

COMMITTEE OF THE WHOLE – NOVEMBER 15, 2011

COMMUNICATIONS

Distributed November 4, 2011

C1. Mr. Mark Malinowicz, dated October 26, 2011.

Item No.

Presentations and Deputations 8a)

Distributed at the November 15, 2011 Committee of the Whole Meeting

C2. Memorandum from the Commissioner of Planning, dated November 14, 2011.

16

C3. Ms. Maxine Povering, dated November 14, 2011.

12

Received at the November 15, 2011 Committee of the Whole Meeting

C4. Ms. Maxine Povering, dated November 15, 2011.

12

C5. Mr. Yuriy M. Pelech, dated November 15, 2011.

15

C6. Mr. Mark Malinowicz.

Presentations and Deputations 8a)

Disclaimer Respecting External Communications

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

Please note there may be further Communications.

From: Mark Malinowicz [MMalinowicz@ujafed.org]
Sent: Wednesday, October 26, 2011 11:52 AM
To: Bellisario, Adelina
Cc: David Sadowski
Subject: UJA/Deputation Request/Nov. 15, 2011
Importance: High

cl
COMMUNICATION
CW - NOVEMBER 15 / 11
ITEM # - Presentations & Deputations 8a)

Attention:
Adelina Bellisario
Clerk's Department

As per our meeting of October 25, 2011, please be advised that we will attend the November 15, 2011 Committee of the Whole Meeting.

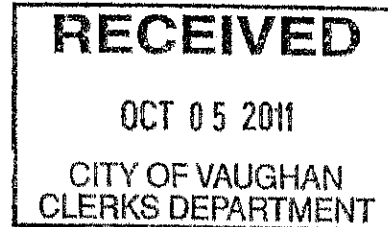
Sincerely,

Mark Malinowicz
Project Manager



JEWISH TORONTO LIVES HERE

jewishtoronto.com



October 3, 2011

Mr. Jeffrey A. Abrams
City Clerk
Clerk's Department
The City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L5A 1T1

c 4
COMMUNICATION
CW - October 25/11

ITEM # - Presentations & Deputations 8e)

Re: UJA Federation of Greater Toronto signs,
City of Vaughan By-Law Third (3rd) Party signs

Dear Mr. Abrams:

We are writing to you on behalf of the UJA Federation of Greater Toronto. We would like a deputation at the Committee of the Whole meeting scheduled for October 25th, 2011.

We have been advised by the Building Department staff that the sign variance application should be submitted with the fee of \$500 for each location. We will provide the proper documents to the Building Department along with our request for a deputation regarding the existing signs that have been located in the City of Vaughan. We respectfully request that the fee (\$500) be applied to all locations (as a whole) not each location. As you are aware the UJA Federation of Greater Toronto is a not-for-profit organization that provides social welfare for the Jewish community and the community-at-large.

We will ensure that:

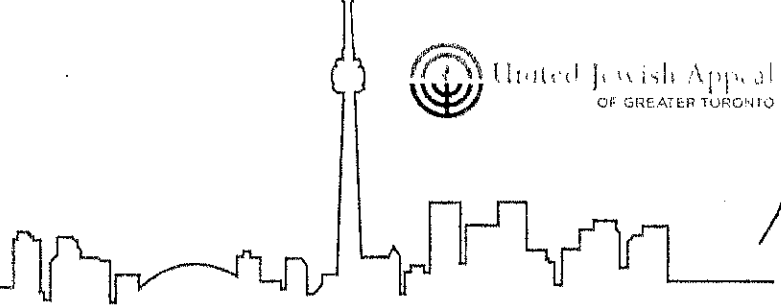
- We will have two temporary signs in place (4 ft. x 4 ft) to be located at community buildings and private institutions of our annual campaign and Walk with Israel events.
- Our annual campaign sign will be up for no longer than 7 months and the Walk with Israel sign for approx. 3 months.
- We also ensure that all signs will be placed on private property and properties that belong to our community.
- These institutions will provide authorization letters, upon request.

.....2

Campus 4600 Bathurst Street Toronto, ON M2R3V2 p: 416.631.5705 f: 416.635.9565



JEWISH TORONTO LIVES HERE



jewishtoronto.com

We would appreciate your confirmation of the deputation.

Thanking you in advance for your cooperation in this matter.

Sincerely,

Lil Nobel
UJA Federation of Greater Toronto

- cc: Adelina Bellisarlo, Assistant City Clerk
- Taali Lester Tollman, VP Communications
- David Sadowski, Exec. VP of Jewish Community Properties of Greater Toronto
- Mark Malinowicz, Project Manager

Sherman Campus 4600 Bathurst Street Toronto, ON M2R3V2 p: 416.631.5705 f: 416.635.9665

campaign sign

size: 4x4



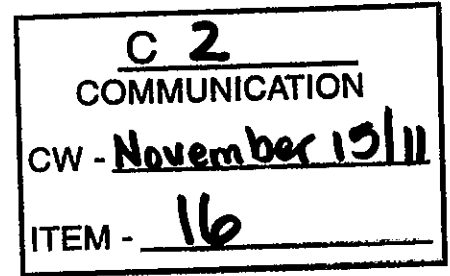
Sign Variance

- letter of authorization
- site plan showing location
- drawings

#500 for each location

Rel 2 rd party signs

memorandum



DATE: NOVEMBER 14, 2011
TO: HONOURABLE MAYOR & MEMBERS OF COUNCIL
FROM: JOHN MACKENZIE, COMMISSIONER OF PLANNING
SUBJECT: COMMITTEE OF THE WHOLE MEETING - NOVEMBER 15, 2011
COMMUNICATION - ADDITIONAL INFORMATION, ITEM 16

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

Recommendation

The Commissioner of Planning recommends:

1. THAT the following revised and additional conditions of draft plan approval provided by the Region of York in their letter dated November 11, 2011, shown on Attachment #1 to this communication, shall be added to the Region of York conditions set out in Attachment #1 to the Committee of the Whole report (Item 16) from the Commissioner of Planning dated November 15, 2011; and, that these conditions of draft approval be included and renumbered in the Notice of Decision for Draft Plan of Subdivision File 19T-10V004 (Nashville Developments Inc. Et Al):
 - a) The following replaces Region of York Condition 102 in Attachment #1 to the Committee of the Whole report (Item 16):

“102. Prior to final approval of Phase 1, the Owner shall provide a Travel Demand Management Program identifying the detailed roles and responsibilities of the landowners (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.”
 - b) The following replaces Region of York Condition 108 in Attachment #1 to the Committee of the Whole report (Item 16):

“108. Prior to final approval of Phase 1, the Owner shall have prepared, by a qualified professional transportation consultant, a Functional Transportation Report/Plan outlining the required Regional road improvements for this subdivision. The Report/Plan shall be submitted to the 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.”

- c) The following new conditions shall be added to the Region of York Conditions in Attachment #1 to the Committee of the Whole report (Item 16):
- i) Prior to final approval the Owner shall submit a revised Natural Heritage Evaluation and Environmental Impact Study, in accordance with the Region's letter dated November 11, 2011.
 - ii) Prior to final approval of any lands beyond Phase 1, the Owner shall provide an update or addendum to the Travel Demand Management (TDM) Program, for each subsequent phase of development. The update or addendum shall reflect the results of the monitoring reports associated with the TDM Program and shall be submitted to the Regional Infrastructure Planning Branch for review and approval.
 - iii) That all lands beyond Phase 1 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)" Holding Symbol shall include:
 - a) That Regional Infrastructure Planning staff have advised, in writing, that they have reviewed and approved a Functional Transportation Report/Plan; and,
 - b) That Regional Infrastructure Planning staff have advised, in writing, that they have reviewed and approved an update or addendum to the Travel Demand Management Program.
 - iv) Prior to final approval of any lands beyond Phase 1, the Owner shall provide an updated Functional Transportation Report/Plan, for each subsequent phase of development, outlining all required road improvements and transportation infrastructure. The Report/Plan shall be submitted to the Regional Transportation Services Department and Regional Infrastructure Planning Branch for review and approval, and shall explain all transportation issues and recommend mitigative measures for these issues.
 - v) Prior to final approval, the Owner shall enter into an agreement with the Region outlining the details of the proposed jog elimination at Major Mackenzie Drive West and Huntington Road, which will include, but are not limited to, the identification, acquisition and reconveyance of the required lands, and the construction and removal of the roadway. Furthermore, the Owner shall acknowledge and agree that they will provide the required lands to the Region free of cost, and shall not be compensated for the construction or removal of the temporary road or the restoration of the lands once they are to be reconveyed to the Owner at a future date.
 - vi) Prior to final approval, the Owner shall convey to York Region, on a temporary basis, sufficient lands required for the interim jog elimination at Major Mackenzie Drive West and Huntington Road, including all required daylight triangles at the intersection, free of cost to the Region."

Background

The Region of York, in a letter (Attachment #1 to this memo) dated and received (4:30pm) by the Vaughan Development Planning Department on November 11, 2011 (Attachment #1), for the subject lands shown on Attachments #2 and #3, provided additional background information, and revised and additional conditions of draft plan approval respecting the following matters:

- i) Major Mackenzie Drive jog elimination at Huntington Road;
- ii) Travel Demand Management Program;
- iii) Functional Transportation Report/Plan; and,
- iv) Environmental.

The revised and new draft plan conditions are provided in the recommendation to this communication.

The Region, in their letter, also referred to the removal of the following pre-condition and condition:

“Pre-Condition 3: The Owner shall enter into an agreement with the Regional Municipality of York and the City of Vaughan, to implement the Inflow and Infiltration Reduction Pilot Program.”; and,

“Condition 9: The Owner shall agree in the Subdivision Agreement to provide, at no cost to York Region, pedestrian and cycling crossings between the subject lands and the communities located east of the CP railway.”

The pre-condition and condition were not included in Attachment #1, as the Region earlier advised the Development Planning Department of their request to remove Pre-Condition 3 and Condition 9, prior to finalizing the Committee of the Whole report.

The additional modifications included in the November 11, 2011 letter were provided after the finalization of the Committee of the Whole report, and therefore, will be included in the Notice of Decision for Draft Plan of Subdivision File 19T-10V004, as indicated in the recommendation to this communication.

Attachments

- 1. Region of York Letter dated November 11, 2011
- 2. Context Location Map
- 3. Location Map

Respectfully submitted,



JOHN MACKENZIE
Commissioner of Planning

Copy To: Clayton Harris, City Manager
Jeffrey A. Abrams, City Clerk
Grant Uyeyama, Director of Development Planning

ATTACHMENT #1



Planning and Development Services Department

File No.: 19T-10V04

Refer To: Josh Reis

November 11, 2011

Mr. Grant Uyeyama
Director of Development Planning
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Mr. Uyeyama:

**Re: Proposed Plan of Subdivision 19T-10V04
Part of west half of Lot 21, Part of Lot 22, Part of west half of
Lots 23-25, Concession 9
City of Vaughan
(Nashville Developments Inc., et al.)**

Further to our Letter dated August 30, 2011 providing the Region's conditions of draft plan approval, and our letter dated October 7, 2011, with respect to the Block 61 West Block Plan, Regional staff have re-evaluated the proposed plan of subdivision and provide the following comments and conditions. Please be advised that some of the comments below were previously provided in our August 30, 2011 letter, and have been included here to provide a complete and comprehensive overview of the Region's concerns.

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.

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.

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:

- Additional Water Supply Works in Kleinburg – Q2 2012 expected completion

This application (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.

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:

- 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:

- West Vaughan Sewage Servicing– 2017 expected completion

On May 10th, 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 are requesting that all residential lands be subject to various restrictions (i.e., Holding 'H' zone) 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.

Transportation

Re-alignment 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 re-alignment.

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 support 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.

Lands between existing Major Mackenzie Drive right-of-way and the plan boundary

The draft plan excludes lands between the plan boundary and the existing right-of-way of Major Mackenzie Drive. These lands have been identified as part of an Environmental Assessment for the widening and grade separation of Major Mackenzie Drive at the Canadian Pacific railway. Although these lands are located outside of the current draft plan, the future registration of this plan could have the effect of creating a remnant land-locked parcel, likely not capable of being developed in accordance with local zoning permissions, and accordingly the plan should be redlined to incorporate these lands. Further, these lands shall be conveyed to the York Region for highway purposes. The Region would request a meeting with the applicant to discuss how these lands are to be conveyed to York Region.

Major Mackenzie Drive Jog Elimination at Huntington Road

It is our understanding that the Owner is currently constructing a realignment of Major Mackenzie Drive, for the purpose of eliminating the existing jog at Huntington Road. As a result, Regional staff are requesting that sufficient right-of-way for the newly constructed portion of Major Mackenzie Drive at Huntington Road be conveyed to York Region and dedicated as a Regional roadway.

Re-Alignment 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 Blocks 1112 and 1182 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 completed to the satisfaction of the municipality (see attached drawing). 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.

Transportation Impact Assessment

Regional Infrastructure Planning Branch staff have reviewed the Phase 1 Transportation Impact Assessment and Transportation Management Plan and Travel Demand Management Plan. Please see the attached memo dated August 24, 2011 for detailed comments on these reports. Prior to final approval of each subsequent phase of this development the Owner shall submit a Transportation Impact Assessment and Transportation Management Plan and Travel Demand Management Plan, for each phase, for review and approval by Regional staff.

CP Rail Pedestrian and Cycling Crossing

Regional Infrastructure Planning staff have identified an opportunity to provide a pedestrian and cycling crossing of the Canadian Pacific railway to connect Block 61 West with development located east of the Canadian Pacific railway. It is our understanding that the

City of Vaughan Engineering Department has requested the following condition of draft approval:

The Block 61 West Land Owners Group 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 and York Region. 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.

Regional staff advise that the above condition is appropriate and satisfies the Region's interest in the protection for a future pedestrian and cycling crossing of the Canadian Pacific railway.

Environmental

The Nashville Heights Natural Heritage Evaluation and Environmental Impact Study (Beacon Environmental December 2009, revised July 2011), part of the technical submissions for Block 61 West, is inaccurate with respect to the location and original extent of the woodlands (e.g. Figure 6, Table 7 and page 41). The correct extent of the original woodlands is shown on Schedule B4-Significant Woodlands in Vaughan OPA 601 (specifically Forest Blocks 17 and 18).

Accordingly, prior to final approval, the Owner shall submit a revised Natural Heritage Evaluation and Environmental Impact Study to the satisfaction of the Toronto and Region Conservation Authority (TRCA), in consultation with the Regional Forestry Branch, which addresses the above comment. A detailed letter with respect to required revisions to the Natural Heritage Evaluation and Environmental Impact Study, dated November 11, 2011, has been provided to the applicant.

Summary

The following summarizes the changes to our schedule of conditions previously provided in our letter dated August 30, 2011:

Pre-Condition 3: **REMOVED**

~~*The Owner shall enter into an agreement with the Regional Municipality of York and the City of Vaughan, to implement the Inflow and Infiltration Reduction Pilot Program.*~~

Condition 9: **REMOVED**

~~*The Owner shall agree in the Subdivision Agreement to provide, at no cost to York Region, pedestrian and cycling crossings between*~~

~~the subject lands and the communities located east of the CP railway.~~

- Condition 10: *Prior to final approval of Phase I, the Owner shall provide a Travel Demand Management Program identifying the detailed roles and responsibilities of the landowners (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.*
- Condition 16: *Prior to final approval of Phase I, the Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required Regional road improvements for this subdivision. The report/plan shall be submitted to the 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.*

In addition, six new conditions are being requested:

- *Prior to final approval the Owner shall submit a revised Natural Heritage Evaluation and Environmental Impact Study, in accordance with the Region's letter dated November 11, 2011.*
- *Prior to final approval of any lands beyond Phase I, the Owner shall provide an update or addendum to the Travel Demand Management Program, for each subsequent phase of development. The update or addendum shall reflect the results of the monitoring reports associated with the TDM Program and shall be submitted to the Regional Infrastructure Planning Branch for review and approval.*
- *That all land beyond Phase I 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) *That Regional Infrastructure Planning staff have advised in writing that they have reviewed and approved a functional transportation report/plan*
 - b) *That Regional Infrastructure Planning staff have advised in writing that they have reviewed and approved an update or addendum to the Travel Demand Management Program*

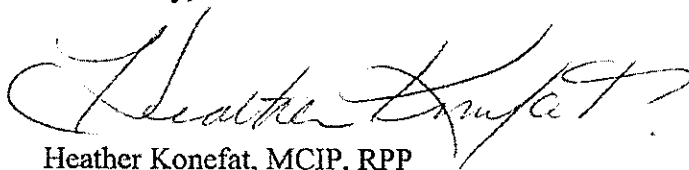
- ***Prior to final approval of any lands beyond Phase 1, the Owner shall provide an updated functional transportation report/plan, for each subsequent phase of development, outlining all required road improvements and transportation infrastructure. The report/plan shall be submitted to the Regional Transportation Services Department and Regional Infrastructure Planning Branch for review and approval, and shall explain all transportation issues and recommend mitigative measures for these issues.***
- ***Prior to final approval, the owner shall enter into an agreement with the Region outlining the details of the proposed jog elimination at Major Mackenzie Drive West and Huntington Road, which will include, but are not limited to, the identification, acquisition and reconveyance the required lands, and the construction and removal of the roadway. Further more, the owner shall acknowledge and agree that they will provide the required lands to the Region free of cost, and shall not be compensated for the construction or removal of the temporary road or the restoration of the lands once they are to be reconveyed to the owner at a future date.***
- ***Prior to final approval, the owner shall convey to York Region, on a temporary basis, sufficient lands required for the interim jog elimination at Major Mackenzie Drive West and Huntington Road, including all required daylight triangles at the intersection, free of cost to the Region.***

York Region has no objection to draft plan approval of the plan of subdivision subject to the attached Schedule of Pre-Conditions and Schedule of Conditions.

We request a copy of the no pre-sales agreement, notice of decision, draft approved plan, and conditions of draft approval, should the plan be approved.

Should you have any questions regarding the above or the attached conditions please contact Josh Reis, Planner, extension 1515 or through electronic mail at josh.reis@york.ca.

Yours truly,



Heather Konefat, MCIP, RPP
Director of Community Planning

JR

Attachment (3): Schedule of Pre-Conditions
Schedule of Conditions

Schedule of Pre-Conditions

19T-10V04
Part of west half of Lot 21, Part of Lot 22,
Part of west half of Lots 23-25, Concession 9
(Nashville Developments Inc., et al.)
City of Vaughan

Re: Malone Given Parsons Ltd., dated December 8, 2010
and revised July 11, 2011, Project No. 10-1901

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 WPCP Expansion, the West Vaughan Sewage Servicing, and the PD6 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 1091, 1092, 1093, 1154, 1115, Lots 706 to 733 inclusive and Lots 1049 to 1068 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 1112, 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 19T-10V04 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 homeowner who is purchasing an individual lot containing a dwelling for the purpose of occupancy.

Schedule of Conditions
19T-10V04
Part of west half of Lot 21, Part of Lot 22,
Part of west half of Lots 23-25, Concession 9
(Nashville Developments Inc., et al.)
City of Vaughan

Re: Malone Given Parsons Ltd., dated December 8, 2010
and revised July 11, 2011, Project No. 10-1901

1. 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.
2. 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.
3. Prior to the registration of any residential lands, the following shall occur:
 - the City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
 - York Region has advised in writing that 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,
 - 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.
4. 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:
 - the City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the construction of infrastructure; or,

- 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,
 - 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.
5. 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.
 6. 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.
 7. Prior to final approval the Owner shall submit a revised Natural Heritage Evaluation and Environmental Impact Study, in accordance with the Region's letter dated November 11, 2011.
 8. The portion of the draft plan of subdivision comprising part of Blocks 1112 and 1182 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) Red line revisions to the draft plan of subdivision, if required, have been approved by the City of Vaughan, in consultation with York Region
 9. Huntington Road is currently a local roadway. At some in time 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 metre 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.
 10. Prior to final approval of Phase 1, the Owner shall provide a Travel Demand Management Program identifying the detailed roles and responsibilities of the landowners (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.

11. Prior to final approval of any lands beyond Phase 1, the Owner shall provide an update or addendum to the Travel Demand Management Program, for each subsequent phase of development. The update or addendum shall reflect the results of the monitoring reports associated with the TDM Program and shall be submitted to the Regional Infrastructure Planning Branch for review and approval.
12. That all land beyond Phase 1 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) That Regional Infrastructure Planning staff have advised in writing that they have reviewed and approved a functional transportation report/plan.
13. That Regional Infrastructure Planning staff have advised in writing that they have reviewed and approved an update or addendum to the Travel Demand Management Program. The Owner shall agree in the Subdivision Agreement that the delineation of Blocks 1161 and 1162, 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.
14. The Owner shall agree in the Subdivision Agreement that any modifications required to the temporary stormwater management facilities within Blocks 1161 and 1162 as a result of the re-alignment of Major Mackenzie Drive West shall be undertaken by the applicant at no cost to York Region.
15. The Owner shall agree in the Subdivision Agreement that any additional lands required from Blocks 1161 and 1162 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.
16. 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 1091, 1092, 1093, 1154, 1115, Lots 706 to 733 inclusive and Lots 1049 to 1068 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) Red line revisions to the draft plan of subdivision, if required, have been approved by the City of Vaughan, in consultation with York Region.
17. 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.
 18. Prior to final approval of Phase 1, the Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required Regional road improvements for this subdivision. The report/plan shall be submitted to the 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.
 19. Prior to final approval of any lands beyond Phase 1, the Owner shall provide an updated functional transportation report/plan, for each subsequent phase of development, outlining all required road improvements and transportation infrastructure. The report/plan shall be submitted to the Regional Transportation Services Department and Regional Infrastructure Planning Branch for review and approval, and shall explain all transportation issues and recommend mitigative measures for these issues.
 20. 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.
 21. 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.
 22. 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;
 - k) Requirements of York Region Transit/Viva
23. 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.
24. 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.
25. 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 1115, 1162 and 1168 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.
26. 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.
27. 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.
28. 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.

29. 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.
30. 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".
31. 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 metre reserve and may be a maximum 2.5 metres in height, subject to the area municipality's concurrence;
 - c) that maintenance of the noise barriers and fences bordering on York Region right-of-ways shall not be the responsibility of York Region; and
 - d) that any landscaping provided on 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.
32. Prior to final approval, the owner shall enter into an agreement with the Region outlining the details of the proposed jog elimination at Major Mackenzie Drive West and Huntington Road, which will include, but are not limited to, the identification, acquisition and reconveyance the required lands, and the construction and removal of the roadway. Further more, the owner shall acknowledge and agree that they will provide the required lands to the Region free of cost, and shall not be compensated for the construction or removal

of the temporary road or the restoration of the lands once they are to be reconveyed to the owner at a future date.

33. Prior to final approval, the owner shall convey to York Region, on a temporary basis, sufficient lands required for the interim jog elimination at Major Mackenzie Drive West and Huntington Road, including all required daylight triangles at the intersection, free of cost to the Region.
34. 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 1115, 1162 and 1168 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 1154 and 1115 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;
 - d) a 15.0 metre by 15.0 metre 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'.
35. 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.
36. Prior to final approval, York Region requires the Owner to submit to it, in accordance with the requirements of the *Environmental Protection Act* and O. Reg. 153/04 *Records of Site Condition Part XV.1 of the Act* (as amended), a Phase I environmental site assessment prepared and signed by a qualified professional, of the Owner's lands and more specifically of the lands to be conveyed to York Region (the "Assessment"). Based on the findings and results of the Assessment, York Region may require further study, investigation, assessment and delineation to determine whether any remedial or other action is required. The Assessment and any subsequent environmental reports or other documentation prepared in respect of the environmental condition of the lands to be conveyed must be addressed to York Region, contain wording to the effect that York Region shall be

entitled to rely on such reports or documentation in their entirety, and such reports or documentation shall be satisfactory to York Region.

37. 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.
38. 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.
39. The Owner shall agree in the subdivision agreement that access to Block 1115 shall be via Street 'A'. Direct access shall not be permitted to/from Major Mackenzie Drive West. Direct access to Block 1115 from Street 'A' shall not be permitted within 60 metres of the ultimate Major Mackenzie Drive West streetline.
40. The Owner shall agree in the subdivision agreement that access to Block 1154 shall be via Street 'A'. Direct access shall not be permitted to Major Mackenzie Drive West. Direct access to Block 1154 from Street A shall not be permitted within 60 metres of the ultimate Major Mackenzie Drive West streetline.
41. The Owner shall agree in the subdivision agreement, in wording satisfactory to the Regional Transportation Services Department that access to Blocks 1162 and 1168 shall be via Street 'OO'. Direct access shall not be permitted to/from Major Mackenzie Drive West.
42. 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.

43. 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.
44. 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.
45. 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.
46. 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.
47. 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:

- Street 'A'

48. 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:

- Street 'B' (north and south connections)
- Street 'MM'
- Street 'QQ'
- Street 'II'

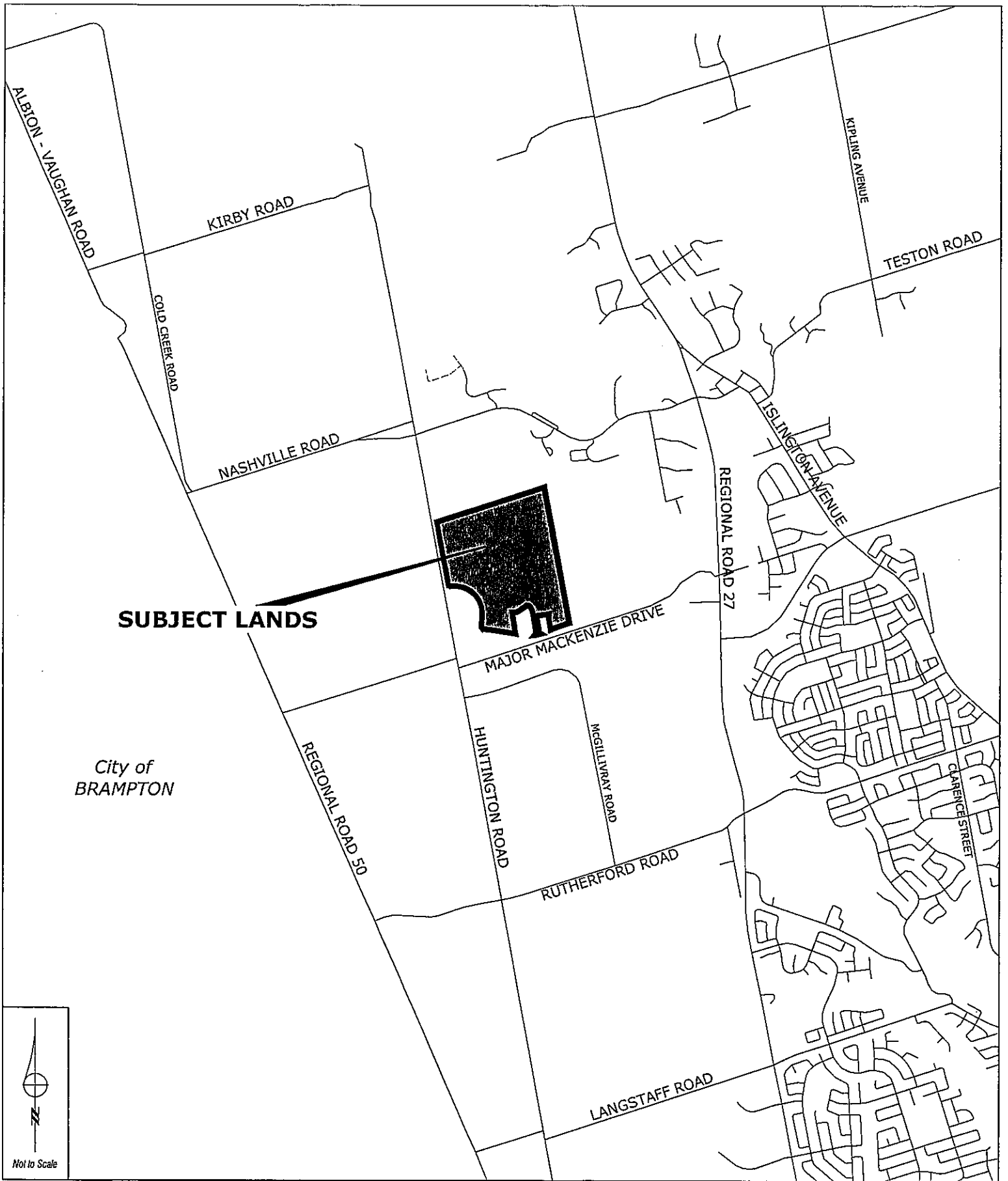
49. Prior to final approval, the Owner shall satisfy the Regional Transportation Services Department and the area municipality that the services to be installed by the Owner within or in conjunction with the Plan will provide a concrete pedestrian access connection from the internal roadways to the Regional roadway as follows:

- 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.

50. 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.
51. 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 47. 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 & 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.
52. 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.
53. 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.

54. 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.
55. The Region of York Planning and Development Services Department shall advise that Conditions 1 to 54 inclusive, have been satisfied.



Context Location Map

LOCATION:
Part of Lots 21 - 24, Concession 9

APPLICANT:
Nashville Developments Inc. et al

MAP REF: ATTACHMENT 101-10V004-10.031

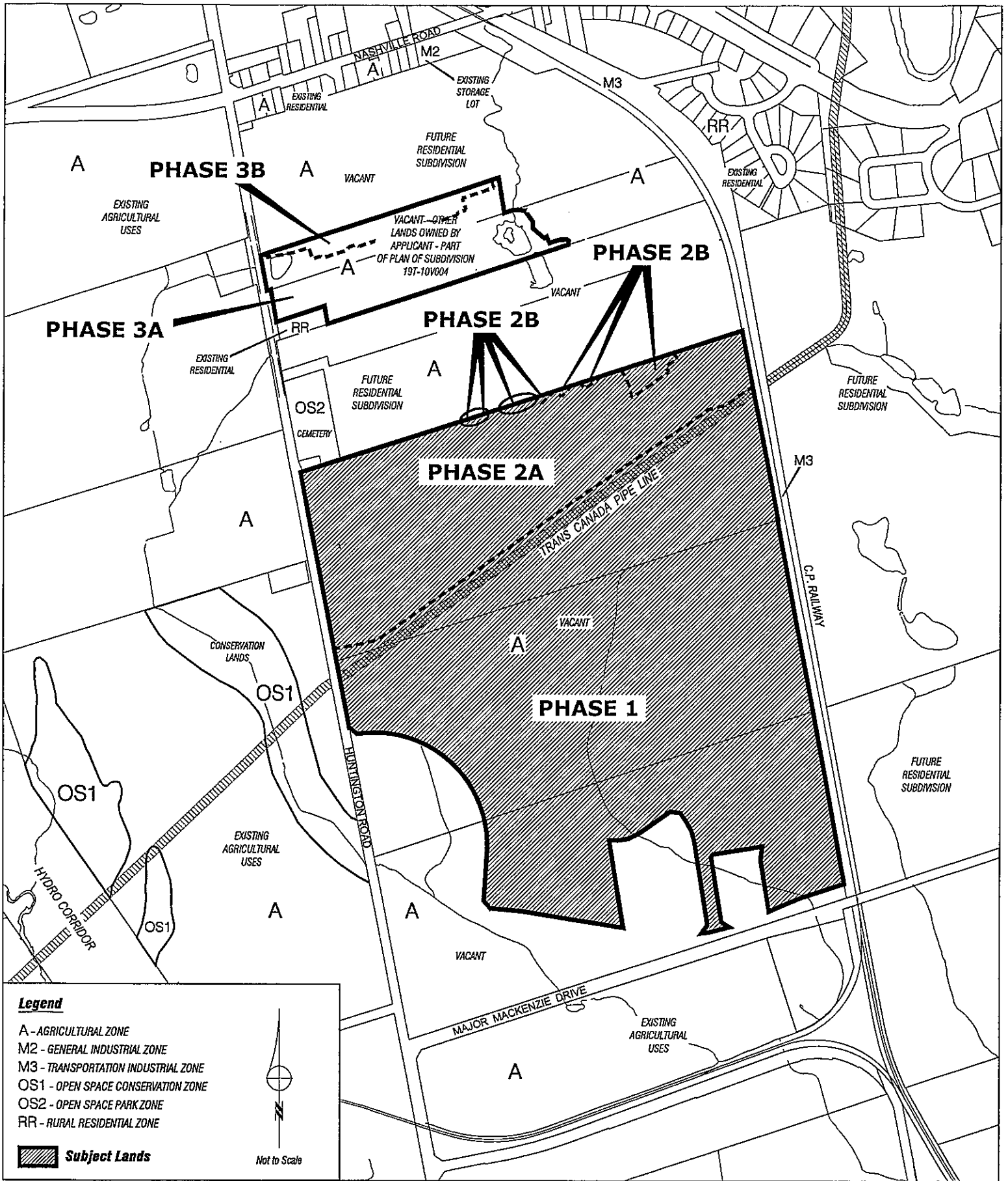


Attachment

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

H:\DPT\1 ATTACHMENTS\19\191-10\004z.10.031.dwg



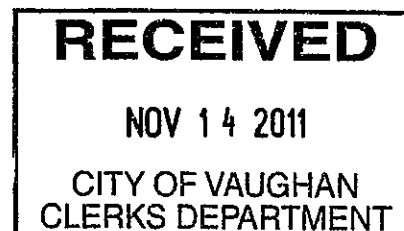
Attachment

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

DATE:
October 21, 2011

3

<u>C 3</u>
COMMUNICATION
CW - <u>November 15/11</u>
ITEM - <u>12</u>



November 14, 2011

Attn: City of Vaughan Council

To His Honour, the Mayor, and Esteemed Councillors:

I am writing you regarding my and my community of Thornhill Woods' deep concern regarding the proposed removal of the crossing guard at the corner of Autumn Hill Blvd. and Thornhill Woods Drive.

The two days of study which yielded low numbers of unaccompanied children is not reflective of the actual statistics which are much higher (given past study results). The consequences of the removal of the crossing guard at that busy intersection would be increased traffic in all directions particularly the east-west traverse between Bathurst St. and Dufferin St. on Autumn Hill Blvd. which could then be close to a full traffic light requirement for the intersection. I am requesting that council consider a full traffic study for the site in light of the dangerous and negative impact the removal of the crossing guard would cause for that busy intersection adjacent to Thornhill Woods Public School.

I am strongly recommending that the proposed removal of the crossing guard be deferred to a later time, pending results of a detailed traffic study of the intersection.

Thanking you for your consideration in this urgent matter.



Maxine Povering

Member of TWCA (Thornhill Woods Community Association) and concerned Thornhill Woods resident.

mpovering@rogers.com, Direct: 647-449-4663

C4
CW - November 15/11
Item 12

ADDENDUM TO LETTER NOVEMBER 14, 2011 FOR CROSSING GUARD REMOVAL

Regarding item #12 in Nov 15, 2011 Committee of Whole Meeting at 1:00 pm.

In addition to communication number ^{C3} previously submitted regarding the proposed removal of the Thornhill Woods public school crossing guard at the intersection of Autumn Hill Blvd. and Thornhill Woods Dr, I wish to submit the following for your consideration.

Most of the previous crossing guard location studies did not take into consideration the high traffic volume like those found on both approaches to the intersection particularly the East-West traverse from Bathurst St. to Dufferin St. which also contains a very poor and dangerous sightline approaching the intersection from the East (the crest of a steep hill).

In the case of this crossing guard, given the dangerous nature of an ever increasing high volume of traffic, all children whether assisted or unassisted or accompanied by an older sibling attending the school should be counted in the traffic study.

It is imperative that this public school crossing guard study should also contain vehicular counts from all four directions, and be formed on several consecutive weekdays.

Thanking for allowing this additional submission.



Maxine Povering

Member of TWCA (Thornhill Woods Community Association), concerned Thornhill Woods resident

48 Ohr Menachem Way, Thornhill, L4J 8X7

Committee of the Whole

City of Vaughan

November 15, 2011 (1:00 pm)

**Vaughan Official Plan (2010)
Land Use Designation Modification Request**

**Anland Group Inc.
7386 Islington Avenue
Woodbridge, Vaughan**

Your Worship Mr. Mayor
Members of Committee and City Council
City staff
Ladies and Gentlemen

The adopted (September 7, 2010) Vaughan Official Plan land use designation for the subject lands was "Low-Rise Mixed-Use" – deemed to be appropriate by staff and City Council

In meetings and discussions with both City and Region of York Planning staff, it was suggested that due to the lack of Islington Avenue frontage, mixed-use (i.e. grade-related ground floor retail commercial uses) may not be viable

The high-rise proposal dates to a 2008 proposal discussed with City staff as part of related meetings – would it be appropriate? perhaps, but not part of today's request

As an aside, such discussions confirmed and approved the driveway access location based on traffic engineering analysis and input to both the Region of York and the TRCA, which would be shared via an easement with the property to the north

The September 12, 2011 staff recommendation was to change the designation from "Low-Rise Mixed-Use" to "Low-Rise Residential" -- completely inappropriate and even wrong

At the October 19, 2011 meeting with Planning Department staff, we discussed and requested:

- A "Mid-Rise Residential" designation, while retaining the existing and current density (FSI) and height policy provisions – (D1.5 and H4); and
- There appeared to be consensus that a low rise (4 storey) or mid-rise (5 storey) residential building was most appropriate

The staff recommended "Low-Rise Residential" designation however precludes a low-rise walk-up apartment building of 4 storeys (only permits single-detached and semi-detached houses, as well as townhouses), whereas the original and previous "Low-Rise Mixed-Use" designation permitted such a low-rise building built form and use

As such, it appears as if a low-rise building was deemed as being appropriate in September 2010 however now inappropriate in November 2011

The most appropriate built form and use for the subject property is indeed a low-rise or a mid-rise residential building of 4 storeys in height

As such, our request to Committee is two-fold – modify the land use designation to:

1. “Mid-Rise Residential” (D1.5 and H4);;
2. or alternatively reinstate the previous “Low-Rise Mixed-Use” designation (also at D1.5 and H4)

The new Vaughan 2010 Official Plan is a visionary document to guide growth and new development over a twenty (20) year planning horizon – we are not planning for today but for tomorrow, being 2031

- this begs the question, where is the “vision” with a “Low-Rise Residential” land use designation?

In addition, the supplementary staff report tabled with Committee suggests and alludes to the fact that such a modification or change cannot be instituted without an application (i.e. a formal public consultation and review process)

- the Vaughan Official Plan review and conformity update (underway over the last several years) is exactly that – a public consultation and review process -- therefore such a change and modification within this broader review exercise is appropriate

The Council motion dated September 27, 2011 directed staff and the owner’s planning consultant to further review and discuss:

“... the most appropriate land use designation ... particularly in light of the proposed Hwy. 407 GO Station immediately to the south.”

The proposed GO station (air photo attached) would be located at the south-west corner of Islington Avenue and Highway 407 – within close proximity (400 metres and 5 minute walking distance)

Perhaps not in the immediate future but a long-term objective -- similar to the 20 year planning horizon (2031) of the new Official Plan – both being long-term visions

Where is the ‘vision’ relative to a “Low-Rise Residential” land use designation in this location?

In the supplementary staff report, staff indicate (page 3) that:

“... with its current assigned density of maximum 4 storeys and 1.5 FSI, a mid-rise building form (apartments) on the site may be consistent with the intent of the new Official Plan. It would also be consistent with the density being proposed on the opposite side of Islington Avenue ... there may be an opportunity for a low-rise apartment building, within the 1.5 FSI and 4 storey intensity envelope.”

The report further highlights (page 4) that:

“Staff further agreed to consider a change in the land use designation to “Mid-Rise Residential”, while maintaining the maximum height of 4 storeys” [and the FSI density of 1.5];

But indicates that:

“Staff have decided not to recommend this approach given that the Mid-Rise Residential designation permits 5 – 12 storeys in height, potentially leading a land owner to have greater expectations for height than could be supported by a more detailed property analysis.”

This, in our professional opinion, is a moot point if the requested and modified designation is restricted to H4 and D1.5 – any proposal to exceed such policy provisions would require a future site-specific Official Plan Amendment

A low-rise or mid-rise residential building is the most appropriate use and built form for the subject lands given their geographic and policy context

The subject lands require the appropriate land use designation – either modified to a “Mid-Rise Residential” (D1.5 and H4) or alternatively reinstated to the original September 7, 2010 “Low-Rise Mixed-Use” (D1.5 and H4) designation

Thank you very much for your consideration of our comments and the related land use designation request

Respectfully submitted,
EMC GROUP LIMITED

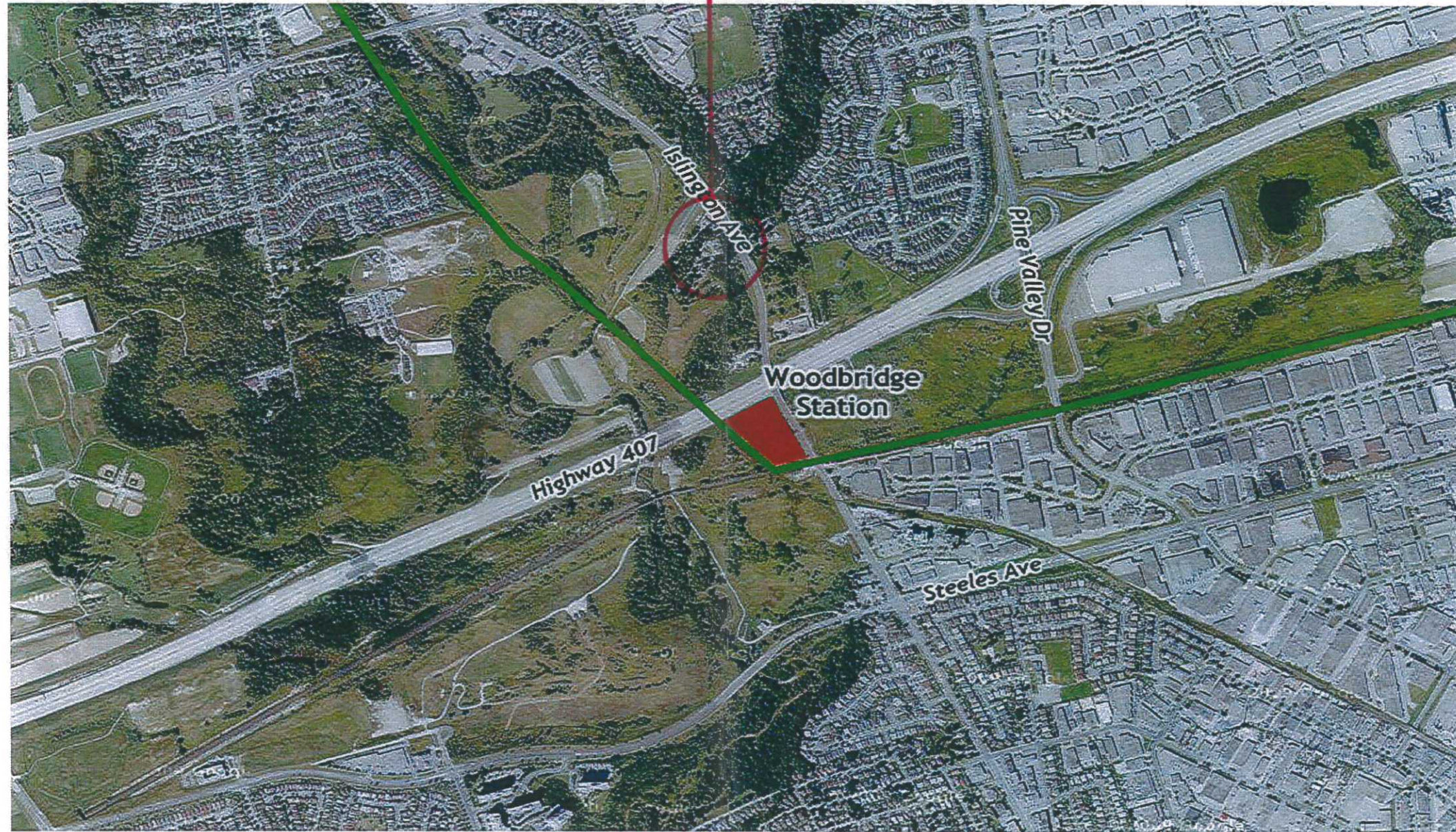
Yurij Michael Pelech, MA(Pl), MCIP, RPP
Senior Planner

attch.

Z:\206199\206199 CofV CofW Nov1511 presentation.doc

Station Location - Woodbridge

Subject Lands



C6
CW - November 15/11
Deputation a)



"V SIGN" - SIZE: 4'-0" x 4'-0"



NORTH OF STEELES

Aish Hatorah	949 Clark Ave. W.	2
Associated Thornhill	300 Atkinson Ave.	2
Beth Avraham Yoseph Synagogue	613 Clark Ave. W.	4
Candu Property	6161 Bathurst St.	2
Leo Baeck Thornhill	36 Atkinson Ave.	2
Lou Greenbaum Site	1118 Centre St.	4
Lou Greenbaum Site	1136 Centre St.	4
Netivot Hatorah	18 Atkinson Ave.	2
Open Field	Bathurst & Clark - South Side	4
Promenade Shopping Centre	7700 Bathurst St. & Clark	2
Sephardic Kehilla Ctr.	7026 Bathurst St.	2
Eitz Chaim School	80 York Hill Rd	2
Toby Battle Centre - Reena Foundation	927 Clark Ave. West	2
Chabad Lubavitch - Flamingo	8001 Bathurst St	2
Ner Israel Yeshiva	8950 Bathurst St.	2
JRCC	8808 Bathurst St.	2
Tanenbaum CHAT Kimel Centre	9600 Bathurst St.	4
Sobeys Strip Mall Plaza	441 Clark Ave.	4