bussed to existing facilities outside the area. The Board will in its discretion designate pick-up points for students who qualify for transportation."

205. That the Owner covenants and agrees that a clause will be inserted in all Agreements of Purchase and Sale for residential lots and units abutting the Lands stating that "temporary facilities/portables may be placed on the Lands in order to accommodate students in excess of the capacity of the school building".

York Region District (Public) School Board Condition

206. Prior to final approval, the City shall be advised by the York Region District (Public) School Board that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the Owner and the School Board.

Conseil Scolaire de District Catholique Centre - Sud Condition

207. Prior to final approval, the City shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the Owner and the School Boards.

Enbridge Gas Distribution Conditions

208. Prior to final approval of the Plan, the Owner shall agree to:
- a) Discuss installation and clearance requirements for service and metering facilities with the Enbridge Customer Connections Department.
 - b) Prepare a composite utility plan that allows for the safe installation of all utilities, including required separation between utilities.
 - c) Construct streets in accordance with composite utility plans previously submitted and approved by all utilities.
 - d) 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.
 - e) Provide a 2 m by 2 m exclusive use location for a regulator station at the intersections of Street "B" and Huntington Road, Street "C" and Huntington Road, Streets "QQ" and "RR" and Huntington Road, and Street "A" and Major Mackenzie Drive. The station must be coordinated with the entrance features and landscaping.
 - f) 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 m from the streetline.

Canada Post Conditions

209. The Owner shall agree to:
- a) consult with Canada Post to determine the locations of the community mailboxes and indicate the community mailbox locations on the appropriate servicing plans and provide

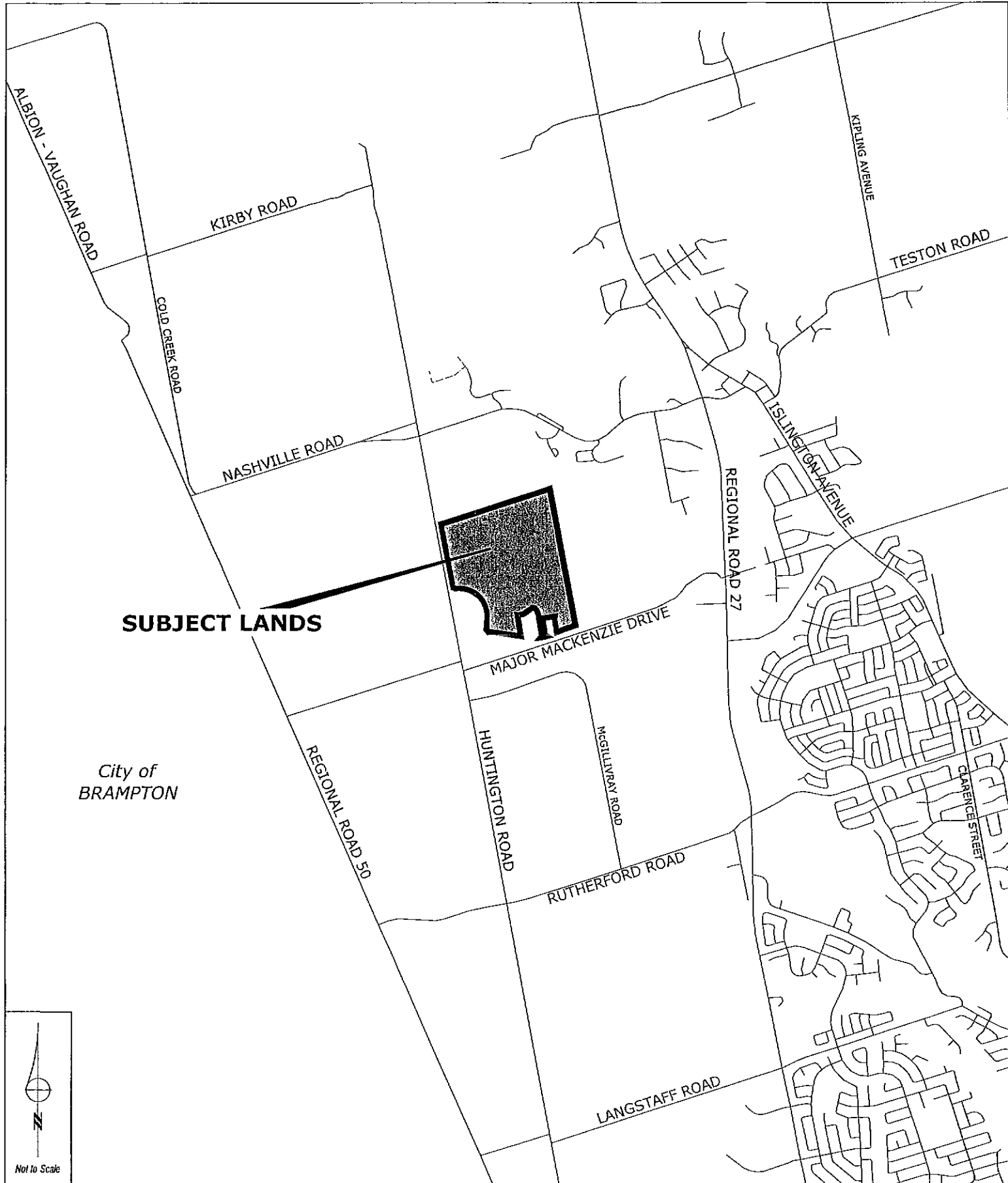
Canada Post with 2 copies of the utility co-ordination plan for use in identifying the community mailbox location to provide mail delivery service;

- b) provide the following for each community mailbox site, as shown on the servicing plans:
 - i) a sidewalk section (concrete pad), as per municipal and Canada Post standards, to support the mailboxes;
 - ii) any required walkway across the boulevard, as per municipal standards; and,
 - iii) any required curb depressions for accessibility;
- c) provide a suitable temporary community mailbox location(s) until the curbs, sidewalks and final grading have been completed at the permanent location(s);
- d) include in all offers of purchase and sale, or lease for all lots/blocks that mail delivery shall be from a designated community mailbox, and notify the purchasers and/or tenants of the exact community mailbox locations prior to the closings of any dwelling unit; and,
- e) provide a copy of the executed Subdivision Agreement to Canada Post.

Clearances

- 210. Final approval for registration may be issued in phases to the satisfaction of the City, subject to all applicable fees provided that:
 - a) phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure, schools and other essential services; and,
 - b) all government agencies agree to registration by phases and provide clearances, as required in Pre-Conditions 1 and 2, and Conditions 1 to 210 inclusive, for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
- 211. The City shall advise that Pre-Conditions 1 and 2, and Conditions 1 to 93 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
- 212. The Region of York shall advise that Pre-Conditions 1 and 2, and Conditions 94 to 141 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
- 213. The Toronto and Region Conservation Authority shall advise that Conditions 142 to 167 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
- 214. TransCanada Pipeline Limited shall advise that Conditions 168 to 190 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
- 215. The Ministry of Transportation shall advise that Conditions 191 and 192, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
- 216. Canadian Pacific Railway shall advise that Condition 193 has been satisfied; the clearance letter shall include a brief statement detailing how the condition has been met.

217. Metrolinx shall advise that Conditions 194 and 195, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
218. The York Catholic District School Board shall advise that Conditions 196 to 205 inclusive have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
219. The York Region District (Public) School Board shall advise that Condition 206 has been satisfied; the clearance letter shall include a brief statement detailing how the condition has been met.
220. The Conseil Scolaire de District Catholique Centre - Sud shall advise that Condition 207 has been satisfied; the clearance letter shall include a brief statement detailing how the condition has been met.
221. Enbridge Gas Distribution shall advise that Condition 208 has been satisfied; the clearance letter shall include a brief statement detailing how the condition has been met.
222. Canada Post shall advise that Condition 209 has been satisfied; the clearance letter shall include a brief statement detailing how the condition has been met.



Context Location Map

LOCATION:
Part of Lots 21 - 24, Concession 9

APPLICANT:
Nashville Developments Inc. et al

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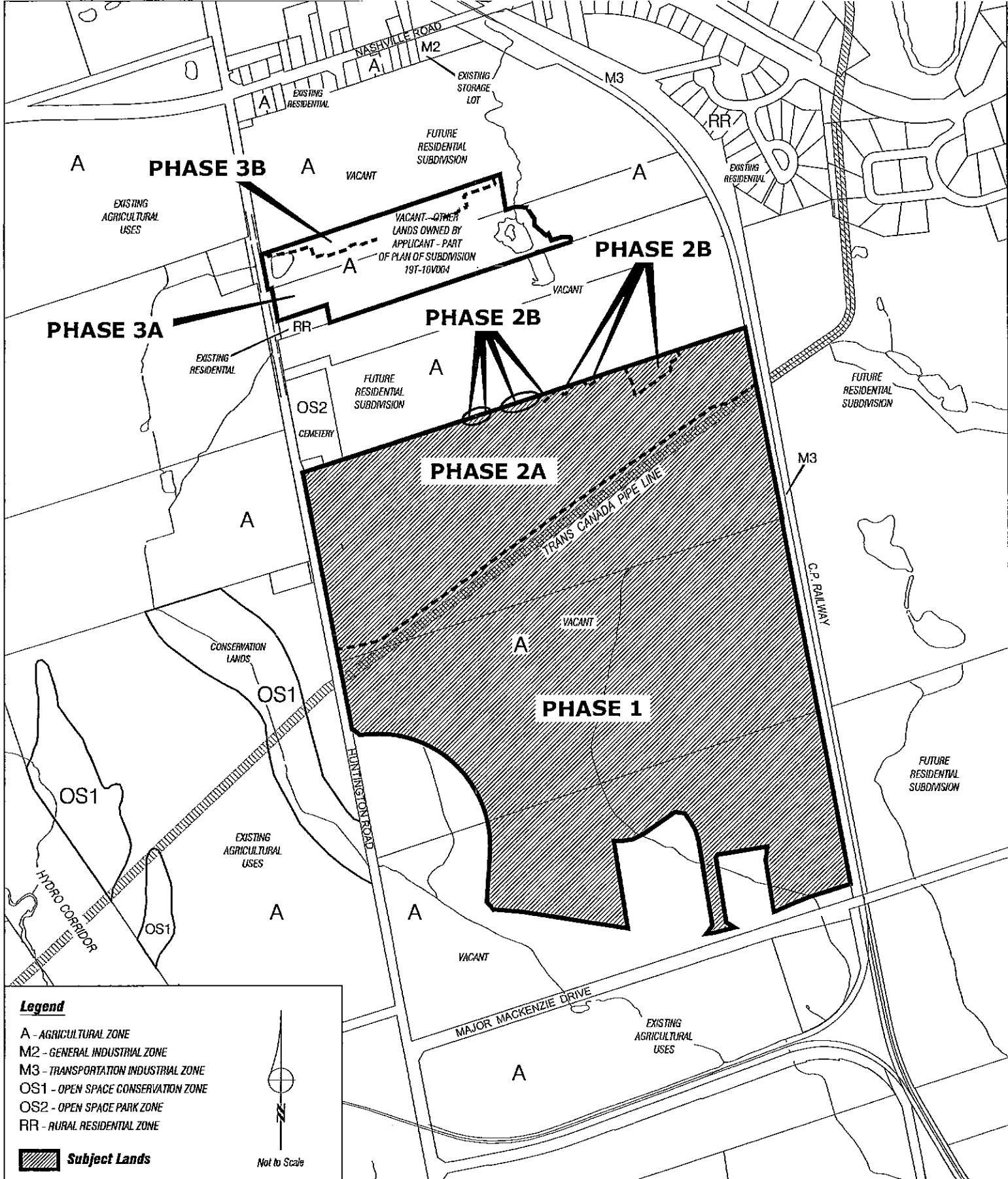


Attachment

FILE(S):
19T-10V004,
Z.10.031

DATE:
October 21, 2011

2



Location Map

LOCATION:
Part of Lots 21 - 24, Concession 9

APPLICANT:
Nashville Developments Inc. et al

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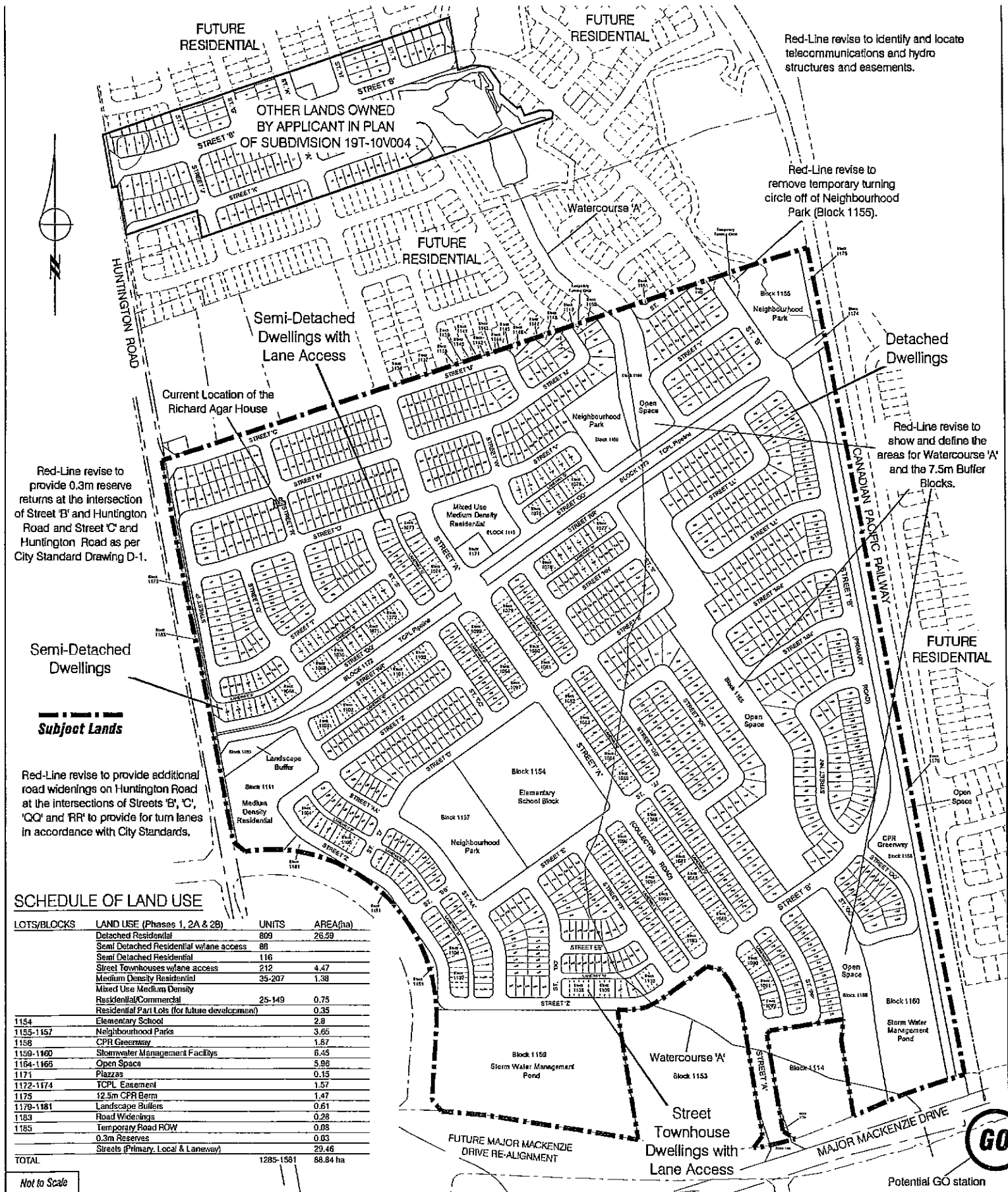


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Z.10.031

DATE:
October 21, 2011

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SCHEDULE OF LAND USE

LOTS/BLOCKS	LAND USE (Phases 1, 2A & 2B)	UNITS	AREA(ha)
	Detached Residential	809	28.59
	Semi Detached Residential w/lane access	88	
	Semi Detached Residential	116	
	Street Townhouses w/lane access	212	4.47
	Medium Density Residential	35-207	1.38
	Mixed Use Medium Density Residential/Commercial	25-149	0.75
	Residential Part Lots (for future development)	0.35	
1154	Elementary School	2.9	
1155-1157	Neighbourhood Parks	3.65	
1158	CPR Greenway	1.87	
1159-1160	Stormwater Management Facilities	6.45	
1164-1165	Open Space	5.98	
1171	Piazas	0.15	
1172-1174	TCPL Easement	1.57	
1175	12.5m CPR Berm	1.47	
1179-1181	Landscape Buffers	0.61	
1183	Road Widening	0.28	
1185	Temporary Road ROW	0.08	
	0.3m Reserves	0.03	
	Streets (Primary, Local & Laneway)	29.46	
TOTAL		1285-1581	88.84 ha

Not to Scale

Draft Plan of Subdivision 19T-10V004
Red-Line Revised November 15, 2011

APPLICANT:
 Nashville Developments Inc. et al

LOCATION:
 Part of Lots 21 - 23, Concession 9



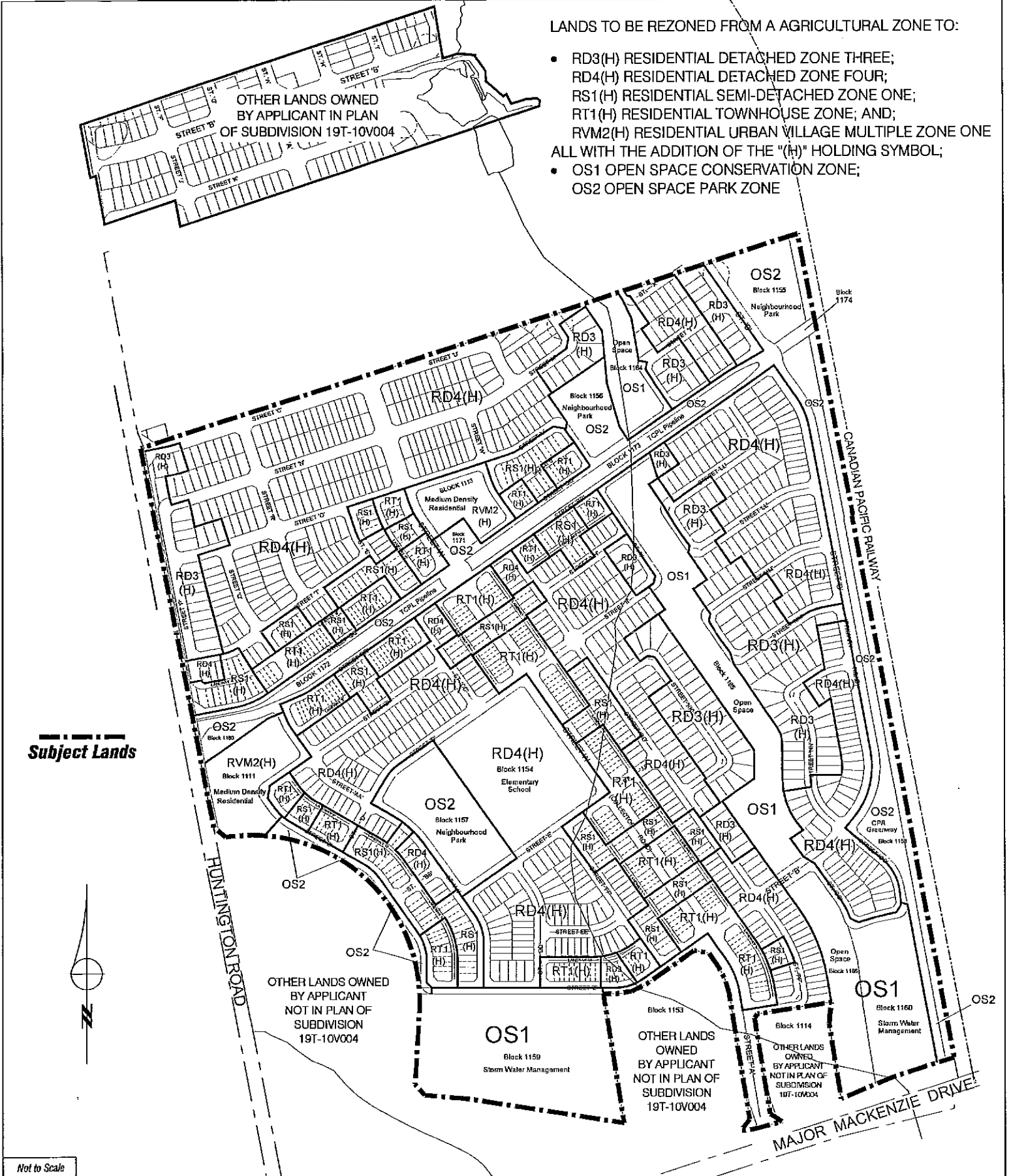
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 October 21, 2011

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LANDS TO BE REZONED FROM A AGRICULTURAL ZONE TO:

- RD3(H) RESIDENTIAL DETACHED ZONE THREE; RD4(H) RESIDENTIAL DETACHED ZONE FOUR; RS1(H) RESIDENTIAL SEMI-DETACHED ZONE ONE; RT1(H) RESIDENTIAL TOWNHOUSE ZONE; AND; RVM2(H) RESIDENTIAL URBAN VILLAGE MULTIPLE ZONE ONE ALL WITH THE ADDITION OF THE "(H)" HOLDING SYMBOL;
- OS1 OPEN SPACE CONSERVATION ZONE; OS2 OPEN SPACE PARK ZONE



Draft Plan of Subdivision 19T-10V004 Proposed Zoning

APPLICANT:
Nashville Developments Inc. et al

LOCATION:
Part of Lots 21 - 23, Concession 9



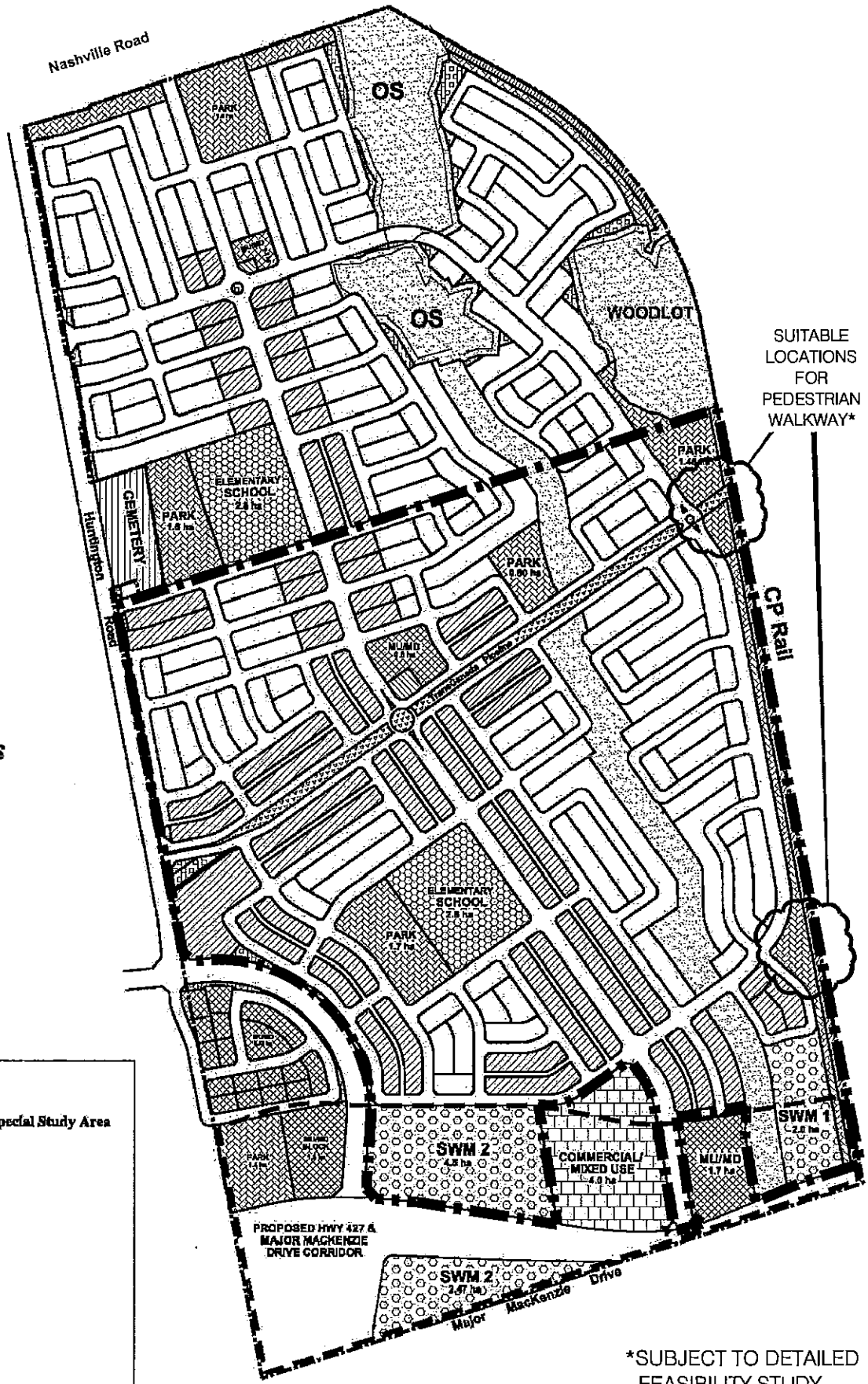
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DATE:
October 21, 2011

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SUITABLE LOCATIONS FOR PEDESTRIAN WALKWAY*

Subject Lands



Legend

- Subject Lands
- - - Hwy 427 & Major MacKenzie Drive Special Study Area
- Low Density
- Medium Density
- Medium Density / Mixed Use
- Commercial / Mixed Use
- Schools
- Parks
- Public Square (Plaza)
- Public Open Space / Buffer Areas
- Open Space
- Storm Water Management
- Trans Canada Pipeline
- Cemetery

*SUBJECT TO DETAILED FEASIBILITY STUDY

Block 61 West Block Plan as Approved by Council (May 24, 2011)



Attachment

FILE(S):
19T-10V004,
Z.10.031

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APPLICANT:
Nashville Developments Inc. et al

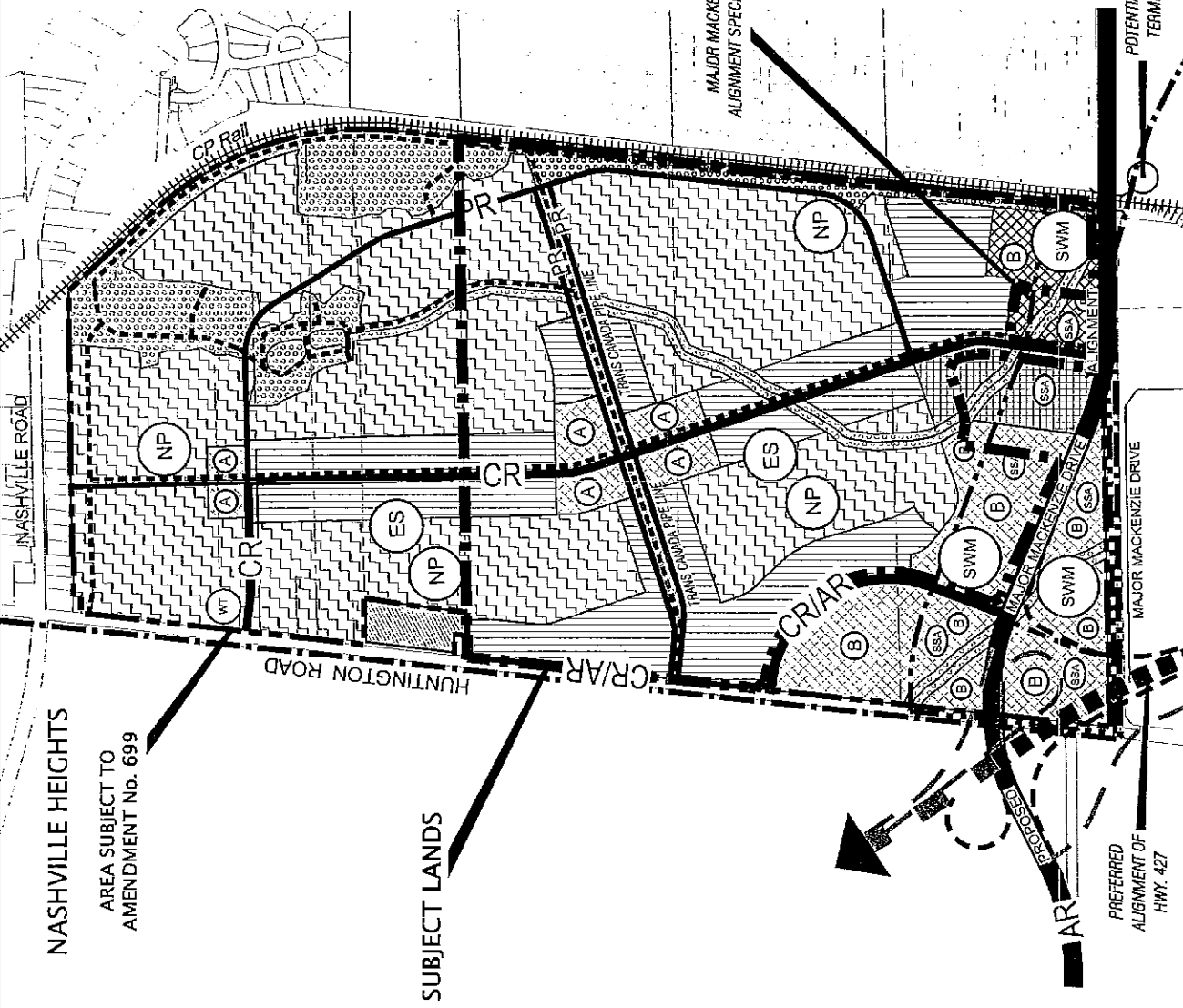
LOCATION:
Part of Lots 21 - 25, Concession 9

DATE:
October 21, 2011

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KLEINBURG NASHVILLE COMMUNITY PLAN

SCHEDULE 'A2'
NASHVILLE HEIGHTS
(BLOCK 61 WEST)
LAND USE



Not to Scale

NASHVILLE HEIGHTS
AREA SUBJECT TO
AMENDMENT No. 699

SUBJECT LANDS

- LEGEND**
- [Symbol] SERVICED RESIDENTIAL
 - [Symbol] FUTURE RESIDENTIAL
 - [Symbol] SUBURBAN RESIDENTIAL
 - [Symbol] LOW DENSITY RESIDENTIAL
 - [Symbol] MEDIUM DENSITY RESIDENTIAL
 - [Symbol] MIXED USE - RESIDENTIAL / COMMERCIAL AREA 'A'
 - [Symbol] MIXED USE - RESIDENTIAL / COMMERCIAL AREA 'B'
 - [Symbol] GENERAL COMMERCIAL
 - [Symbol] CORE AREA
 - [Symbol] SPECIAL USE - GOLF
 - [Symbol] RURAL AREA
 - [Symbol] VALLEY & STREAM CORRIDOR
 - [Symbol] ELEMENTARY SCHOOL
 - [Symbol] VALLEY POLICY AREA 1 TO 4
 - [Symbol] OPEN SPACE
 - [Symbol] COMMUNITY CENTRE / PARKLAND (PROPOSED)
 - [Symbol] NEIGHBOURHOOD PARK
 - [Symbol] LINEAR PARK
 - [Symbol] INTER-REGIONAL TRAIL
 - [Symbol] REGIONAL ROAD 27 TRAIL ROUTE (PREFERRED)
 - [Symbol] REGIONAL ROAD 27 TRAIL ROUTE (ALTERNATE)
 - [Symbol] GREENWAY SYSTEM
 - [Symbol] NASHVILLE CEMETERY
 - [Symbol] STORM WATER MANAGEMENT
 - [Symbol] WATER TOWER
 - [Symbol] WASTE DISPOSAL ASSESSMENT AREA
 - [Symbol] ARTERIAL ROAD
 - [Symbol] COLLECTOR ROAD
 - [Symbol] PRIMARY ROAD
 - [Symbol] MAJOR MACKENZIE DRIVE ALIGNMENT SPECIAL STUDY AREA
 - [Symbol] PROPERTY LINE
 - [Symbol] AMENDMENT AREA FOR OPA #601

Attachment **7**
File: BL.61.2009
Date: October 21, 2011



Nashville Heights Area Subject to
Official Plan Amendment No. 699

Applicant: Nashville Heights
Location: Part Lots 21-25, Concession 9 & Part Lots 22 and 23, Concession 10

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