

COMMITTEE OF THE WHOLE JANUARY 13, 2009

**OFFICIAL PLAN AMENDMENT FILES OP.06.006 & OP.06.015
NASHVILLE HEIGHTS HOLDING**

**OFFICIAL PLAN AMENDMENT FILE OP.06.018
PINESTAFF DEVELOPMENTS INC.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) and Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.) BE APPROVED, specifically to amend Official Plan Amendment (OPA) #601 (Kleinburg-Nashville Community Plan) for the subject lands shown on Attachment #1, as follows:

- a) redesignate portions of the subject lands from "Rural Area" and "Valley and Stream Corridor" to "Low Density Residential", as shown on Attachment #2, with 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 permit the following uses:

- i) detached dwelling;
- ii) semi-detached dwelling;
- iii) street townhouse dwellings;
- iv) duplex, triplex, and fourplex dwellings, which are limited to a maximum building height of four storeys;
- v) other permitted housing forms, which are limited to a maximum building height of four storeys in height for buildings containing more than three dwelling units, and which do not exceed the permitted maximum density for the "Low Density Residential" designation;
- vi) schools;
- vii) parks and open spaces;
- viii) other accessory uses; and,

permit the location of buildings with three or more dwelling units within the "Low Density Residential" designation to be in accordance with the following criteria:

- ix) adjacent to more intensive land uses;
- x) front or be adjacent to an arterial road or a primary road;
- xi) mitigates noise sources such as arterial roads or highways; and
- xii) compatible with the surrounding land uses;

- b) redesignate portions of the subject lands from "Rural Area" and "Valley and Stream Corridor" to "Medium Density Residential", as shown on Attachment #2, with a residential density ranging from a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare, and permit the following uses:

- i) detached dwelling;
- ii) semi-detached dwelling;
- iii) street townhouse dwellings;
- iv) block street townhouse dwellings;
- v) multiple dwellings (stacked street townhouse dwellings);

- vi) apartment dwellings, which are limited to a maximum height of ten storeys;
- vii) hospice associated with a hospital or other regulated medical health care/support facility;
- viii) schools;
- ix) parks and open spaces;
- x) other accessory uses; and,

permit the location of buildings with five or more storeys within the "Medium Density Residential" designation in accordance with the following criteria:

- xi) directly abuts an arterial road, specifically Major Mackenzie Drive and Huntington Road;
- xii) mitigates noise sources such as arterial roads or highways; and,
- xiii) requires the submission of a sun/shadow study;

- c) redesignate portions of the subject lands from "Rural Area" and "Valley and Stream Corridor" to "Mixed-Use Residential-Commercial", as shown on Attachment #2, with the residential density ranging from a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare and permit the following uses:

- i) street townhouse dwellings;
- ii) block street townhouse dwellings;
- iii) multiple dwellings (stacked street townhouse dwellings);
- iv) apartment dwellings;
- v) retail store;
- vi) personal service shop;
- vii) business or professional office;
- viii) hospice associated with a hospital or other regulated medical health care/support facility;
- ix) day nursery, private home daycare;
- x) schools;
- xi) parks and open spaces; and,
- xii) other accessory uses; and,

the following additional uses shall be permitted, subject to the following policies:

- xiii) permit commercial uses (i.e., retail store, personal service shop, and business or professional office uses) only on the ground floor of a building that includes residential dwelling units, and the gross floor area for the commercial use(s) shall be determined in the implementing Zoning By-law;
- xiv) limit the maximum height of the buildings within the "Mixed-Use Residential-Commercial" designation to not exceed a height of 10 storeys;
- xx) permit the location of buildings with five or more storeys, up to a maximum of 10 storeys in accordance with Clause xiv above within the "Mixed-Use Residential-Commercial" designation, in accordance with the following criteria:
 - i) directly abuts Huntington Road or Major Mackenzie Drive;
 - ii) mitigates noise sources such as arterial road or highways;
 - iii) provides a transition to the detached, semi-detached, street townhouse, block townhouse and multiple dwellings (stacked

- street townhouse dwellings), which may include vertical and horizontal setbacks at the upper storeys; and,
- iv) requires the submission of a sun/shadow study;
- d) redesignate portions of the subject lands from "Rural Area" and "Valley and Stream Corridor" to "General Commercial", as shown on Attachment #2 to permit the following uses within a shopping centre format or as a mixed-use development:
- i) uses permitted in the "Mixed-Use Residential-Commercial" designation subject to the policies for the "Mixed-Use Residential-Commercial" designation;
 - ii) supermarket;
 - iii) pharmacy;
 - iv) retail store;
 - v) eating establishment;
 - vi) banks or financial institution;
 - vii) business or professional office; and
 - viii) automobile service station or gas bar uses shall be permitted within the "General Commercial" designation subject to the following criteria:
 - i) allow only the sale of automobile fuel, oil, lubricant, and other related products, and the minor provision of repair and maintenance service;
 - ii) may provide a convenience retail store, to not exceed a maximum gross floor area of 280 m², which may include a restaurant to not exceed 25% of the convenience retail store's gross floor area;
 - iii) regulate the pump island location, and outside storage, if permitted, in the implementing zoning by-law;
 - iv) may require a noise study for car washes abutting a residential or a mixed use residential-commercial area; and,
 - v) limit the number of automobile service stations or gas bars to a maximum of one at the intersection of Major Mackenzie Drive and a primary road, and one at the intersection of Huntington Road and a primary road, and not to exceed two automobile service stations or gas bars for the Nashville Heights Community; and,
 - vix) the appropriateness of permitting an accessory drive-through facility for an eating establishment, and bank or financial institution shall be determined at the Block Plan and/or implementing Zoning By-law stages.
- e) identify in the land use schedule of the implementing Official Plan Amendment, the following uses as shown on Attachment #2:
- i) elementary school sites;
 - ii) tableland woodlot of 4.9 ha;
 - iii) linear park of 3.4 ha;
 - iv) neighbourhood parks;
 - v) Nashville Cemetery;
 - vi) stormwater management facilities and the water tower/reservoir; and,
 - vii) linear park along the TransCanada Pipeline right-of-way;
- f) identify a portion of the lands being designated from "Rural Area" and "Valley and Stream Corridor" to "Major Mackenzie Drive Alignment Special Study Area", which affects the lands designated "Mixed-Use Residential-Commercial", "General Commercial", "Valley and Stream Corridor" and "Stormwater

Management Facility”, where the final land uses cannot be determined until the final configuration of the realignment for Major Mackenzie Drive has been determined;

- g) amend the policies in “Sub-section 4.11.2.1 Transportation - Primary Roads” and “Sub-section 4.11.2.3 Transportation - Local Roads” of OPA #601 to establish the number of east-west and north-south primary roads, and the right-of-way dimensions and geometric standards for the primary and local roads in accordance with the conclusions and recommendations of the City-wide Transportation Master Plan and Block Transportation Studies, the Kleinburg-Nashville Focused Area Review, and to finalize the road network at the Block Plan stage;
 - h) amend “Table A - Kleinburg-Nashville Community Plan Population Estimates” of OPA #601 by increasing the Fully Served Population Estimate for the Nashville Heights Community from 8,605 people to 16,905 people, being an increase of 8,300 people;
 - i) amend “Schedule A - Land Use” and the policies in “Sub-Section 4.6 Parks and Open Space” of OPA #601 to provide a minimum of one pedestrian link across the CP Railway right-of-way to connect Block 61 West and Block 61 East; and,
 - j) amend “Schedule A - Land Use” and the policies in “Sub-section 4.11 Transportation” of OPA #601 to provide a potential future GO Train Commuter Station, the location of which will be determined through the GO Transit Environmental Assessment, which may include potential sites generally located at the intersection of Major Mackenzie Drive and the CP Railway, in Part of Lot 21, Concession 9, City of Vaughan and/or at the intersection of Nashville Road and the CP Railway, in Part of Lot 25, Concession 9, City of Vaughan.
2. THAT the implementing Official Plan Amendment for Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) and Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.) include the following policies regarding the final land uses:
- a) require that the final uses, including the location of land uses, road network and stormwater management facilities, for the subject lands be identified through:
 - i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which is identifying the preferred corridor and terminus for the north expansion of Highway 427;
 - ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify 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;
 - iii) the Greater Toronto Area (GTA) West Corridor Environmental Assessment Area by the Ministry of Transportation, which will identify the preferred east-west transportation corridor and potential future connection to Highway 427;
 - vi) the City-wide Vaughan Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan;

- v) the Brampton Transportation and Transit Master Plan Update by the City of Brampton; and,
 - vi) the Highway 427 Extension Area Transportation Master Plan by Peel Region;
- b) require that the following matters, but not limited to, be refined through the finalization of the Block Plan process and Subdivision process: the location of land uses, location and design of the road network, limits of development, realignment of the watercourses, and location and design of the stormwater management pond facilities, which shall be placed in a "Special Policy Area", and be subject to further review to the satisfaction of the Ministries of Municipal Affairs and Housing and/or Transportation, Region of York, Toronto and Region Conservation Authority and the City;
 - c) require that that the ultimate limits of the development, including the location of land uses, be identified through an Environmental Assessment by GO Transit for establishing a future GO Train Commuter Station, which may include potential sites generally located at the intersection of Major Mackenzie Drive and the CP Railway, in Part of Lot 21, Concession 9, City of Vaughan and/or at the intersection of Nashville Road and the CP Railway, in Part of Lot 25, Concession 9, City of Vaughan, and that the limits of the development and location of land uses be refined through the finalization of the Block Plan process and Subdivision process to the satisfaction of the Region of York, Toronto and Region Conservation Authority and the City; and,
 - d) indicate that the land area for linear parks is not included as part of the calculation for parkland dedication.
3. THAT the implementing Official Plan Amendment include the following policies requiring the Owner to enter into an agreement with the City of Vaughan, prior to Draft Plan of Subdivision approval, which shall be registered on title and apply to the applicable lots and/or blocks, committing the Owner not to enter into any agreements of purchase and sale with end-users for the subject lands until such time as:
- a) an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line to the satisfaction of the City of Vaughan and York Region, and a preferred alignment for Huntington Road; and,
 - b) York Region will consider a phased or partial release of the lots and blocks identified above, when the Environmental Assessment or a Feasibility Study (undertaken by the City and/or the Owner) has identified, to the satisfaction of York Region, that particular lots and blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive.
4. THAT the implementing Official Plan Amendment include the following policies regarding the development of the subject lands by the Block Plan process, prior to the processing of any Draft Plan of Subdivision application or Site Development application:
- a) require that the reports for the Block Plan process be submitted to the City, which include, but are not limited to the following:
 - i) Block Plan Report, and Block Plan Schedule with supporting land use detail (land uses by area, densities, housing mix, population, ownership, participating/non-participating owners, etc.);
 - ii) Master Environmental/Service Plan;

- iii) Phase I and Phase II Environmental Site Assessments;
- iv) Environmental Impact Statement;
- v) Transportation Analysis/Study;
- vi) Traffic/Transit Management and Sidewalk/Walkway Master Plan;
- vii) Pedestrian and Bicycle Master Plan;
- viii) Noise and Vibration Impact/Mitigation Report;
- ix) Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
- x) Parks and Open Space Plan;
- xi) Development Phasing/Infrastructure Staging Plan;
- xii) Sustainability Report;
- xiii) Archaeological Assessment/Cultural Heritage Resource Assessment;
- xiv) Urban Design Guidelines; and,
- xv) Architectural Design Guidelines; and,

all reports shall include the lands between the west side of Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427 right-of-way, as well as the proposed site for a community centre, which must include a facility fit design to be approved by the City, in their analysis including land use concept plans;

- b) require that at the Block Plan stage, all required Transportation Analysis/Study reports shall adequately address to the satisfaction of the Ministries of Municipal Affairs and Housing and/or Transportation, Region of York and the City, the following details for:
 - i) the proposed medium density residential, mixed-use residential-commercial and general commercial areas at the north and south sides of the intersection of the proposed realigned Major Mackenzie Drive and Huntington Road intersection;
 - ii) the community centre lands with respect to the future Highway 427 extension;
 - iii) the potential realignment of Huntington Road and Nashville Road;
 - iv) the potential north-south road between the Hydro Corridor and Huntington Road and Major Mackenzie Drive and Nashville Road;
 - v) the potential east-west mid-block road connections extending westerly to Highway 50 be explored to establish a local and regional road network connectivity; and
 - vi) the right-of-way widths/dimensions and standards;
- c) require that a Comprehensive Sanitary Sewer System Capacity Analysis addressing infrastructure improvements external to the Nashville Heights Block 61 West Area be prepared to address the availability of both conveyance and treatment capacity at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final sanitary servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
- d) require that a Comprehensive Water Supply System Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area be prepared at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for

the Kleinburg-Nashville Service Area, and the final water supply servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;

- e) require that the final stormwater management scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred stormwater management scenario as identified in the City's Storm Drainage and Stormwater Management Master Plan, and the Toronto and Region Conservation Authority and City shall review the appropriateness of locating a stormwater management pond facility on lands to the south of the subject lands;
 - f) require that a facility fit design be prepared for the community centre lands on the west side of Huntington Road for review and approval by the Vaughan Parks Development and Buildings and Facilities Department, to ensure that the City's requirements and functions for the community centre are addressed; and,
 - g) require the Block Plan be reviewed with regard to the components, policies and issues identified in the Kleinburg-Nashville Community Focused Area Study report and Terms of Reference approved by Council on May 12, 2008.
5. THAT the implementing Official Plan Amendment include the following policies regarding the TransCanada Pipeline requirements:
- a) the Owners are to enter into an agreement with TransCanada Pipeline for the purposes of relocating the gas pipeline at road crossings at the owner's/developer's expense, and providing concrete slabs over the TransCanada and Enbridge pipelines for the length of the right-of-way that is located in the boulevard or under the road at the owner's/developer's expense; and,
 - b) the number of crossings, the signage on the right-of-way in a number, location and form, the types of trees and form of landscaping that can be planted on the right-of-way, and their depth and location, the number of utility crossings and their location, the notification of future purchasers of the existence of high pressure pipelines and appropriate ingress and egress over properties, and the provision of fencing or other means of identifying the limit of the right-of-way are to be to the satisfaction of TransCanada Pipeline.
6. THAT the implementing Official Plan Amendment include the following policies regarding the environment:
- a) the Terms of Reference for the Master Environmental and Servicing Plan (MESP) and matters including, but not limited to, stormwater management, hydrology, hydrogeology, ecology (natural heritage), geotechnical, sustainable development, green design and green space connections to features be reviewed and approved by the Toronto and Region Conservation Authority; and should include how the principles and/or recommendations of, but limited to the following, Sub-section 2.1.2 of the Provincial Policy Statement (PPS), Humber River Watershed Plan, Humber Watershed Terrestrial Natural Heritage System (TNHS) and the City of Vaughan's natural heritage system (that is currently being developed) are addressed in order to guide the development of the subject lands;
 - b) the boundaries of the features, including the requisite buffers, be staked and delineated, in consultation with the City, TRCA and Owner;

- c) the valley and stream corridor boundary be the greater of the long-term stable top-of-the-bank (where there is a well-defined feature) plus 10 m inland, or the flood plain (where there is no valley feature) plus 10 m inland; and,
 - d) the valley and stream corridors, and tableland woodlots contiguous with the valley and stream corridors be designated in an appropriate open space designation, and be conveyed to the City or TRCA.
7. THAT the implementing Official Plan Amendment include the following policy regarding parkland dedication:
- a) require that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands be paid, 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", and that linear parkland will not be accepted as parkland dedication.
8. THAT the implementing Official Plan Amendment include the following policy regarding sustainable development:
- a) require that sustainable community objectives be implemented through neighbourhood designs that supports cycling and walking, ensures neighbourhood connectivity to the broader community, and provides transit opportunities, water and energy efficiencies, energy alternatives and green building design and site development.
9. THAT the implementing Official Plan Amendment, in accordance with the City of Vaughan's Strategy for the Maintenance and Preservation of Significant Heritage Buildings, approved by Council in June 2005, include the following policies:
- a) require a Cultural Heritage Resource Impact Assessment (CHRIA) of all properties of cultural heritage value or interest within the subject lands to be provided by the Owner to the satisfaction of the Recreation and Culture Department - Cultural Services Section. Such properties would include, but not necessarily be limited to, 10,671 Huntington Road, Nashville Cemetery and 10,395 Huntington Road; and,
 - b) require as a condition of approval for any future Draft Plan of Subdivision or Site Development Application involving the subject lands that the development of new lots under the Plan of Subdivision process will require the Owner to preserve, restore and incorporate significant heritage structures in their plan, and letters of credit be posted in the amount of the cost equal to the re-construction of the heritage structure where a significant heritage building is destroyed or demolished without City approval, or repair the heritage building to preserve the heritage structure.
10. THAT the implementing Official Plan Amendment include policies requiring that prior to the approval of any Draft Plan of Subdivision or Site Development Application, the Owner shall submit a Phase 1 Environmental Site Assessment for review and approval by the City of Vaughan and a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment.

Economic Impact

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

Communications Plan

On May 9, 2008, a Notice of Public Hearing was circulated to all property owners within 120 m of the subject lands, and to the Kleinburg and Area Ratepayers' Association. Through the circulation of this notice, the following written comments were received:

- i) correspondence dated May 23, 2008, from the Nashville Area Ratepayers Association requesting clarification on the following issues: density, land uses, transportation network, and the future use of land on the west side of Huntington Road for industrial use and community centre lands;
- ii) correspondence dated May 29, 2008, from Martina Shaw, Barrister and Solicitor, on behalf of Murray Barons one of the property owners of 10671 Huntington Road (Attachment #3), respecting Mr. Barons objection to the proposed designation for a "Neighbourhood Park", due to the location of the proposed park impeding the provision of a north-south traversing road through his lands and limiting future development of his lands; and,
- iii) correspondence dated June 2, 2008, from the Vellore Woods Ratepayers Association and correspondence dated June 3, 2008, from the Belvedere Estates Ratepayers Association supporting the proposal, subject to the development of the lands being in an orderly manner and creating a viable community, and supporting the modification for a westerly alignment to the Ministry of Transportation's technically preferred alignment for Highway 427 instead of the Ministry of Transportation's technically preferred alignment for Highway 427.

The recommendation of the Committee of the Whole to receive the Public Hearing report of June 3, 2008, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on June 11, 2008. The concerns raised in the written submissions will be addressed in this report.

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachment #1:

1. Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) to amend OPA #601 (Kleinburg-Nashville Community Plan), specifically to redesignate portions of the subject lands from "Rural Area" and "Valley and Stream Corridor" to the following land use designations in the manner shown on Attachment #2:
 - i) "Low Density Residential" to permit a density of a minimum of 15 units per net hectare to a maximum of 25 units per net residential hectare and the following uses:
 - i) detached dwelling;
 - ii) semi-detached dwelling;
 - iii) street townhouse dwellings;
 - iv) duplex, triplex, and fourplex dwellings, which are limited to a maximum building height of four storeys;
 - v) other permitted housing forms, which are limited to a maximum building height of four storeys in height for buildings containing more than two dwelling units, and which do not exceed the permitted maximum density for the "Low Density Residential" designation;
 - vi) schools;
 - vii) parks and open spaces; and,
 - viii) other accessory uses;

- ii) "Medium Density Residential" to permit a density of a minimum of 35 units per developable hectare to a maximum of 150 units per net residential hectare and the following uses:
 - i) detached dwelling;
 - ii) semi-detached dwelling;
 - iii) street townhouse dwellings;
 - iv) block street townhouse dwellings;
 - v) multiple dwellings (stacked street townhouse dwellings);
 - vi) apartment dwellings in buildings, which are limited to a maximum height of ten storeys;
 - vii) hospice associated with a hospital or other regulated medical health care/support facility;
 - viii) schools;
 - ix) parks and open spaces; and,
 - x) other accessory uses;

- iii) "Mixed-Use Residential-Commercial" to permit a density of a minimum of 35 units per developable hectare to a maximum of 150 units per net residential hectare and the following uses:
 - i) street townhouse dwellings;
 - ii) block street townhouse dwellings;
 - iii) multiple dwelling (stacked street townhouse dwellings);
 - iv) apartment dwellings;
 - v) retail store;
 - vi) personal service shop;
 - vii) business or professional office;
 - viii) hospice associated with a hospital or other regulated medical health care/support facility;
 - ix) day nursery, private home daycare;
 - x) schools;
 - xi) parks and open spaces; and,
 - xii) other accessory uses;

- iv) "General Commercial" to permit the following uses:
 - i) uses permitted in the "Mixed-Use Residential-Commercial" designation, subject to the policies for the "Mixed-Use Residential-Commercial" designation;
 - ii) supermarket;
 - iii) pharmacy;
 - iv) retail store;
 - vi) eating establishment;
 - vii) bank or financial institution;
 - viii) business or professional office; and,
 - ix) automobile service station or gas bar uses;

- iv) "Elementary School" for part of 1 school site; "Neighbourhood Park" for 2 neighbourhood parks, which may include the joint development of 2 neighbourhood park and school campus sites; "Linear Parks"; "Greenway System"; "Tableland Woodlot", and "Stormwater Management Facility" for 3 sites; and,

- v) "Major Mackenzie Alignment Special Policy Area", which affects the lands proposed in Official Plan Amendment File OP.06.015 (Nashville Heights Holding)

for "Mixed-Use Residential-Commercial", "General Commercial", "Valley and Stream Corridor" and "Stormwater Management Facility" uses, where the final land uses cannot be determined until the final configuration of the realignment for Major Mackenzie Drive has been determined.

2. Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.) to amend OPA #601 (Kleinburg-Nashville Community Plan), specifically to redesignate portions of the subject lands from "Rural Area" and "Valley and Stream Corridor" to the following land use designations in the manner shown on Attachment #2:
 - i) "Low Density Residential" to permit a density of a minimum of 15 units per net hectare to a maximum of 25 units per net residential hectare and the following uses:
 - i) detached dwelling;
 - ii) semi-detached dwelling;
 - iii) street townhouse dwellings;
 - iv) duplex, triplex, and fourplex dwellings, which are limited to a maximum building height of four storeys;
 - v) other permitted housing forms, which are limited to a maximum building height of four storeys in height for buildings containing more than two dwelling units, and which do not exceed the permitted maximum density for the "Low Density Residential" designation;
 - vi) schools;
 - vii) parks and open spaces; and,
 - viii) other accessory uses;
 - ii) "Neighbourhood Park" which includes the joint development of 1 neighbourhood park and school campus site; "Woodlot"; and "Greenway System".

The following supporting reports were submitted in support of the three Official Plan Amendment applications:

- *Nashville Heights (Block 61 West) Official Plan Amendment Planning Justification*, dated April 2008, by Malone Given Parsons Limited;
- *Natural Environment*, dated April 2008, by Beacon Environmental;
- *Servicing Infrastructure*, dated March 2008, by Schaeffers Consulting Engineers;
- *Transportation Master Plan*, dated April 2008, by Poulos & Chung Limited;
- *Interim Report on the 2005 Stage 1-2 Archaeological Assessment*, dated February 2006, by AMICK Consultants Limited; and,
- *Preliminary Hydrogeological Investigation*, dated April 9, 2008, by Terraprobe Limited.

The proposed land use details for the subject lands are as follows:

Block 61 West Land Use Areas

Residential & Commercial Uses:	Area:
Low Density Residential Area	64.7 ha
Medium Density Residential Area	11.9 ha
Mixed-Use Residential-Commercial & General Commercial Piazzas	13.5 ha
	0.3 ha
Institutional Uses:	
Elementary School (2 sites)	5.6 ha
Cemetery	1.4 ha

Open Space Uses:

Parks (5 neighbourhood parks)	11.2 ha
Open Space/Valleylands	11.0 ha
Open Space/Woodlot	4.9 ha

Infrastructure:

Stormwater Management Ponds (3 facilities within the subject lands, and 1 facility not included in the 10.1 ha land area calculation to the right, which is south of the subject lands)	10.1 ha
Water Tower/Reservoir	0.6 ha
Roads	47.1 ha
Highway 427 Right-of-Way	3.7 ha

Total Block 61 West Land Area	186.0 ha
Total Developable Area	168.7 ha

Gross Developable Area in Block 61 West = 168.7 ha (Net Developable Area is to be defined in accordance with the Growth Plan) which excludes lands associated with protected natural features such as woodlots, valleylands and wetlands. The cemetery is not included as developable land).

Density

Low Density Residential shall be a minimum of 15 units per net residential hectare to a maximum of 25 units per net hectare.

Medium Density Residential and Mixed-Use Commercial-Residential shall be a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare.

Net residential hectare means all lands subject to the Official Plan Amendment excluding woodlots, valleylands, and wetlands and the cemetery.

Residential Housing Mix and Unit Count

Housing Mix By Designation:	Unit Count (Approximate):
Low Density Residential	1,220 units
Medium Density Residential - Lane Access	290 units
Medium Density Residential – Block Development	1,000 units
Mixed-Use Residential-Commercial	500 units
Total	3,010 units

Population

Estimated population for Nashville Heights	8,300 people
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Background - Analysis and Options

The subject lands identified as “OP.06.006”, “OP.06.015” and “OP.06.018” on Attachment #1 are located on the east side of Huntington Road, between Nashville Road and Major Mackenzie Drive, in Part of Lots 21 to 25 inclusive, Concession 9, City of Vaughan. The subject lands have an area of 186 ha, with frontage along Huntington Road and Major Mackenzie Drive.

The subject lands identified as "OP.06.006", "OP.06.015" and "OP.06.018" on Attachment #1 are designated "Rural Area" and "Valley and Stream Corridor" by OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #4. Section 4.2.2 "Community Boundaries and Growth" of OPA #601 requires that (in part):

- "2) Any consideration of urban uses to the north, west or east of the community shall explicitly consider the implications on the Kleinburg-Nashville community in terms of the maintenance of its residential and village character, and the impacts of traffic, noise, and effect on community services.
- iii) Any expansion to the Community Plan boundary or to the limits of urban development within the Community Plan shall occur on the basis of a review of this community plan associated with the five year review process. Expansion of the community boundary or the limits of urban development will only be considered on a comprehensive basis."

On May 12, 2008, Vaughan Council approved the following resolution:

"WHEREAS applications were received in 2006 to amend OPA 601 for the lands within Block 61 West – The Kleinburg-Nashville Community Plan; and

WHEREAS the lands within Block 61 West are currently subject to a Focused Area Study as part of the City's New Official Plan review; and

WHEREAS the City is concerned that the Province's identified preferred Alternative for the Alignment of the Highway 427 Corridor and Terminus is not consistent with the May 22, 2007 resolution of Council with respect to the location of said corridor; and

WHEREAS the preferred alternative for the Alignment of the Highway 427 Corridor and Terminus will not foster the most efficient land use plan for Block 61 West;

THEREFORE, be it resolved that the Council of the City of Vaughan directs:

THAT the Commissioner of Planning commence final processing of the application to amend OPA 601 - The Kleinburg Nashville Community Plan. The lands within Block 61 West having regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008."

The subject lands are zoned A Agricultural Zone by By-law 1-88, with portions of the lands subject to Exception 9(189) and RR Rural Residential Zone by By-law 1-88, with portions of the lands subject to Exceptions 9(189) and 9(256), which permit agricultural and residential detached dwelling uses, respectively. The subject lands are vacant agricultural, with existing residential dwellings, and include woodlots, watercourses, a water tower and existing residential dwellings including a house (10,395 Huntington Road) which is included in the "Listing of Buildings of Architectural and Historical Value". The TransCanada Pipeline crosses through Part of Lots 22 and 23, Concession 9 in an east-west direction. The surrounding land uses are shown on Attachment #1.

Land Use Policies/Planning Considerations

The Development Planning Department has reviewed the Official Plan Amendment applications to redesignate the subject lands shown on Attachment #2, in light of the following land use policies respecting the proposal.

a) Provincial Policy Statement and Places To Grow

The Region of York has identified that the subject lands are within the "Towns and Villages" designation of the "Urban Area" of the Regional Official Plan as the lands are within the boundaries of the Kleinburg-Nashville Community Plan, and therefore, in accordance with the Regional Official Plan, proposed growth is to be directed to the Urban Area, which is considered to be a "Settlement Area" in accordance with the Provincial Policy Statement.

In light of the subject land being located within a Settlement Area, the Development Planning Department has determined that the proposal will meet the objectives of providing for a range of land uses in a manner that promotes efficient land use and development patterns to support a liveable and healthy community. The proposal is providing for land uses and densities that have not been provided in the Kleinburg-Nashville Community Plan such as "Medium Density Residential", "Mixed-Use Residential-Commercial" and "General Commercial" with densities ranging from 25 units per net residential hectare to 150 units per net residential hectare.

The "Managing and Directing Land use to Achieve Efficient Development and Land Use Patterns" Policy 1.1 of the Provincial Policy Statement (PPS) supports the efficient development of land and land uses as follows:

- "1.1.1 Healthy, liveable and safe communities are sustained by:
- b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet the long-term needs;
 - f) improving accessibility for persons with disabilities and elderly by removing and/or preventing land use barriers which restrict their full participation in society; and,
 - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs."

The "Settlement Areas" Policy 1.1.3 of the PPS further supports the development of land in the Settlement (Urban) Area, as follows:

- "1.1.3.2 Land use patterns within settlement areas shall be based on:
- a) Densities and a mix of land uses which:
 - 1) efficiently use land and resources;
 - 2) are appropriate for, and efficiently use, the infrastructure and public service facilities, which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and,"
- "1.1.3.7 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities."

In conjunction with the PPS, the Province's Places to Grow Plan also includes policies to support the development of land in an efficient manner, as indicated in the following policies of the "Managing Growth" Policy 2.2.2:

- "2.2.2.1 Population and employment growth will be accommodated by –

- c) building compact, transit-supportive communities in designated greenfield areas;
- h) encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services;
- j) directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and wastewater services."

The Settlement Area provisions support development that is not in a built-up area, specifically the "Designated Greenfield Area" Policy 2.2.7 in accordance with the following:

"2.2.7.1 New development taking place in designated Greenfield area will be planned, designated, zoned and designated in a manner that -

- a) contributes to creating complete communities;
- b) creates street configurations, densities and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services;
- c) provides a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
- d) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling."

The proposal to redesignate the subject lands to "Low Density Residential" to allow a range of housing types and densities meets the objectives of providing for various housing opportunities, which have not been provided within the existing designations in the Kleinburg-Nashville Community Plan. The proposal also includes the integration of employment uses within the residential and mixed-use residential-commercial areas (e.g., small-scale retail, small-scale business and professional office), and provides for residential uses within the general commercial area (e.g., street townhouse and apartment units in buildings up to a maximum of 10 storeys, retail stores, restaurants and financial institutions). Further, institutional uses such as a hospice associated with a hospital or other regulated medical health care/support facility and elementary schools, along with parks, and pedestrian and bicycling pathways are being proposed. The range of residential uses and densities, and employment and institutional uses provide the opportunities to establish a compact, transit-supportive community focused on the efficient use of land. This proposal provides development that is in accordance with the managed growth and settlement area policies in the PPS and Places to Grow.

The proposal requires the servicing, transportation and community infrastructure to support the proposed development to allow for an efficient and safe community as required by the following "Infrastructure and Public Service Facilities" Policy 1.6 in the PPS:

"1.6.1 Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs.

Planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs."

Places to Grow, is also in accordance with the PPS with the requirement for efficient infrastructure with the establishment of compact developments as indicated in the following "Infrastructure Planning" Policy 3.2.1:

- "3.2.1.1. Infrastructure planning, land use planning and infrastructure investment will be co-ordinated to implement this Plan (Places To Grow). Infrastructure includes, but is not limited to, transit, transportation corridors, water and wastewater systems, waste management systems and community infrastructure."

The City is currently undertaking the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, which is expected to be finalized by Late 2009. The Class EA Study will identify servicing infrastructure improvements (i.e., water supply and sanitary services) required to support the build out of the planned and proposed developments for the Kleinburg-Nashville Community. The Official Plan requires all new development to be on full municipal water supply and sanitary services. The completion of the Class EA for the purposes of addressing the planned and proposed developments for the Kleinburg-Nashville Community will determine the infrastructure that is required to support the proposal. The proposal is in keeping with the infrastructure policies of the PPS and Places To Grow, which have similar policy initiatives.

The Official Plan Amendment applications, for a land area of approximately 185 ha, were submitted to the City prior to June 16, 2006 (File OP.06.006 was submitted on February 3, 2006, File OP.06.015 was submitted on April 21, 2006 and File OP.06.018 was submitted on May 8, 2006, with modifications to File OP.06.006 submitted on April 14, 2008). In accordance with Ontario Regulation 311/06 respecting the transitional policies for the Places To Grow Growth Plan, the proposals are not subject to Places To Grow as they were submitted to the City prior to June 16, 2006, and the proposals are not adding 300 ha or more of land to a settlement area.

b) Region of York Official Plan

The subject lands shown on Attachment #1 are designated "Towns and Villages" by the Region of York Official Plan, and are located within the boundary of a community plan, being OPA #601, which permits urban uses. Map 6 - Agriculture and Rural Area to the Regional Official Plan indicates that these lands are designated "Agricultural Policy Area". However, the "Community Building" Section 5.2 of the Regional Official Plan acknowledges that the Region's Official Plan requires updating to incorporate the urban areas of the local municipalities into the Regional Official Plan's designated "Urban Areas", and therefore, an amendment to the Regional Official Plan is not required.

The subject lands shown on Attachment #4, which are designated "Rural Area", are within the City's urban area. Accordingly, the proposal to redesignate the subject lands to permit a range of residential, commercial and employment uses utilizing a range of densities, would be appropriate and in keeping with the Regional "Community Building" policies in Section 5.2.1 with respect to directing growth to the urban areas, and providing efficient and mixed-use compact communities. Furthermore, the City, through the comprehensive review of the supporting Block Plan and Draft Plan of Subdivision applications, which are required to implement the proposal, will address the Region's policies in Section 5.2.7 respecting comprehensive review that includes providing for a range of housing at densities that are transit supported, establishing pedestrian and bicycle linkages within and external to the community, and promoting urban design criteria to establish attractive buildings, landscaping and public streetscapes.

The location of the proposal adjacent to Major Mackenzie Drive, the railway and valleylands, shown on Attachment #2, provides the opportunity to implement the Region's sustainable community objectives by facilitating a development, which could connect to the broader

community with respect to transit along Major Mackenzie Drive, and a potential future GO Train Station along the CP Railway right-of-way at the interchange of Major Mackenzie Drive and/or Nashville Road, and energy alternatives and efficiencies within building designs. The opportunities for a sustainable community will be examined in greater detail through the review of the Block Plan and Draft Plan of Subdivision applications.

In accordance with Section 6.7 "Water and Sewer Strategies" of the Regional Official Plan which requires the provision of water and sewer services, and the allocation and the phasing of water supply and sanitary sewer capacity, the City is currently undertaking the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements (i.e., water supply and sanitary sewer services) required to support the build out of the planned and proposed developments, which was discussed in the Provincial Policy Statement and Places To Grow section of this report.

The proposed increased density results in an additional estimated residential unit count of 3,010 units, with an additional estimated population of 8,300 people, which was not included within the Class EA Study, and must be accounted for. The increased population will require additional water supply and sanitary sewer servicing capacity. The proposal may be serviced by the infrastructure identified in the Class EA Study provided the City allocates servicing capacity to the proposal. The proposal would have to be phased, should it not be fully allocated servicing capacity. The Region requires the City to provide the unit and/or people count for allocation upon the completion of the Class EA Study and upon adoption of the Official Plan amendment for the proposal.

Section 6.1 "Road Network" of the Regional Official Plan outlines the Region's objectives to plan and protect road corridors to support future urban and rural area transportation requirements, which includes vehicular, railway, cycling and pedestrian modes. Accordingly, the Region's Western Vaughan Transportation Individual Environmental Assessment (IEA), which is to determine the preferred alignment for Major Mackenzie Drive, including the Major Mackenzie Drive and future Highway 427 interchange, and the CP Railway grade separation/crossing, is currently in process, as shown on Attachment #2, as well as the City-wide Vaughan Transportation Master Plan, as part of the Vaughan Tomorrow Official Plan Review, and Focused Area Review Study for the Kleinburg-Nashville Community, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan. Further, GO Transit is undertaking an Environmental Assessment to explore a future GO Commuter Train Station along the CP Railway right-of-way interchange with Major Mackenzie Drive and/or with Nashville Road. The subject lands shown on Attachment #1 are within the Highway 427 Transportation Corridor Environmental Assessment (EA) Route Alternatives Study Area, specifically the preferred Highway 427 Transportation Corridor Environmental Assessment Preferred Alignment, as well as impacted by the GTA West Corridor Environmental Assessment Area to identify the preferred east-west transportation corridor and potential future connection to Highway 427. The final location and configuration of the land uses is subject to any changes necessary to accommodate the final design, and that should the proposal proceed to the Subdivision stage, pre-sales of dwelling units will not be permitted for the lands affected by the EA, prior to the determination of the final Major Mackenzie Drive alignment.

The Regional Official Plan includes policies, which encourage the managed growth of land uses within the urban area and sustainable development, which is supported by the appropriate transportation and servicing infrastructure. A comprehensive technical review through the Block Plan process would allow for the Region's objectives to be addressed.

c) Kleinburg-Nashville Community Plan (OPA #601)

The subject lands are designated "Rural Area" and "Valley and Stream Corridor" by OPA #601, as shown on Attachment #4. The lands are also identified as being in a "Potential Groundwater

Recharge Area" (Schedule "B1"); "South Nashville Tableland Railway Forest West and East", where the lands are recommended for forest regeneration to enhance the integrity of the forest blocks and to promote intra-valley linkages (Schedule "B2"); "Wetland" and "Man-made or Altered Pond" (Schedule "B3"); and "South Nashville Tableland Railway Forest West with a Low Functional Significant Woodlands Rating" and "South Nashville Tableland Railway Forest East with a High Functional Significant Woodlands Rating" (Schedule "B4") in OPA #601.

It is noted that Sub-section 4.7 Community Edge Buffer of the Official Plan requires that a naturalized community edge buffer in the range of a minimum of 30 m to 50 m in width be provided on lands abutting Major Mackenzie Drive to address urban design issues. However, this buffer would no longer apply to the existing alignment of Major Mackenzie Drive, should it not function as an arterial road. The realigned Major Mackenzie Drive would be subject to the minimum 30 m to 50 m community edge buffer. An arterial realignment of Major Mackenzie Drive north of the current location is to be determined through several transportation studies, and the community edge buffer would be applicable to the realigned Major Mackenzie Drive. The Western Vaughan Transportation Individual Environmental Assessment (IEA) will identify 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. The Highway 427 Environmental Assessment (EA) Corridor Study Area will identify the preferred corridor and terminus for the north expansion of Highway 427.

The Official Plan Servicing Policies require all development to be on full municipal water supply and sanitary sewer services, and requires that the appropriate reviews of the servicing strategies are undertaken to accommodate growth. The City is currently undertaking the Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements in order to accommodate the planned and proposed growth in the Kleinburg-Nashville Community. The proposal to add approximately 8,300 people to the servicing was not considered as part of the EA, and as such, additional analysis is required to determine the inclusion of the Nashville Heights Block 61 West lands into the servicing scheme. The City is also undertaking the Storm Drainage and Stormwater Management Master Plan Study, in support of the on-going City-wide Official Plan Review, which is to recommend the final stormwater management scheme for the City, including the Nashville Heights lands.

The subject lands are separated from the established Kleinburg-Nashville Community by the railway to the east, as well as, the Lake Rivers Inc. Draft Plan of Subdivision (File 19T-05V10) and Molise Kleinburg Estates Inc. Draft Plan of Subdivision (File 19T-06V14), and are located to the south of the existing residential and commercial properties on Nashville Road. The uses proposed for the Block 61 West Nashville Heights Community are a departure from the primarily low density residential developments of 5 to 7.5 units per net residential hectare approved in the past within the Kleinburg-Nashville Community. Policy initiatives by the Provincial (PPS and Places to Grow) and Regional (Official Plan) governments as well as the City of Vaughan require the efficient use of developable land, which provides densities that can support various transportation modes such as transit, bicycling and walking, and which sustainable community objectives can be implemented through neighbourhood designs that provides transit, 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 Nashville Heights proposal includes a range of residential densities, which includes mixed-use residential-commercial, and general commercial uses, where the opportunity will provide for a wide range of residential and commercial uses as outlined in this report. The proposed uses to support the Nashville Heights Community such as the general commercial, elementary school, pedestrian and bicycling pathways, and park uses, including a future community centre (on lands outside of the subject amendment area, and which will need to be addressed through the City's

Vaughan Tomorrow Official Plan Review exercise) will also support the broader Kleinburg-Nashville Community.

The Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements in order to accommodate the planned and proposed growth in the Kleinburg-Nashville Community, and the Storm Drainage and Stormwater Management Master Plan Study, in support of the on-going City-wide Official Plan Review, to recommend the final stormwater management scheme for the City, including the Nashville Heights lands are being undertaken as part of the Official Plan requirement to plan for and accommodate growth, which includes the Nashville Heights proposal for an increased population of 8,300 people in approximately 3,010 residential units within the Kleinburg-Nashville Community.

As the interchange of the future north extension 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 need to be determined through the Western Vaughan Transportation Individual Environmental Assessment (IEA), the preferred corridor and terminus for the north extension of Highway 427 must be determined through the Highway 427 Environmental Assessment (EA) Corridor Study Area, and the preferred alignment for Huntington Road and Nashville Road, as well as the local collector road network and links to the western portion of Vaughan (i.e., Highway 50 and Regional Official Plan Amendment #19 lands) must be determined through the City-wide Vaughan Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community, the final land uses, including the location of land uses, road network and stormwater management facilities for the subject lands, cannot be determined until these transportation studies, along with other transportation initiatives such as the Greater Toronto Area (GTA) West Corridor Environmental Assessment Area by the Ministry of Transportation have determined the preferred transportation corridors. These lands will be placed in a "Special Policy Area" in order for the land uses in this area to be reviewed further by the Province, Region, Toronto and Region Conservation Authority, and City, once the transportation issues have been finalized.

The comprehensive review of the Nashville Heights proposal will be addressed primarily through the Block Plan process, which has been indicated in the recommendation section of this report. The proposal will be implemented through Zoning By-law Amendment, Draft Plan of Subdivision and Site Development Applications. This proposal for an increase in residential density and a wider range of land uses, within a designated urban area, is in accordance with the policies of the PPS and Places To Grow.

Kleinburg-Nashville (Rural Area) Community Plan Review

The rural area of the Kleinburg-Nashville Community Plan (OPA #601, as amended) is the subject of one of four Focused Area Review Studies being undertaken as part of the New Vaughan Tomorrow Official Plan Review process. On March 31, 2008, Vaughan Council approved the Terms of Reference for the study, which is in the process of retaining the required consulting services to undertake the work.

The purpose of the Focused Area Review of Kleinburg-Nashville is to prepare a secondary plan and to establish an updated land use and urban design framework for the lands designated "Rural Areas", as well as the "Nashville Core Area" within the Community Plan, including the future use of the lands on the west side of Huntington Road. A review and analysis of existing conditions within and surrounding the study area will be required, including land use, transportation networks, heritage resources, community structure, etc. Special consideration will be given to determining: issues associated with lands adjacent to natural resource and greenbelt areas, how to protect for the re-alignment of Major Mackenzie Drive and the Highway 427 Corridor extension, appropriate land uses and densities sustainability issues, and impact on integration and connectivity with existing and planned uses in the surrounding community.

The subject lands are not part of the Focused Area Review Study. In light of the scope of work to be undertaken by the study and the issues that need to be addressed, appropriate policies should be included in the site-specific official plan to co-ordinate development with the adjacent lands (if possible, depending on the land uses proposed) and to establish an integrated neighbourhood design that addresses aspects such as vehicular and pedestrian connectivity, transit, land use, storm water management, community facilities and sustainable community features, where possible and appropriate, at the Draft Plan of Subdivision stage.

Official Plan Amendment (OPA) #600

The City requires the 8.4 ha parcel of land on the west side of Huntington Road to be included within the Block 61 West implementing Official Plan for the purpose of redesignating a portion of the subject lands from "Agriculture Area" to "Community Centre Lands" for a future community centre. The Official Plan does not currently permit the use and the lands must be redesignated to meet the development charge requirements.

City Engineering Department

The Engineering Department has reviewed the proposal and provides the following comments:

a) Environmental Site Assessment (ESA)

As part of the Block Plan process and prior to the approval of a Draft Plan of Subdivision Application or any portion thereof, a Phase 1 Environmental Site Assessment (ESA) is required to be submitted for approval by the City. The City will require documented proof of the registration of the Record of Site Condition (RSC) with the Environmental Site Registry of the Ministry of the Environment (MOE), which includes the acknowledgement from the MOE and a signed RSC by a qualified person. A recommendation of approval is included in this report.

b) Water Supply/Sanitary Services/Stormwater Management

The Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements in order to accommodate the planned and proposed growth in the Kleinburg-Nashville Community, and the Storm Drainage and Stormwater Management Master Plan (Master Plan) Study, in support of the on-going City-wide Official Plan Review respecting stormwater management are in process, and did not consider the proposal to add approximately 8,300 people to the servicing infrastructure. The Engineering Department has reviewed the *Servicing Infrastructure* report, dated March 2008, by Schaeffers Consulting Engineers, which advises that the proposed development can be supplied with water from the proposed Regional Huntington Road Watermain Extension and new elevated tower, which must be resized to accommodate the additional population within Block 61 West, and be serviced in the interim by a temporary sanitary pump station out-letting to the proposed Huntington Road Sanitary Sub-trunk Extension to be constructed in Block 64, to the south of Block 61 West.

The subject lands are located within the Humber River Watershed, including three tributaries generally flowing in a north to south direction. The *Servicing Infrastructure* report proposes that there should be two end-of-pipe wet ponds at the south end of Block 61 West to provide water quality and quantity control. The City will be undertaking a Storm Drainage and Stormwater Management Master Plan in 2009 as part of the Vaughan Tomorrow Official Plan Review. The City will consider the conclusions and recommendations of the Toronto and Region Conservation Authority's (TRCA) recently completed Humber River Watershed Plan, which indicates that additional development outside of the current boundaries could significantly increase flooding flows and risks downstream of the Nashville Heights proposal. The City and TRCA will require, at the Block Plan stage, that this issue be addressed and that the appropriate detailed design parameters and mitigation measures are applied to the satisfaction of the City and TRCA.

The Engineering Department advises that as the City's EA and Master Plan Studies are in progress, should the Nashville Heights Community be serviced prior to the completion of these studies, the following are required:

- i) a Comprehensive Sanitary Sewer System Capacity Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area) be prepared to address the availability of both conveyance and treatment capacity at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final sanitary servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
- ii) a Comprehensive Water Supply System Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area) be prepared at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final water supply servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report; and,
- iii) a final stormwater management scheme for the Nashville Heights Block 61 West Area shall conform to recommended preferred stormwater management scenario as identified in the City's Storm Drainage and Stormwater Management Master Plan.

Water supply and sewage servicing capacity has not been allocated beyond the current approved population within OPA #601 by the Region. Formal allocation of water supply and sewage servicing capacity will be required by Council, in conjunction with the draft approval of the plans of subdivision.

c) Transportation - Vehicular/Pedestrian and Bicycle

The Engineering Department advises that the City, in conjunction with the Region, will pursue the need and/or justification for potential realignment and improvements of Huntington Road between the ultimate realignment of Major Mackenzie Drive and Nashville Road, and potential realignment of Nashville Road. The Engineering Department has reviewed the proposal and advises that the ultimate primary road network, adequately addressing a north-south and east-west collector road grid system, shall be required and substantiated by detailed Transportation Studies. The implementation of a primary east-west collector road crossing the CP Railway right-of-way would be a way to alleviate traffic congestion on Nashville Road and Major Mackenzie Drive. However, as the Plans of Subdivision in Block 61 East have been draft approved, this option may not be feasible at this time. At a minimum, one pedestrian link across the CP Railway right-of-way into Block 61 East should be included in the proposal and integrated with the Plans of Subdivision on the east side of the railway.

The proposed internal road network must be designed in accordance with all applicable City geometric standards. The layout and alignment of the collector and local road network as a result of the Highway 427 and Major Mackenzie Drive studies will be finalized at the Block Plan stage to the satisfaction of the City. Proposed right-of-way requirements shall be addressed at the Block Plan stage, and shall conform to the conclusions and recommendations of the City-wide Vaughan

Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community. At the Block Plan stage, the Owner must submit a Pedestrian and Bicycle study based on the conclusions and recommendations of the City's Pedestrian and Bicycle Master Plan, to facilitate pedestrian and bicycle pathway/trail systems and infrastructure.

On February 11, 2008, Council adopted a resolution requesting that Metrolinx give priority consideration to the development of a two-way GO commuter rail service along the CP Railway right-of-way, and to the establishment of a Kleinburg Station in the vicinity of Nashville Road. The implementing Official Plan for the subject lands shall include policies to allow for the implementation of a potential future GO Station.

A number of important transportation studies are being undertaken as follows:

- i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;
- ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, which includes 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;
- iii) the Greater Toronto Area (GTA) West Corridor Environmental Assessment Area by the Ministry of Transportation, which will identify the preferred east-west transportation corridor and potential future connection to Highway 427;
- iv) the City-wide Vaughan Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan;
- v) the Brampton Transportation and Transit Master Plan Update by the City of Brampton; and,
- vi) the Highway 427 Extension Area Transportation Master Plan by Peel Region.

The conclusions of these studies have the potential to significantly impact the current and proposed road network and adjacent land uses within the proposed Nashville Heights Block 61 West Community. As a result, the ultimate limits of development and the location of land uses may be modified to reflect the conclusions and recommendations of these studies. The implementing Official Plan Amendment will provide the appropriate policies to allow for modifications to the proposal. A recommendation to this effect is included in this report.

d) Noise and Vibration Impact/Mitigation

Given the proximity of the subject lands to the CP Railway right-of-way, Intermodal Terminal, Regional road network and the future Highway 427, a Noise and Vibration Impact/Mitigation Report must be prepared. The report is required to address all impacts from existing and future noise sources such that the appropriate mitigation measures may be incorporated within the future developments.

The Engineering Department's issues for the proposal are to be addressed through a comprehensive technical review through the Block Plan process, as well as the conclusions and recommendations of on-going studies as discussed.

City Recreation and Culture Department - Cultural Services Section

The Recreation and Culture Department - Cultural Services Section has reviewed the proposal in accordance with the Provincial Policy Statement (PPS), Planning Act, Ontario Heritage Act and Ontario Regulation 9/06, and the City of Vaughan's Strategy for the Maintenance and Preservation of Significant Heritage Buildings (approved by Council in June 2005) with respect to conserving significant built heritage resources and properties of cultural heritage value or interest. The Recreation and Culture Department advises that the following properties are of cultural heritage value or interest within and adjacent to the subject lands:

i) 10671 Huntington Road - William Tedder House

The property at 10671 Huntington Road (Attachment #1) contains the William Tedder House, which was built before 1860. The Tedder Family were early settlers in Vaughan Township. The William Tedder House, a wood frame farmhouse, has Georgian styling built with heavy timber substructure and with what appears to be its original shiplap wood siding, and is an early and representative example of a style type and construction method, with respect to the design and physical value, as indicated in Ontario Regulation 9/06. The farmhouse is important in defining, maintaining or supporting the historical character of the rural area south of Nashville, with respect to the contextual value, as indicated in Ontario Regulation 9/06. This wood frame farmhouse is included as a heritage property of interest in the City of Vaughan's Heritage Inventory. The house at 10671 Huntington Road has been added to the list of properties recommended by Cultural Services for inclusion in the City of Vaughan's Register of Property of Cultural Heritage Value as per Part IV, Subsection 27 of the Ontario Heritage Act, approved by Council in June 2005.

ii) 10395 Huntington Road - Richard Agar House

The property at 10395 Huntington Road (Attachment #1) contains the Richard Agar House, which was built in 1854. The Agar Family were early settlers in Vaughan Township. The brick farmhouse has Georgian styling built with local, hand-made brick using Flemish bond patterning in the front (west) wall. The rear (east) tail has an unusual pair of pointed or Gothic arch doors, which opened onto the roof of the former south porch, and is an early and representative example of a style type and construction method, with respect to the design and physical value, as indicated in Ontario Regulation 9/06. The farmhouse is important in defining, maintaining or supporting the historical character of the rural area south of Nashville, with respect to the contextual value, in accordance with Regulation 9/06, and is one of three Agar Family houses to survive along Huntington Road (see also 8700 Huntington Road and 10436 Huntington Road). This brick farmhouse is listed in the City of Vaughan's Register of Property of Cultural Heritage Value as per Part IV, Subsection 27 of the Ontario Heritage Act, approved by Council in June 2005.

The barn buildings on property at 10395 Huntington Road were demolished with a Heritage Clearance and Demolition Permit in 2005. The Richard Agar House has not fared well since that time due to vandalism and deterioration. The By-law Enforcement and Recreation and Culture Department - Cultural Services Departments have worked with the property owner to have the building boarded and the roof repaired until decisions have been made regarding the preservation of the built heritage resource.

iii) Nashville Cemetery

The Nashville Cemetery is not within the subject lands, but rather adjacent to them, and, therefore, would be affected by the proposal. The Nashville Cemetery was established about 1840 as the Zoar Primitive Methodist Church Cemetery. The Nashville Cemetery is

still being used today and the shared boundary of this early cemetery is a significant planning concern. As outlined in the PPS, properties of cultural heritage value and interest include cemeteries, and therefore, the current planning application (or a future related Plan of Subdivision) must identify and mitigate any possible negative effect on the heritage resource.

All planning applications, including Official Plan Amendments, Draft Plans of Subdivision and Site Plans, which involve properties containing or affecting significant heritage properties are subject to the provisions of the Strategy for the Maintenance and Preservation of Significant Heritage Buildings (Strategy) approved by Vaughan Council in June 2005. The Strategy has provisions for the protection and preservation of property of cultural heritage value or interest through identification, Cultural Heritage Impact Assessments, Letters of Credit and Property Standards.

The Recreation and Culture Department - Cultural Services Section has reviewed the proposal and advises that prior to final approval of a plan of subdivision or prior to the initiation of any grading, an archaeological evaluation is to be undertaken in accordance with the Ministry of Citizenship, Culture and Recreation's approved Archaeological Assessment Technical Guidelines, for approval by the City and Ministry. A recommendation has been included in this report to address this requirement.

City Development Planning and Parks Departments

The Development Planning and Parks Departments have reviewed the proposal and provide the following comments:

a) Parks

The Nashville Heights proposal contemplates providing 5 neighbourhood parks totaling 11.2 ha. The Nashville Heights proposal, based on a service level criteria of 2.5 ha of parkland per 1000 residents, should be providing a minimum of 20.75 ha of active parkland, with the active parkland having a minimum size dimension of 200 m by 100 m. The Vaughan Parks Development Department advises that the parkland that is to be provided should include a sufficient number of neighbourhood parks to provide access to active parkland within 500 m of any residence and one district park. The proposal should also provide for approximately 12.45 ha of passive parkland. The proposal includes linear parks along the CP Railway and TransCanada Pipeline right-of-ways, which are not to be included as part of the calculation for parkland dedication, and this will be indicated in the implementing Official Plan. A recommendation to this effect is included in this report.

As part of the Block Plan process and/or Draft Plan of Subdivision process, the Vaughan Parks Development Department advises that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands be paid, 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".

As there are on-going studies, as discussed in this report, which could result in modifications to the lotting and road pattern, and the location of uses, the final location, size and configuration of the parks will be determined through the Block Plan process.

b) Community Centre Lands

An 8.4 ha site for a future community centre is proposed for the west side of Huntington Road in Part of Lots 22 and 23, Concession 10, directly across from a proposed east-west traversing primary road and the TransCanada Pipeline in the Nashville Heights Community. Through the review of the proposal, it appears that the potential future alignment of the north extension of Highway 427, potential future GTA West/Highway 427 Corridor link and potential future

realignment of Huntington Road may go across the lands for the future community centre site, as well as the TransCanada Pipeline at the south portion of the site. As part of the Block Plan process, the determination must be made that this site is sufficient to meet the City's requirements for a community centre. The subject site for the future community centre will not be suitable should the potential realignment of Huntington Road bisect the site as shown on Attachment #2. The Vaughan Parks Development Department advises that the Owners are required to prepare facility fit designs for the community centre lands as part of the Block Plan process, which must be reviewed and approved by the Parks Development Department and the Building and Facilities Department.

The Development Planning Department advises that these lands are located outside of the subject official plan amendment area, and should these lands be acceptable for a community centre, the site must be redesignated from "Agriculture Area" in OPA #600, as shown on Attachment #5 to an urban parkland designation and identified as a "Community Centre" site in accordance with the Development Charges policies for the purposes of an 8.4 ha future community centre, which is to support the Kleinburg-Nashville Community, including the future Nashville Heights Community. The redesignation of these lands to facilitate a possible future community centre site will be undertaken as part of the Vaughan Tomorrow Official Plan Review.

c) Trail System

Numerous secondary pedestrian trails proposed throughout the plan require further detail to address concerns with respect to safety, accessibility and ease of circulation, conflicts between public street sidewalks and setbacks from private residential backyards. All trails shall comply with the City Pedestrian/Bicycle Master Plan Study. The pedestrian trails should conform to the following criteria:

- i) the trails should be incorporated into the design of valleylands and open space links when not accommodated along primary streets;
- ii) the combined pedestrian/bicycle trails shall be paved with a suitable hard surface material;
- iii) in general trails should not be sited in low-lying areas however, where they do occur in low-lying areas, bridges, culverts and swales should be implemented as support systems;
- iv) the intersections of trails within the street right-of-way shall be designed as trail entrances and may include site furniture and features consistent with the streetscape design;
- v) the pedestrian connections should be provided through and to residential areas to facilitate accessibility and promote visibility and safety; and,
- vi) the trails should be linked to key destinations and accessible parking areas.

d) Community Design

The proposal generally demonstrates that the natural environmental features have been preserved and integrated into the urban fabric. A review of the proposal reveals that modifications to the plan to address community design issues, as follows, need to be addressed at the Block Plan and Subdivision Application stages:

- i) the lotting fabric along the westerly north-south collector road should be revised to reduce the number of driveways with access onto the primary collector road;

- ii) the internal medium density residential and mixed-use residential-commercial blocks require further preliminary detail to demonstrate that the built form, height and site organization for these sites can integrate (scale and massing) into the proposed surrounding low density residential housing, and the internal piazza shown on the two medium density residential and mixed-use residential-commercial blocks should not be identified on the preliminary Block Plan as these blocks are usually conceptually designed at the Master Plan stage and further detailed as a component of the amenity space at Site Development Application stage;
- iii) the Block Plan application for these lands, must be supported by an urban design conceptual plan required in order to demonstrate that the proposed built form for the medium density residential and mixed-use residential-commercial blocks can be appropriately integrated into the community;
- iv) the proposed plan provides for a limited amount of active parkland for the future residents of this community, and further review is required to determine an appropriate mix of active and passive parkland integrated into the urban fabric of the plan;
- v) the plan should include more public community exposure along the open space blocks and woodlot feature to provide for better public accessibility; and,
- vi) the TransCanada Pipeline corridor should include a pedestrian multi-use trail that includes a pedestrian crossing at the CP Railway right-of-way to allow the future and existing residents east of the CP Railway safe access to the future district park and community centre on the west side of Huntington Road.

e) Urban Design Guidelines/Streetscape Design Guidelines

The Urban Design and Streetscape Design Guidelines for the Nashville Heights Block 61 West Community, are to be submitted to the City as part of the Block Plan process, and are to consider not only the subject lands but the surrounding community including the future proposed community centre lands on the west side of Huntington Road and the future residential community to the east of the CP Railway right-of-way in Block 61 East, as well as a potential GO commuter rail service along the CP Railway right-of-way and Major Mackenzie Drive. The Guidelines are to consider the following:

- i) the Urban Design Guidelines shall be prepared as a condition of final Block Plan approval and are to provide detailed urban design principles and concepts with respect to community structure, open space system, street network, site planning and built form, sustainability, and the public realm streetscape, and shall comply with the amended City Design Standards as approved by City Council, which includes, but not be limited to, the treatments such as, boulevard and sidewalk design, tree locations, above and below grade utilities, on-street parking, and urban design built form guidelines for mixed-use, commercial, institutional and townhouse developments; and,
- ii) the streetscape components are critical to the public street realm, and are to be planned, co-ordinated and designed to enhance the public domain, reinforce pedestrian scaled spaces, promote the character and identity of the community, and provide an appropriate streetscape 'main street' character along the mixed-use residential-commercial blocks, and the streetscape components are to include, but not be limited to, street trees, street and pedestrian scale lighting, transit shelters, traffic calming, signage, fencing, and decorative paving.

f) Landscape Master Plan

A Landscape Master Plan is to be prepared as a condition of final Block Plan approval and prior to the approval of any draft plan of subdivision located within the Nashville Heights Community and shall address, but not be limited to, the following issues:

- i) the use of hard and soft landscape elements to define significant street vista and generate a pleasing public realm street character;
- ii) landscape and streetscape treatments for the community edges, including, the parallel window streets and pedestrian access to arterial roads for public transit services;
- iii) entry and special landscape features, which, express and enhance the community identity;
- iv) landscaping of open space lands, including, pedestrian/bicycling trails, bridge crossings, pedestrian access points, seating areas and erosion repair sites;
- v) the landscape treatment of stormwater management facilities;
- vi) preliminary park facility fit plans that demonstrate the park block is of sufficient size and configuration to accommodate the required facilities must be reviewed and approved by the Parks Development Department;
- vii) special furniture, including, benches, waste receptacles, bicycle racks, and tree grates shall be provided that supports the community character throughout Nashville West Community; and,
- viii) the landscape treatment for the enhanced entrance features into the community along Major Mackenzie Drive and Huntington Road.

g) Stormwater Management Facilities

The proposed stormwater management design for the subject lands provides for three stormwater management ponds and 1 potential storm pond (on lands outside of the plan) in the south quadrant of the Nashville Heights Planning Area, as shown in Attachment #2. The appropriateness of locating a stormwater management pond facility on lands to the south of the subject lands for the benefit of the Block 61 West area will be reviewed by the Toronto and Region Conservation Authority and City at the Block Plan stage; however, all storm ponds should be provided within the subject official plan amendment area, and not be located outside of the amendment area. This type of design concept presents opportunities for amenities such as the provision of pedestrian pathways within the facilities. Should any stormwater management facility be provided within a designated open space or environmental feature, the total area will be subject to the 5% Parkland Dedication requirements under the Planning Act. Further discussion respecting access points is required during the finalization of the Landscape Master Plan for the subject lands. The detailed design of each stormwater management pond facility shall incorporate the following criteria to the satisfaction of the City:

- i) all of the stormwater management pond facilities shall be fully planted with species suitable to the water fluctuation and sediment deposition, both during and after subdivision development;
- ii) all stormwater management ponds shall be curvilinear and have a natural form, and shall include natural elements such as ledgerrock/armour stone around headwalls and on side slopes;

- iii) a 15 metre setback is required from the high water line (first flush) to all residential property lot lines;
- iv) the stormwater management pond slopes shall vary from a maximum of 3:1 to 5:1;
- v) the street pattern should ensure significant frontage of the stormwater pond to promote views and reinforce their focal nature within the community;
- vi) the opportunities for passive recreation should be provided with particular attention to safety and access issues; and,
- vii) the landscape components, such as look-outs, seating areas, fountains and gazebos are to be co-ordinated with the overall character of the community.

School Boards

The York Region District (Public) School Board, York Catholic District School Board and Conseil Scolaire de District Catholique Centre-Sud have reviewed the proposal. The York Region District (Public) School Board advised that an elementary school site is required. The York Catholic District School Board advised that a 2.42 ha site, in accordance with the Board's policies, for an elementary school be reserved. The Conseil Scolaire de District Catholique Centre-Sud advised that a school site was not required. The site location and configuration for the future elementary school sites must be determined with the provision of additional information such as the site grading, road network and lotting patterns, as well as further information respecting the TransCanada Pipeline. The detailed work will be undertaken as part of the Block Plan process and refined through the Draft Plan of Subdivision Application process.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposal and advises that a greater review of the proposal will be undertaken with the submission of the Master Environmental Servicing Plan (MESP) at the Block Plan stage. The final land uses and location of uses, as well as the limits of development have not been determined. The implementing Official Plan Amendment should incorporate policies to determine such matters as, but not limited to, the limits of development, realignment of the watercourses, and the location and design of the stormwater management ponds, to be determined at the Block Plan stage. The implementing Official Plan Amendment is also to reference the relevant policy documents such as the Humber River Watershed Plan, that are to be used to guide the development of the subject lands. Recommendations have been included in this report to provide policies in the implementing Official Plan Amendment to incorporate these concerns. The TRCA has also provided the following comments:

a) Ontario Regulation 166/06

The subject lands are traversed by several tributaries and are partially located within a regulated area of the Humber River Watershed and therefore, in accordance with Development, Interference with Wetlands and Alterations to Shorelines and Watercourses (Ontario Regulation 166/06), a permit is required prior to any works being undertaken in the regulated area, such as:

- i) the straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland; or,

- ii) development, if in the opinion of the TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.

b) Valley and Stream Corridor Management Program

The TRCA's Valley and Stream Corridor Management Program (VSCMP) provides the development guidelines for properties influenced by valley and stream corridors in order to prevent new development from occurring within areas that may introduce risk to life and property associated with flooding, erosion and slope stability. The VSCMP policies define the valley and stream corridor boundary by the greater of the long-term stable top-of-the-bank (where there is a well-defined feature) plus 10 m inland, or the flood plain (where there is no valley feature) plus 10m inland. The corridor boundary is also to include any significant adjacent vegetation.

c) Watercourse Alteration and Vegetation Removal

The Owner had altered the watercourse and removed vegetation in proximity of the watercourse for 10599 and 10579 Huntington Road. As a result, on March 31, 2006, TRCA issued a violation notice pursuant to Ontario Regulation 158 (now Regulation 166/06). The Owner is working with the TRCA to address this issue.

d) Development Limits

The TRCA advised that the proposal identifies stream corridors and natural features that are to be protected and altered for the subject lands. However, the limits of the features have not been determined and the implementing Official Plan Amendment shall incorporate policies specifying that the limits of the features will be defined through detailed work (i.e., Master Environmental Servicing Plan [MESP]) undertaken through the Block Plan process. Further, the Western Vaughan Transportation Individual Environmental Assessment (IEA) to identify 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 the Highway 427 Environmental Assessment (EA) Corridor Study Area to identify the preferred corridor and terminus for the north expansion of Highway 427, have not been finalized and could result in modifications to the proposal, including the realignment of the watercourse and stormwater management ponds, and therefore, these items should be identified as a special policy area. The implementing Official Plan Amendment should include policies respecting the following:

- i) the boundaries of the features, including the requisite buffers, be staked and delineated, in consultation with the City, TRCA and Owner;
- ii) the TRCA be required to review and approve the Terms of Reference for the MESP and matters including, but not limited to, stormwater management, hydrology, hydrogeology, ecology (natural heritage), geotechnical, sustainable development, green design and green space connections to features;
- iii) the valley and stream corridors, and tableland woodlots contiguous with the valley and stream corridors be designated in an appropriate open space designation, and be conveyed to the City or TRCA; and,
- iv) the "Rural Area" designation for a community centre will require an amendment to OPA #600. The TRCA staff seeks clarification as to whether or not the community centre is part of the current proposal. Based on the materials submitted for our review, the applications do not include any lands west of Huntington Road. Further, the TRCA notes that there is a watercourse on the proposed community

centre site, which is regulated by the TRCA. Further discussions regarding the feasibility of this site as a proposed community centre are recommended.

e) Hydrogeology

The TRCA advised that there are a number of significant hydrological features on the subject lands, including a high groundwater recharge area in the northeast, two forested blocks, two wooded lots, six wetlands and two ponds, as well as three watercourses. The TRCA has reviewed the technical supporting reports, and advised that there are a number of issues that need to be addressed, which include, but are not limited to the following:

- i) the reports do not indicate whether or not the function of these important hydrological features would be negatively impacted due to the proposed development, as the wetlands and woodlot identified on the site are dependent on the shallow ground water seeping out from the sand layer in the northeastern part of the proposed development, and any proposed development in the northeastern part of the site should be linked to the continuous function of the existing hydrological features identified on the site;
- ii) the groundwater flow regime should not change in this sand layer as a result of the proposed development, and therefore the boundaries of the sand layer and its function with respect to the existing hydrological features on the site must be identified and the groundwater discharge areas (seeps from the sand layer) must be identified and protected;
- iii) the Owners are to provide written confirmation from the Region that the municipal well, KL3 PW, located approximately 120 m north of the northeast corner of the site, will be decommissioned, otherwise to be included in the WHPA, as the subject lands fall within the 150 day to 25 year capture zones of this well and any development within these zones will not only have impacts on recharge to the ground water, but also on water quality due to potential future land uses including lawn fertilization and the use of herbicides and pesticides; and,
- iv) the recharge values need to be justified and the water balance calculations will be reviewed in greater detail with the submission of the MESP at the Block Plan stage, including comparison of the consultant's simplified infiltration calculations with the results of the calibrated regional groundwater model.

f) Water Management

The TRCA advised the following with respect to water management:

- i) the Owners shall review and revise their reports to incorporate the current recommendations of the Humber Watershed Plan, including determining the appropriate stormwater management criteria to prevent downstream impacts, as the recently completed Humber Watershed Plan concluded that development in the watershed beyond areas designated for development in municipal Official Plans (as of 2005) could potentially increase flood flows and flood risks downstream; and,
- ii) the MESP is to include a comprehensive discussion of a strategy to maintain the pre-development water balance, including selection of mitigative measures and preliminary sizing and location, plus supporting calculations for the subject lands.

g) Ecology

The TRCA advised the following with respect to ecology:

- i) the Humber River Watershed Plan should be referenced in the Official Plan Amendments (OPA) and supporting reports, and should be used to help direct the development at the MESP stage;
- ii) the principles of the Humber Watershed Terrestrial Natural Heritage System (TNHS) and the City of Vaughan's natural heritage system (that is currently being developed) should be used to guide the future development of these lands. Language should be provided in the implementing Official Plan Amendments and supporting reports to this effect;
- iii) a systems approach be used to classify the existing natural function of the site and surrounding landscape, and to identify and protect a proposed natural system, which must be recognized and must be accomplished through the existing policy regime and therefore, Sub-section 2.1.2 of the Provincial Policy Statement (PPS) respecting protecting, restoring and improving a natural system should be referenced in the appropriate sections of the relevant reports; and,
- iv) all natural features must be protected in an open space/valley area designation, and not be placed in a parkland designation, including the woodlot in the northeast corner of the Nashville Heights Community, which is considered to be vegetation that is contiguous with a stream corridor, where a watercourse has been identified.

h) Master Environmental and Servicing Plan

The following comments do not need to be addressed at this time, but shall be addressed through the completion of the MESP. These comments are not exhaustive and only represent some of the more significant ecological components of the plan that shall be addressed:

- i) a water balance will be very important for the northeastern woodland and watercourse as the groundwater is located near the surface in this location with some discharge, which supports both the watercourse and the swamp communities within the woodland occurring at the north end of the woodland;
- ii) the current function of the on-line ponds must be assessed to determine if they should be removed or be maintained. The TRCA's preference is to remove on-line ponds and naturalize the watercourse considering the impacts they have on the aquatic system depending on how they are currently functioning and the species they support;
- iii) the stream corridors (three watercourses within the Block 61 West lands) must be identified based on the criteria provided in the TRCA's Valley and Stream Corridor Management Program;
- iv) a potential natural corridor between the eastern woodland and the western edge of the subject lands has been identified in the Kleinburg-Nashville Community Plan Natural Environment - Background Study Report, and the need for this corridor should be addressed in the MESP at the Block Plan stage;
- v) the southern location of the stormwater management ponds may negatively affect the function of the watercourses by diverting flow away from the upper reaches and will need to be investigated in the MESP at the Block Plan stage; and,

- vi) the watercourse on the proposed district park and community centre site, which is regulated by the TRCA, requires further investigation regarding the feasibility of this site as a proposed district park and community centre.

Provincial Ministry of Municipal Affairs and Housing

The Ministry of Municipal Affairs and Housing, in consultation with the Ministries of Energy and Infrastructure, and Transportation, have reviewed the proposal and advised that the Province has concerns with the proposal specifically that the subject lands are located within the Ministry of Transportation's Highway 427 Environmental Assessment (EA) Route Alternatives Transportation Corridor Study Area and GTA West Environmental Assessment (EA) Study Area impacting the transportation corridor route options. The Province also advised it has concerns with the proposal advancing prior to the completion of the City's Official Plan Review and with the proposed population not contemplated as part of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements (i.e., water supply and sanitary sewer services) required to support the build out of the planned and proposed developments.

Further, the Province advises that the proposal is not in accordance with the Provincial Policy Statement (PPS). The "Transportation and Infrastructure Corridors" Policy 1.6.6.2 in the PPS states the following:

"1.6.6.2 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified."

In the Spring of 2008, the Ministry of Transportation presented the technically preferred alignment and terminus for Highway 427 respecting the northerly expansion of this Highway. The Ministry's preferred alignment affects a significant portion of the southern one-third of the proposal. The Owners have prepared an alternative route option where the terminus for Highway 427 and Major Mackenzie Drive interchange is at the south-western portion of the proposal and to the west of the subject lands, and identified as "Potential Future Alignment of Hwy 427" as shown on Attachment #2.

The Province, along with the Region and City, as well as the Owners are working together to address the transportation and servicing concerns identified by the Province, which must be addressed as part of the Block Plan process.

TransCanada Pipeline

The TransCanada Pipeline has reviewed the proposal. The Pipeline has one high pressure natural gas pipeline crossing the subject lands through Part of Lots 22 and 23, Concession 9. TransCanada Pipeline has guidelines, which generally recommend that roads are not parallel to its right-of-way, due to the level of activity and excavation within the road-right-of-way, and that the gas pipeline is located behind the rear lot lines of lots and serve as a public green space corridor. The Nashville Heights proposal provides for parallel roads on both the north and south sides of the Pipeline's right-of-way and four north-south crossings. As such, the following requirements and conditions have been provided by the TransCanada Pipeline in order to address their concerns:

- i) the Owners are to enter into an agreement with TransCanada Pipeline for the purposes of recoating the gas pipeline at road crossings at the owner's/developer's expense, and providing concrete slabs over the TransCanada and Enbridge pipelines for the length of the right-of-way that is located in the boulevard or under the road at the owner's/developer's expense;

- ii) the number of crossings will be limited to the four (i.e., one at the east, one at the west and two at the traffic circle);
- iii) the signage on the right-of-way in a number, location and form as specified by the Pipeline;
- iv) the types of trees and form of landscaping that can be planted on the right-of-way, and their depth and location in relation to the pipelines will be restricted;
- v) the number of utility crossings and their location in relation to the pipelines are to be limited;
- vi) the future purchasers are to be advised of the existence of high pressure pipelines, and appropriate ingress and egress over properties; and,
- vii) the provision of fencing or other means of identifying the limit of the right-of-way to the satisfaction of the Pipeline.

The TransCanada Pipeline's requirements along with the National Energy Board's requirements, will apply at the Plan of Subdivision and Plan of Condominium application stage. The implementing Official Plan will include the policies regarding the Pipeline's concerns.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities set forth in Vaughan Vision 2020, "Plan and Manage Growth and Economic Vitality".

Regional Implications

The Region of York is reviewing the proposal and will consider the City's Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area to determine the water supply and sanitary servicing capacity to accommodate the proposal; the Region's Western Vaughan Transportation Individual Environmental Assessment (IEA) to determine the preferred alignment for Major Mackenzie Drive, including the Major Mackenzie Drive and future Highway 427 interchange, the CP Railway grade separation/crossing; a future GO Transit station for the Major Mackenzie Drive and railway interchange area; and the Ministry of Transportation's Highway 427 Environmental Assessment (EA) Corridor Study Area to identify the preferred corridor and terminus for the north expansion of Highway 427. The Region is the approval authority for the implementing Official Plan Amendment, where modifications could be provided. The Region, will also provide additional comments and conditions through the Block Plan and Draft Plan of Subdivision stages for the developments within the Nashville Heights Community.

Conclusion

The Development Planning Department has reviewed the Official Plan Amendment Applications (Files OP.06.006 and OP.06.015 [Nashville Heights Holding] and Official Plan Amendment File OP.06.018 [Pinestaff Developments Inc.] to redesignate the subject lands from "Rural Area" and "Valley and Stream Corridor" to a range of urban and residential designations, uses and densities, and employment and institutional designations and uses including, "Low Density Residential", "Medium Density Residential", "Mixed-Use Residential-Commercial" and "General Commercial" within OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #2. The Official Plan Amendment Applications propose to permit a future community of 8,300 people, along with 3,010 residential units with a density ranging between 25 units per net residential hectare to 150 units per net residential hectare, for the Nashville Heights Community.

Issues respecting the transportation network and the servicing infrastructure will be addressed at the Block Plan stage.

Lands that are affected by transportation studies such as the Ministry of Transportation's Highway 427 Environmental Assessment (EA) Corridor Study Area to identify the preferred corridor and terminus for the north expansion of Highway 427; the Western Vaughan Transportation Individual Environmental Assessment (IEA) to identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive; the preferred alignment for Major Mackenzie Drive, and the associated grade separation of the CP Railway; and the Greater Toronto Area (GTA) West Corridor Environmental Assessment Area will be placed in a special policy area, as shown on Attachment #2, and will not be able to proceed until the transportation issues are resolved.

The range of residential uses and densities, and employment and institutional uses together with park/open space uses, provide the opportunities to establish a compact, transit-supportive community focused on the efficient use of land in accordance with the managed growth and settlement area policies in the Provincial Policy Statement and Places to Grow, and the Regional Official Plan. The Official Plan Amendment Applications would result in development that would be appropriate and compatible with the context of the existing community.

The Development Planning Department can support the approval of the Official Plan Amendment Applications, subject to the conditions set out in the recommendation of this report.

Attachments

1. Location Map
2. Proposed Official Plan Land Use Schedule for Block 61 West (Nashville Heights)
3. Ownership
4. Kleinburg-Nashville Community Plan (OPA #601) - Land Use Schedule
5. OPA #600 Schedule F - Rural Area General

Report prepared by:

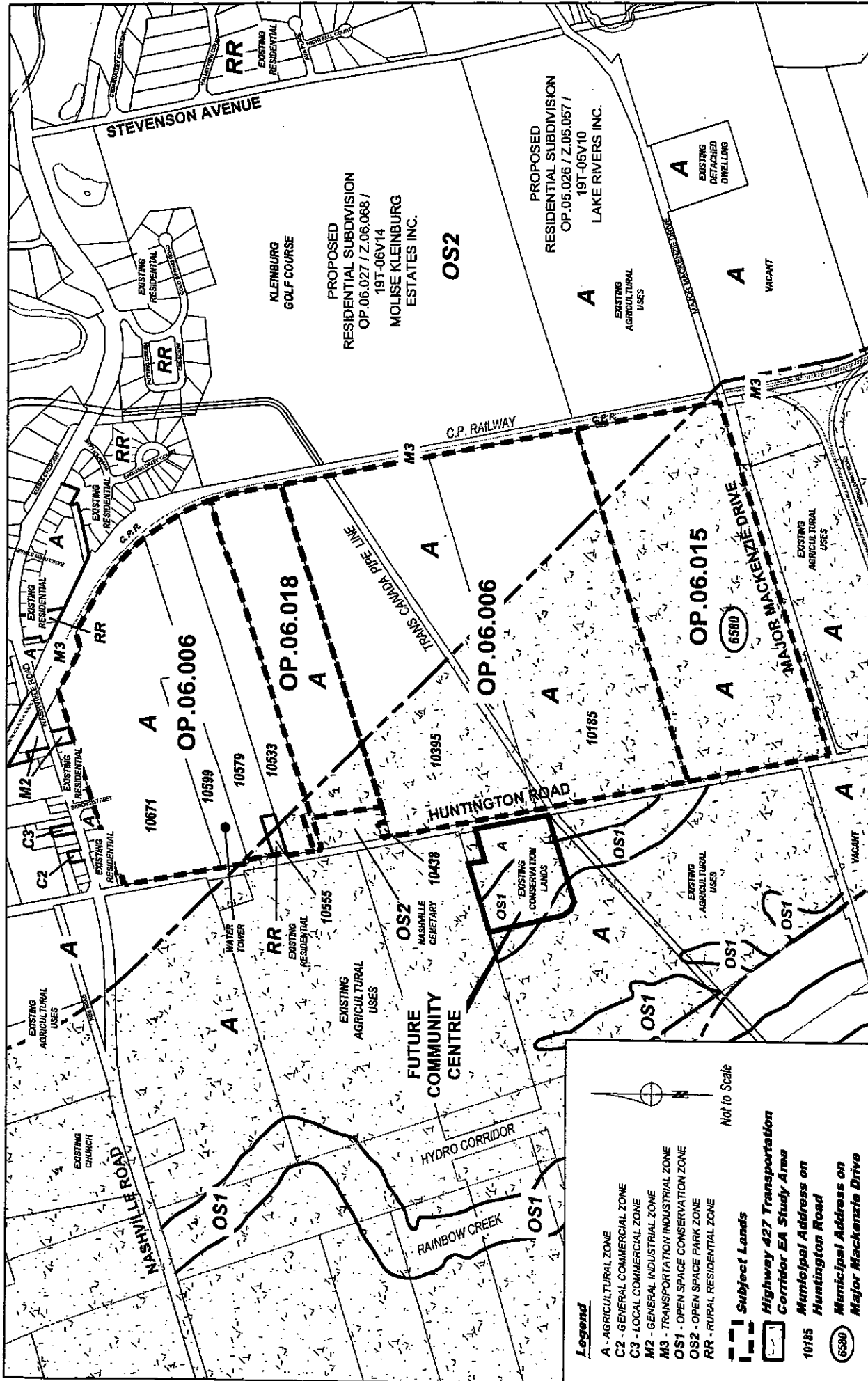
Judy Jeffers, Planner, ext. 8645
Mauro Peverini, Senior Planner, ext. 8407

Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

GRANT UYEYAMA
Director of Development Planning

/LG



Legend

- A - AGRICULTURAL ZONE
- C2 - GENERAL COMMERCIAL ZONE
- C3 - LOCAL COMMERCIAL ZONE
- M2 - GENERAL INDUSTRIAL ZONE
- M3 - TRANSPORTATION INDUSTRIAL ZONE
- OS1 - OPEN SPACE CONSERVATION ZONE
- OS2 - OPEN SPACE PARK ZONE
- RR - RURAL RESIDENTIAL ZONE

Subject Lands

- Highway 427 Transportation Corridor EA Study Area
- Municipal Address on Huntington Road
- Municipal Address on Major Mackenzie Drive

10185

5580

Not to Scale

Location Map

Part Lots 21 - 25, Concession 9 &
 Part Lots 22 & 23, Concession 10

APPLICANT:
 NASHVILLE HEIGHTS HOLDING &
 PINESTAFF DEVELOPMENTS INC.



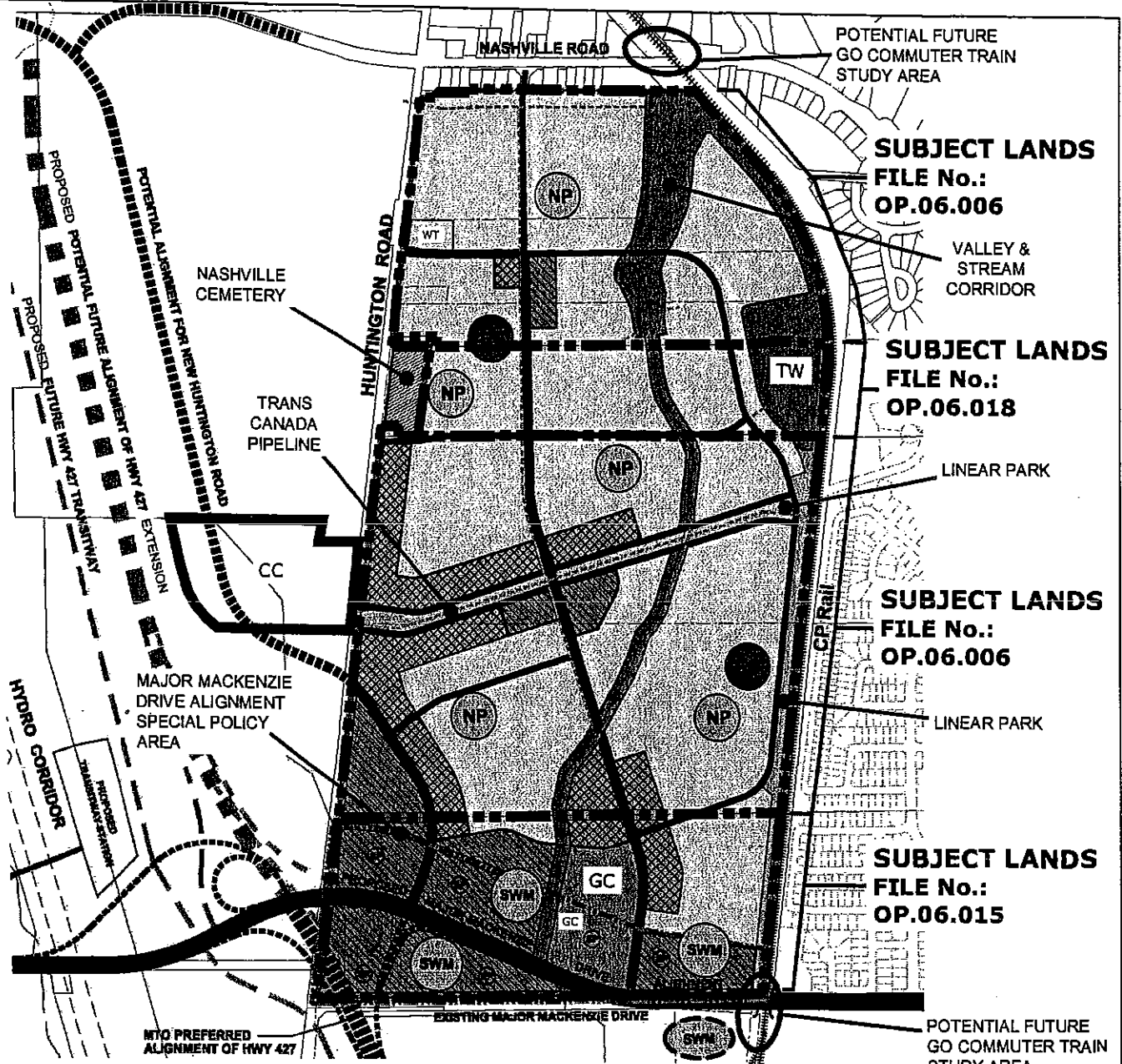
The City Above Toronto

Development Planning Department

Attachment 1

FILE No(s): OP.06.006,
 OP.06.015 (NASHVILLE
 HEIGHTS HOLDING) &
 OP.06.018 (PINESTAFF
 DEVELOPMENTS INC.)
 December 12, 2008

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Proposal to redesignate lands from "Rural Area" and "Valley & Stream Corridor" to the designations provided to the right.

LEGEND

- ELEMENTARY SCHOOL
- NEIGHBOURHOOD PARK
- STORM WATER MANAGEMENT
- POTENTIAL STORM WATER MANAGEMENT
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MIXED USE / COMMERCIAL RESIDENTIAL
- GENERAL COMMERCIAL
- VALLEY & STREAM CORRIDOR
- LINEAR PARK
- CEMETERY
- GREENWAY SYSTEM
- ARTERIAL ROAD
- MAJOR PRIMARY ROAD
- MINOR PRIMARY ROAD
- AREA SUBJECT TO AMENDMENT
- MAJOR MACKENZIE DRIVE & HWY 427 ALIGNMENT SPECIAL POLICY AREA
- SPECIAL POLICY AREA
- PROPERTY LINE
- WT WATER TOWER / RESERVOIR
- TW TABLELAND WOODLOT
- CC COMMUNITY CENTRE LANDS TO BE CONSIDERED AS PART OF THE VAUGHAN TOMORROW OFFICIAL PLAN REVIEW

**Proposed Official Plan Amendment
Land Use Schedule for
Block 61 West (Nashville Heights)**

APPLICANT:
NASHVILLE HEIGHTS HOLDING &
PINESTAFF DEVELOPMENTS INC.

Part Lots 21 - 25,
Concession 9 &
Part Lots 22 & 23,
Concession 10



Development Planning Department

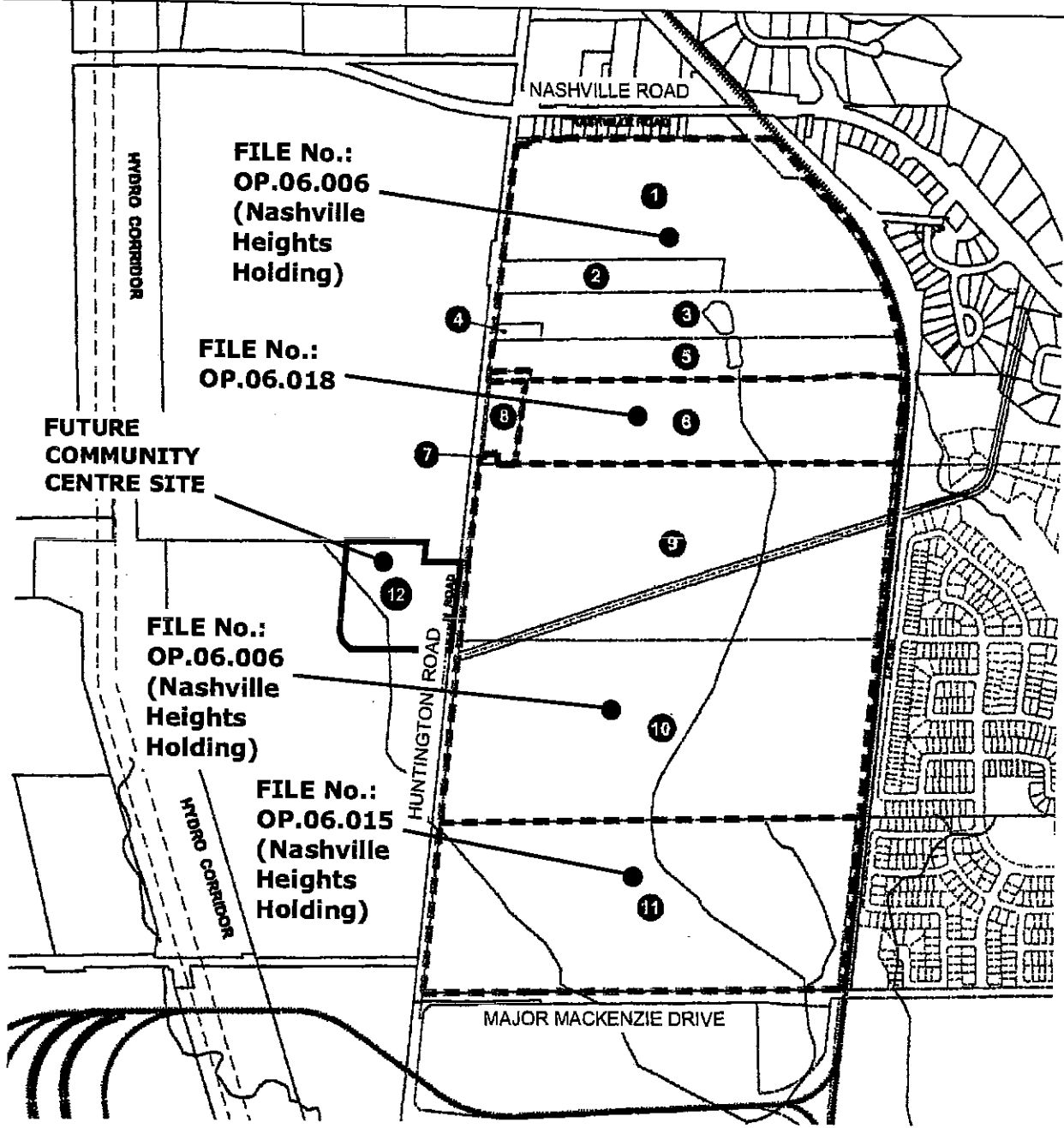
Attachment

FILE No(s): OP.06.006,
OP.06.015 (NASHVILLE
HEIGHTS HOLDING) &
OP.06.018 (PINESTAFF
DEVELOPMENTS INC.)

December 12, 2008

2

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Ownership

Part Lots 21 - 25, Concession 9 &
Part Lots 22 & 23, Concession 10

APPLICANT:
NASHVILLE HEIGHTS HOLDING &
PINESTAFF DEVELOPMENTS INC.



Development Planning Department

Attachment

FILE No(s): OP.06.006,
OP.06.015 (NASHVILLE
HEIGHTS HOLDING) &
OP.06.018 (PINESTAFF
DEVELOPMENTS INC.)

3

December 12, 2008

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SUBJECT LANDS

(An Amendment to Official Plan # 600 will be necessary to redesignate from "Agricultural Area" to a "Parkland" designation and identified as a "Community Centre" site)

THIS IS SCHEDULE 'F' TO
AMENDMENT NO. 600

ADOPTED THE 25th DAY OF SEPTEMBER, 2000

SIGNING OFFICERS

L.D. JACKSON

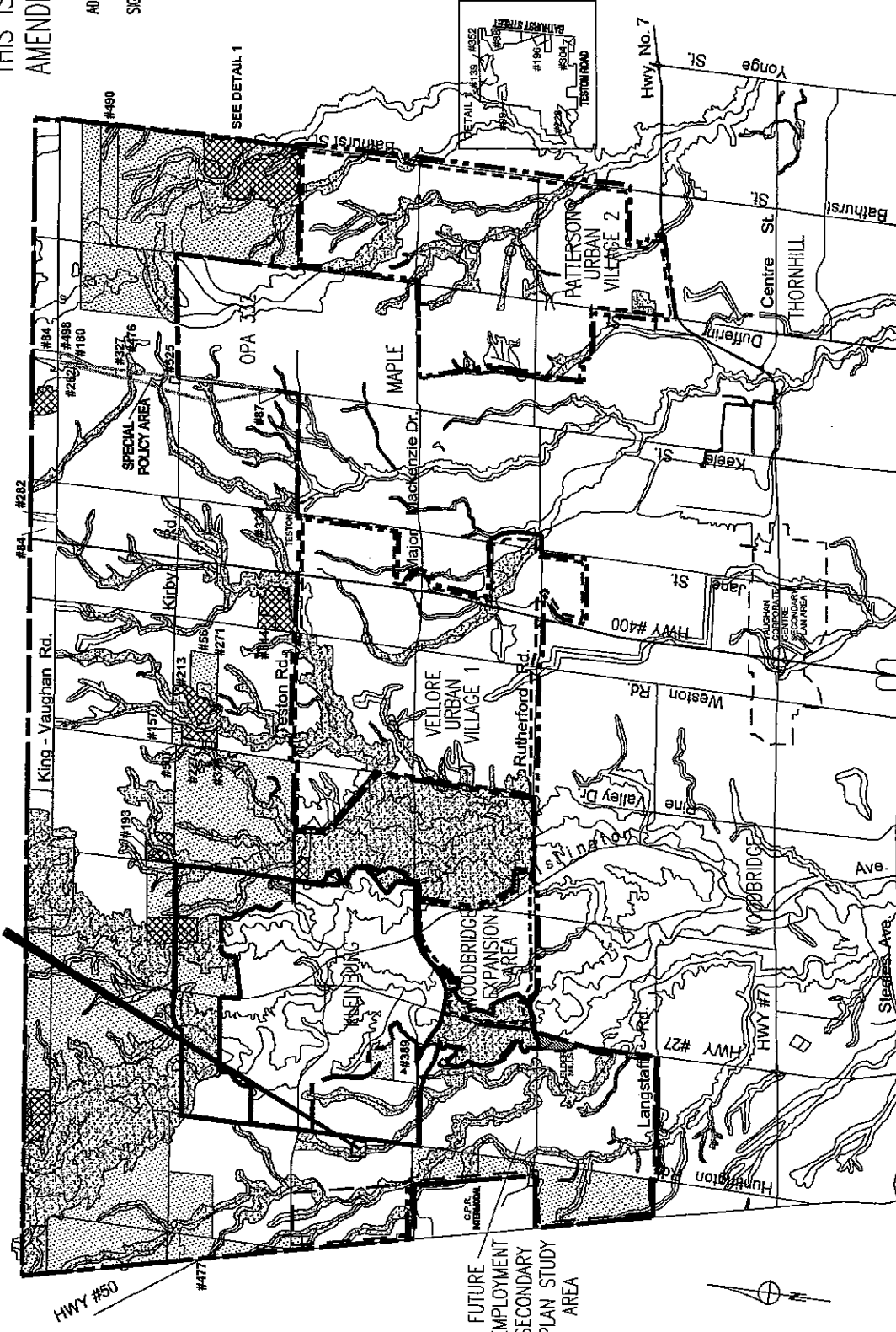
J.D. LEFACH

**RURAL AREA
GENERAL**

LEGEND

- LANDS SUBJECT TO RURAL AREA GENERAL
- ESTATE RESIDENTIAL
- AGRICULTURE AREA
- VALLEY & STREAM CORRIDOR
- RURAL USE AREA
- HAMLET
- SITE SPECIFIC POLICIES OF APPLICABLE OFFICIAL PLAN AMENDMENT
- #198
- 125 HA DRAINAGE LIMIT

SCALE
1:1000 METERS



OPA 600 Schedule 'F'

Part Lots 21 - 25, Concession 9 &
Part Lots 22 & 23, Concession 10

APPLICANT:
NASHVILLE HEIGHTS HOLDING &
PINESTAFF DEVELOPMENTS INC.



The City Always Toronto

Development Planning Department

Attachment 5

FILE No(s): OP.06.006,
OP.06.015 (NASHVILLE
HEIGHTS HOLDING) &
OP.06.018 (PINESTAFF
DEVELOPMENTS INC.)
December 12, 2008

MAP CITY ATTACHMENT 5 OP.06.006 & OP.06.015