



TO: Mayor and Members of Council

FROM: Jim Baird, Commissioner of Development Services
Valerie Shuttleworth, Director of Planning & Urban Design

PREPARED BY: Ron Blake
Development Manager, West District

DATE: June 13, 2006

Re: **Applications for Draft Plan of Subdivision
Tucciarone et. al. (SU 01 110135) ; Cathedral Town Phase III (SU 06
105953); Cathedral Town South (SU 05 011381); Majorwood Developments
Inc. (SU 02 118584)
West Cathedral Community**

The purpose of this memorandum is to provide an update to Committee of the Whole, and to present revised draft conditions of draft plan approval (attached) reflecting direction given at the June 6, 2006, Development Services Committee and further discussions with the applicant and the Region.

This memorandum summarizes staff's responses to the requested changes to the conditions of draft plan approval for each of the draft plans of subdivision noted above.

Recommendations:

That Council adopt the recommendations for the above noted draft plans of subdivision, as adopted by the Development Services Committee on June 6, 2006.

And that Council endorse the revisions to the draft plan conditions for the above noted subdivisions, as attached to this memorandum.

Staff response to requested changes to draft plan conditions:

Condition 1.3 (Majorwood Developments Inc only). Several minor revisions to the wording of this condition have been proposed by the owner, to which staff have no objections. With regard to delivery of the Highway 404 off-ramp extension, it is the Town's intent that Majorwood Developments will be responsible for providing a right of way consistent with the Town's standards for an industrial collector as well as costs associated with the construction of this road. The Town will be responsible for costs associated with the grade separated structure near Major Mackenzie Drive. The detailed strategy for delivery of this road will be addressed through a separate letter from the Town to the landowners, and will not be addressed in the draft plan conditions.

Condition 1.4 a) (Cathedral Town South (Monarch) and Cathedral Town Phase III) has been revised to read as follows:

- "1.4 a) The owner acknowledges that revisions to the draft plan of subdivision, applying to the location and configuration of a potential mid-block crossing of Highway 404, (appropriate subdivision-specific block and street references), may be required to incorporate the recommendations of an approved Class Environmental Assessment Study for the Highway 404 crossing. These revisions shall be in conformity with the recommendations of the approved Environmental Assessment Study.*
- b) The owner acknowledges that the portion of the draft plan of subdivision comprising the potential mid-block crossing of Highway 404, (appropriate subdivision-specific street and block references), shall not be released for registration until:*
- i) The Class Environmental Assessment Study for the potential crossing of Highway 404 has been approved by the Town of Markham and the appeal period has expired without objection under Part Two;*
- ii) Red-line revisions to the draft plan of subdivision, if required, as set out in Condition 14 a), have been approved by the Town of Markham and the Region of York;*
- iii) Should the Class Environmental Assessment not recommend a crossing of Highway 404 in this location or not be approved, those parcels of land reserved through condition 14 a) and b) above shall be released for registration."*

Condition 2.7 (all subdivisions) referring to routing construction vehicles away from Victoria Square cannot be changed, as staff was directed in 2001, by Council Resolution relating to the Grand Life Boulevard subdivision, to include this condition in all Cathedral draft plan conditions.

Condition 2.8 (Majorwood only). Staff cannot guarantee that a sales trailer can be located on block 68 (located at the intersection of the By-pass and Old Woodbine) unless the Region confirms in writing that this block is not needed for a temporary T intersection. Staff recommend that this condition remain unchanged.

Condition 5.1 (all draft plans) (6.1 in the Tucciarone Subdivision), referring to parkland conveyances: The reference to cash in lieu of parkland has been deleted. The condition now states that detailed provisions for parkland conveyance will be addressed in the Parks and Open Space agreement.

Condition 7.8 (8.8 in the Tucciarone subdivision) relating to well monitoring: This condition was revised by the Engineering Department to be more specific regarding terms and conditions of the well monitoring program. The requirement for well monitoring has been included in conditions of draft plan approval for other Cathedral subdivisions. The Director of Engineering has advised that this condition, as set out in the June 6th report to Development Services Committee, must be retained.

Condition 7.12 relating to servicing allocation: Staff concur with the request to reference the West Cathedral Developers Group Trustee in this condition.

Condition 7.16 (applies to the Majorwood Developments subdivisions only). Majorwood is responsible for providing a looped watermain to service Block 68. This will require extending a watermain on Old Woodbine Avenue southerly from Reflection Road and reconnecting to another watermain on the By-pass. The use of a looped watermain is consistent with the Town's engineering requirements.

Since the looped watermain is triggered by the need to service Block 68, Condition 7.16 will apply to the Majorwood subdivision only and not to the Monarch subdivision. Condition 7.16 now reads as follows:

New Condition 7.16:

"The Owner acknowledges and agrees that a looped watermain is required to service Block 68. The detailed design and configuration of this watermain will be established in the approved Engineering drawings."

Further details regarding the configuration of this watermain and any cost sharing principles for other benefiting landowners who are currently not part of the Landowners' Group, will be identified in a separate letter from the Town to the Landowners.

Condition 8.6 relates to the provision of concept plans prior to registration of Townhouse blocks fronting Woodbine by-pass or old Woodbine (applies to Phase III and Memorial Gardens subdivisions only). This condition, which was included in the previous draft plan approvals for Cathedral Town Phase I and II, is intended to address staff's concerns about potential design issues associated with long townhouse blocks along the Woodbine and by-pass frontages of the community. This issue has arisen in other new communities such as Berczy along Bur Oak where long rows of similar townhouse designs have resulted in less than ideal urban design conditions. This issue was raised in the preliminary report for the subdivisions of May 2005, and to date has not been resolved. Resolution of this issue may be addressed through design and massing of the townhouse units, and/or breaking the current long townhouse blocks (a single block of 29 townhouse units in the Memorial Gardens subdivision and 2 blocks of 13 and 11 units each in the Phase III subdivision), into smaller blocks. Since resolution of this issue may involve red-line revisions to the draft plan, staff are of the opinion that concept plans and elevations for the townhouses, as set out in Condition 8.6, are needed prior to registration so that lotting revisions can be made, if required. If this condition is to be removed, staff recommend that the draft plans be red-lined now, so that the individual townhouse blocks contain no more than 5 or 6 units per block. This will ensure that there are satisfactory spaces between townhouse blocks along these frontages and that the townhouses are not developed as a continuous, monotonous row of units. Monarch has advised that they wish to proceed on the basis of a red-line revision to the draft plan to subdivide this block. Condition 1.8 has been added to their conditions as follows:

"1.8 The owner acknowledges that revisions to the draft plan are required to further divide Block 138 (the townhouse block fronting Woodbine Avenue) into smaller blocks consisting of no more than six units each. The Owner further acknowledges that this revision may result in a reduction of one or more units in order to meet requirements for side yard separations between townhouse blocks."

Condition 8.6 has been retained "as is" in the Cathedral Town Phase III draft plan conditions, as the owners had no objection to this condition when applied to their Phase I and Phase II subdivisions.

Condition 10.2 (Majorwood only). The owner is requesting that the right of way for the Bike Path easement on Block 68 be reduced to 4.7 metres. Staff of the transportation section has advised that they have no concerns with this proposal. Condition 10.2 has been revised accordingly.

Condition 20.4 (all subdivisions) relating to each landowner paying a proportionate share of the bike path. This condition has been requested by the Transportation section since the bike path was originally intended to be located on Markland Street, but was relocated to the By-pass, with the concurrence of the landowners, so that the right of way for Markland could be reduced. Had the bike path been located on Markland, it would have been constructed as part of the row for that road, at the owners expense. This condition applies similar provisions regarding bike path construction costs, to the new location adjacent to the by-pass.

Condition 24.5 (applies to the Memorial Gardens Subdivision). This condition was requested by the School Board. Staff require written consent from YRDSB prior to removing it.

The revised conditions for the above noted subdivisions, incorporating the staff recommendations noted above, as well as minor wording changes requested by the landowners, are attached to this memorandum.