

COMMITTEE OF THE WHOLE APRIL 7, 2008

OFFICIAL PLAN AMENDMENT FILE OP.05.026 LAKE RIVERS INC.

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.026 (Lake Rivers Inc.) BE APPROVED, specifically to amend Official Plan Amendment #601 (Kleinburg-Nashville Community Plan) for the subject lands shown on Attachment #3, as follows:
 - a) increase the maximum permitted residential density from 7.5 units per net residential hectare for lands within the "Serviced Residential - Humber Trails" designation to a maximum residential density of 11.2 units per net residential hectare (ie. from a maximum of 208 to 312 detached residential dwelling units, being an additional 104 units); and,
 - b) amend "Table A – Kleinburg-Nashville Community Plan Population Estimates" by increasing the Fully Serviced Population Estimate for Residential Phase 2A respecting Humber Trails (North side of Major Mackenzie) by an additional 385 people from "750" to 1135 people.
2. THAT the implementing Official Plan Amendment include the following policies:
 - a) require that the ultimate limits of the development for the subject lands be established and refined through the finalization of the zoning by-law amendment and subdivision process to the satisfaction of the City and the Toronto and Region Conservation Authority; and,
 - c) include appropriate policies to co-ordinate the proposed developments of both Official Plan Amendment Files OP.05.026 (Lake Rivers Inc.) and OP.06.027 (Molise Kleinburg Estates Inc.), to establish an integrated neighbourhood design that addresses transportation, transit, land use and sustainable community features, through the processing of the respective draft plan of subdivision applications.
3. THAT prior to the adoption of the implementing Official Plan Amendment for File OP.05.026 (Lake Rivers Inc.), 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 January 13, 2006, a Notice of Public Hearing was circulated to all property owners within 120 metres of the subject lands, and to the Kleinburg and Area Ratepayers' Association. Through the circulation of this notice, no written comments were received. The recommendation of the Committee of the Whole to receive the Public Hearing report of February 6, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on February 13, 2006.

Purpose

The Owner has submitted an application to amend the Official Plan (File OP.05.026), specifically OPA #601 (Kleinburg-Nashville Community Plan), on the subject lands shown on Attachment #1, to increase the maximum permitted density for lands within the "Serviced Residential-Humber Trails" designation from 7.5 units per net residential hectare to 11.2 units per net residential hectare (ie. from a maximum of 208 to 312 detached residential dwelling units, being an additional 104 units), as shown on Attachment #3.

The Owner has also submitted the following related applications, which will be considered in a comprehensive report to a future Committee of the Whole meeting:

1. A Zoning By-law Amendment Application (File Z.05.026) to rezone the subject lands shown on Attachment #1 from A Agricultural Zone to RD1 Residential Detached Zone One, RD2 Residential Detached Zone Two, OS1 Open Space Conservation Zone, OS2 Open Space Park Zone, and OS4 Open Space Woodlot Zone, in accordance with the zone standards on Schedule "A3" in By-law 1-88.
2. A Draft Plan of Subdivision Application (File 19T-05V10) to facilitate a residential plan of subdivision consisting of 312 detached dwelling units with minimum lot frontages of 15.3m and 18.3 m and minimum lot areas of 512.55 m² to 613.05 m², a park, school block, and 3 stormwater management facilities including one located within the valleylands, as shown on Attachment #2. The proposed development details are as follows:

311.5 Total Single Detached Dwelling Units	19.644 ha
1 School (Block 313)	1.656 ha
1 Park (Block 314)	1.762 ha
3 Stormwater Management Facilities (Blocks 315 - 317)	2.370 ha
Valley Area/Woodlots (Blocks 314 & 315)	4.089 ha
Berm (Block 320)	0.403 ha
Buffer (Blocks 321 - 323)	0.250 ha
Road Widening (Block 320)	0.945 ha
0.3m Reserves (Blocks 321 - 378)	0.014 ha
<u>Streets</u>	<u>8.204 ha</u>
Total Site Area	39.337 ha

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the north side of Major Mackenzie Drive, west of Regional Road #27, in Part of Lot 21, Concession 9, City of Vaughan. The subject lands have an area of 39.337 ha, with 1,042 m of frontage along Major Mackenzie Drive.

The subject lands are designated "Serviced Residential-Humber Trails", "Elementary School", "Neighbourhood Park" and "Valley Area" by OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #3. The lands are also identified in OPA #601 as being in a "Potential Groundwater Recharge Area/Potential Groundwater Discharge Area" (Schedule "B1"), "Highway 27 Humber Valley North Major Mackenzie (WL) Forest Block" (Schedule "B2"), and "Highway 27 Humber Valley Forest North Major Mackenzie (WL) with a Low Functional Rating" (Schedule "B4"), all in the location to be preserved as valley and woodlot in the southeast corner of the proposed subdivision plan (ie. Block 318). The subject lands are zoned A Agricultural Zone by By-law 1-88 as shown on Attachment #1. The subject lands consist of vacant agricultural lands. The surrounding land uses are shown on Attachment #1.

Land Use Policies/Planning Considerations

The Development Planning Department has reviewed the Official Plan Amendment application to permit an increase in density within the "Serviced Residential-Humber Trails" designation for the subject lands shown on Attachment #3, in light of the following land use policies respecting the proposal.

a) Provincial Policy Statement and Places To Grow

The Official Plan permits a maximum density of 7.5 units per net residential hectare for lands within the "Serviced Residential-Humber Trails" designation. The application proposes to increase the maximum residential density to 11.2 units per net residential hectare for the subject lands shown on Attachment #3 within the "Serviced Residential-Humber Trails" designation, which is intensification for the "Serviced Residential-Humber Trails" designation, as the proposal intends to provide a development at a greater density than that which is permitted by the Official Plan. The "Settlement Areas" Policy 1.1.3 of the *Provincial Policy Statement (PPS)* supports the intensification and redevelopment 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* also includes policies to support the intensification and redevelopment of land, specifically "General Intensification" Policy 2.2.3:

"2.2.3.6 All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will –

- f) facilitate and promote intensification;
- g) identify the appropriate type and scale of development in intensification areas;"

Both the *PPS* and *Places to Grow* define "intensification" as:

"The development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and,
- d) the expansion or conversion of existing buildings."

In OPA #601, the maximum permitted residential density of 7.5 units per net residential hectare for land designated "Serviced Residential-Humber Trails" would allow a maximum of 208 units

based on a net developable area of 27.848 ha, which is the area of the residential dwelling units and streets that are used in the calculation of residential density for the subject lands shown on Attachment #3. The proposed residential density of 11.2 units per net residential hectare would allow a maximum of 312 units on the subject lands, which represents an increase of 104 residential dwelling units than permitted in the Official Plan. Detached dwelling units on lots with minimum frontages of 15.3 m and 18.3 m and minimum lot areas of 512.55 m² to 613.05 m², are the housing forms being proposed for development on the subject lands shown on Attachment #2. The housing form is appropriate for the community, which is predominantly detached dwelling units, while still meeting the objectives of the Official Plan to maintain a village character in the Kleinburg-Nashville Community. This proposal is providing development that is in accordance with the intensification policies in the PPS and Places to Grow.

The City is currently undertaking the Local 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 Fall 2008/Early Winter 2008. 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 development within the "Serviced Residential-Humber Trails" designation 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*.

The application proposes to provide a 1.65 ha block for an elementary school shown on Attachment #2, which is to develop in conjunction with the block in the Molise Kleinburg Estates Inc. Plan of Subdivision File 19T-06V14 to the north, to address the York Catholic District School Board student capacity requirements. A consolidated plan showing both the proposed subdivisions for Lakes River (maximum 312 detached units) and Molise (maximum 458 units) is provided on Attachment #5. Furthermore, the proposal is to provide a 1.76 ha park block, as required by the Planning Act, which is shown on Attachment #2. This proposal is in accordance with the policies for the provision of public service facilities in the PPS and *Places to Grow*.

b) Region of York Official Plan

The subject lands shown on Attachment #4 are designated "Agricultural Policy Area" by the Region of York's Official Plan, which permits farm and farm-related uses, as well as, being located within the Regional Greenlands System. A non-farm land use requires an amendment to the Region's Official Plan. However, "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 #3, which are designated "Serviced Residential-Humber Trails", are within the City's urban area. Accordingly, the proposal to increase the maximum permitted density from 7.5 units to 11.2 units per net residential hectare for lands within the "Serviced Residential-Humber Trails" designation 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. Furthermore, the City, through the comprehensive review of the supporting Zoning By-law Amendment and Draft Plan of Subdivision Applications will address the Region's policies in Section 5.2.7.(j) to incorporate the Regional Greenlands System into the proposal through the provision of pedestrian accessible green space and local parks and Section 5.2.7.(q) to incorporate urban design criteria.

The Region has advised that the proposal, given its location, provides the opportunity to implement the Region's sustainable community objectives. The location of the proposal adjacent to Major Mackenzie Drive, the railway and valleylands, shown on Attachment #2, allows a

development, which could connect to the broader community with respect to transit along Major Mackenzie Drive, and a future GO Station along Major Mackenzie Drive and the railway, 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 related Draft Plan of Subdivision application.

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 Local 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 Region advised that the Class EA Study had accounted for a population of 750 people, as indicated in OPA #601, for the subject lands.

The proposed increased density results in an additional 104 units, with 3.7 people per unit yielding an additional estimated population of 385 people, which was not included within the Class EA Study, and will need to 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 in process, will be examining the realignment of the northerly and southerly Major Mackenzie Drives, which includes the future Highway 427 interchange with Major Mackenzie Drive and the widening of Major Mackenzie Drive as shown on Attachment #3. The Ministry of Transportation has advised that the subject lands shown on Attachment #1 are not within the Highway 427 Transportation Corridor Environmental Assessment (EA) Route Alternatives Study but is impacted by the Study due to the Highway 427 interchange with Major Mackenzie Drive. The IEA will also consider the future railway overpass crossing at Major Mackenzie Drive. The Region advises that their conditions of draft plan of subdivision approval for the related Draft Plan of Subdivision Application (19T-05V10) will include the requirement that the final configuration of the plan of subdivision is subject to any changes necessary to accommodate the final design, and that pre-sales of dwelling units will not be permitted prior to the determination of the final Major Mackenzie Drive alignment.

The Regional Official Plan includes policies, which encourage intensification of land uses within the urban area and sustainable development, which is supported by the appropriate transportation and servicing infrastructure. The proposal to increase the maximum permitted density from 7.5 to 11.2 units per net residential hectare for lands within the "Serviced Residential-Humber Trails" designation and for a maximum of 312 detached residential dwelling units would allow for the Region's objectives to be met.

c) City Official Plan Amendment #601

The subject lands are designated "Serviced Residential-Humber Trails", "Elementary School", "Neighbourhood Park" and "Valley Area" by OPA #601, as shown on Attachment #3. The lands are also identified as being in a "Potential Groundwater Recharge Area/Potential Groundwater Discharge Area" (Schedule "B1"), "Highway 27 Humber Valley North Major Mackenzie (WL)

Forest Block" (Schedule "B2"), and "Highway 27 Humber Valley Forest North Major Mackenzie (WL) with a Low Functional Rating" (Schedule "B4") in OPA #601, which are being protected for as valley and woodlot in the southeast corner of the proposed subdivision (ie. Block 318 on Attachment #2). The "Serviced Residential-Humber Trails" designation permits detached residential dwelling units, school and park/open space uses.

It is noted that Subsection 4.7 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" for maintaining a rural village character, as well as to address urban design issues. However, this buffer would apply to the southerly realignment of Major Mackenzie Drive (major arterial road), and not to the existing northerly Major Mackenzie Drive abutting the south end of this property, which will function more as a primary or collector road through this new community. However, any portion of the realigned road that connects with the northerly Major Mackenzie Drive and abuts the subject subdivision will need to provide the buffer, and the subdivision plan will need to be amended, accordingly.

The Official Plan provides objectives respecting growth in the Kleinburg-Nashville Community, which is to be at a moderate rate and be subject to a review of the water and sanitary sewer servicing infrastructure to ensure that the additional growth can be accommodated, while maintaining a rural village character. The City is currently undertaking the 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 Official Plan had estimated a population of approximately 750 people for the subject lands shown on Attachment #3 within the "Serviced Residential-Humber Trails" designation. The "Serviced Residential-Humber Trails" designation permits a maximum density of 7.5 units per net residential hectare. The proposal to increase the density to a maximum density of 11.2 units per net residential hectare would allow an additional 312 units based on a net developable area of 27.848 ha resulting in an additional 385 people, which will need to be included in the Class EA Study respecting servicing, as the subject lands are to be developed on municipal water and sanitary sewer servicing.

The application is proposing 132 lots with 18.3 m frontages and 613.05 m² lot areas, and 180 lots with 15.3 m frontages and 512.55 m² lot areas, all for detached dwelling units. The proposed lots with 18.3 m frontages and 613.05 m² lot areas are comparable to the existing lots in the surrounding community, specifically the Bindertwine Subdivision on the north side of Old Major Mackenzie Drive and east of Highway #27, and slightly smaller than the Autumn Grove Subdivision on the south side of Old Major Mackenzie Drive and east of Highway #27, as shown on Attachment #1. The proposed lots with 15.3 m frontages and 512.55 m² lot areas are slightly smaller than the existing lots in the surrounding community but are relatively comparable and compatible with these lots. The proposal is separated from the existing surrounding community to the east by the Humber River and valleylands, and therefore, the slightly smaller lots will not adversely affect the existing surrounding community.

The proposed lot frontages are also consistent with the proposed Molise Kleinburg Estates Inc. plan of subdivision (File 19T-06V14) to the north (Attachment #5) of which the portion south of the valley includes 12.8 m frontages (65 lots), 15.2 frontages (175 lots), 18.2 m frontages (103 lots) and 213 m frontages (37 lots).

The increase in the maximum permitted density from 7.5 to 11.2 units per net residential hectare in the "Serviced Residential-Humber Trails" designation of OPA #601 would be appropriate for the Kleinburg-Nashville Community as the additional growth is to be considered through the Class EA Study to ensure that the water and sanitary sewer servicing infrastructure is in place to accommodate the additional growth, prior to the approval of the related subdivision application.

The comprehensive review of the related Zoning By-law Amendment and Draft Plan of Subdivision Applications will require that the objectives of the Official Plan, to maintain a rural village character in the Kleinburg-Nashville Community along with the inclusion of providing a sustainable community, be addressed. This proposal for an increase in residential density, within a designated urban area, is in accordance with the intensification 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 No. 601, as amended) is the subject of one of four Focused Area Review Studies to be undertaken as part of the New Vaughan Official Plan process. On March 25, 2008, the Committee of the Whole approved the Terms of Reference for the study and to initiate the process of retaining the required consulting services to undertake the work. The Study is expected to begin in Spring 2008 and to be completed in approximately 12 months.

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 rural areas within the Community Plan. 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 and 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 within the Focussed Area Review, but are adjacent to a large rural area that is located on the west side of the CPR tracks and north of Major Mackenzie Drive, which is included within the Focused Area Review. In light of the scope of work to be done 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.

City Engineering Department

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

a) Environmental Site Assessment (ESA)

Prior to any approval of the Official Plan Amendment Application or any portion of the application, 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, which shall be submitted for approval to the City.

The Development Planning Department advises that this staff report includes a recommendation that prior to the adoption of the implementing Official Plan Amendment, the Phase 1 ESA must be approved by the City, and a RSC acknowledged by an Officer of the MOE.

b) Engineering Services/Transportation

The Engineering Department requires that a master environmental and servicing plan, transportation management plan, traffic study and noise report along with any required supporting material be submitted to the City for review and approval.

The Development Planning Department advises that these documents will be required for review through the related subdivision approvals process.

Archaeological Assessment

The City's Cultural Services Department 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.

Toronto and Region Conservation Authority (TRCA)

The Owner is to provide the TRCA with supporting documents in order for the TRCA to conduct a review on such matters as the appropriate buffers for the valleylands, including the 10 m buffer for residential lots abutting the valleylands, woodlot assessment and mitigation plans and stormwater management pond configurations and designs. The Owner is required to submit the supporting materials to the TRCA for review and approval through the related subdivision approvals process.

Ministry of Transportation

The Ministry has reviewed the proposal and advises that Major Mackenzie Drive will have to be realigned northerly in order to facilitate a future Highway 427 and Major Mackenzie Drive interchange, which could traverse through a portion of the proposal. The Ministry, which has been conducting the Highway 427 Transportation Corridor Environmental Assessment (EA) Route Alternatives Study, respecting the northerly expansion of Highway 427 expects to publicly present the preferred alignment and terminus for Highway 427 in Spring 2008. Further, the Region's Western Vaughan Transportation Individual Environmental Assessment (IEA), which is reviewing the potential alignment and widening of Major Mackenzie Drive may also affect the subject lands shown on Attachment #3. These initiatives need to be completed, prior to the related subdivision application being recommended for approval by the City.

Relationship to Vaughan Vision 2020

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

Regional Implications

The Region has reviewed the proposal and has no objection to the approval of the Official Plan Amendment Application provided the application co-ordinates the proposed developments of both Official Plan Amendment File OP.05.026 (Lake Rivers Inc.) and Official Plan Amendment File OP.06.027 (Molise Kleinburg Estates Inc.), and establishes an integrated neighbourhood design that addresses transportation, transit, land use and sustainable community features.

The proposal to increase the maximum permitted density from 7.5 to 11.2 units per net residential hectare for lands within the "Serviced Residential-Humber Trails" designation to permit 312 detached residential dwelling units as shown on Attachment #3, will result in an increased population, and will need to be considered as part of the Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville

Service Area. Additional water supply and sanitary servicing capacity will be required to accommodate the proposal. The subdivision proposal may need to be modified to incorporate the potential northerly realignment of Major Mackenzie Drive to allow a future Highway 427 and Major Mackenzie Drive interchange. The Region's Western Vaughan Transportation Individual Environmental Assessment (IEA) is reviewing the northerly realignment of Major Mackenzie Drive. The review of these initiatives will need to be completed, prior to the related subdivision application being recommended for approval by the City.

Conclusion

The Development Planning Department has reviewed Official Plan Amendment Application (File OP.05.026 (Lake Rivers Inc.) to increase the maximum permitted density from 7.5 to 11.2 units per net residential hectare for lands within the "Serviced Residential-Humber Trails" designation of OPA #601 (Kleinburg-Nashville Community Plan) to permit an additional 312 detached residential dwelling units as shown on Attachment #3, in accordance with the applicable policies of the *Provincial Policy Statement, Places To Grow*, Regional Official Plan and OPA #601, and the area context. The related Zoning By-law Amendment Application (File Z.05.026) and Draft Plan of Subdivision Application (File 19T-05V10) to facilitate a residential plan of subdivision consisting of 312 detached dwelling units, a park, school block, and 3 stormwater management facilities will be considered in a comprehensive report to a future Committee of the Whole meeting.

The Official Plan Amendment Application is consistent with the Provincial Policy Statement and Places to Grow Act, can be supported by Regional Official Plan policies, and 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 Application, subject to the conditions as set out in the recommendation of this report.

Attachments

1. Location Map
2. Draft Plan of Subdivision
3. Kleinburg/Nashville Community Plan (OPA #601) – Land Use Schedule
4. Regional Official Plan - Agriculture and Rural Area
5. Consolidated Draft Plans of Subdivision 19T-05V10 (Lake Rivers Inc.) and 19T-06V14 (Molise Kleinburg Estates Inc)

Report prepared by:

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

Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

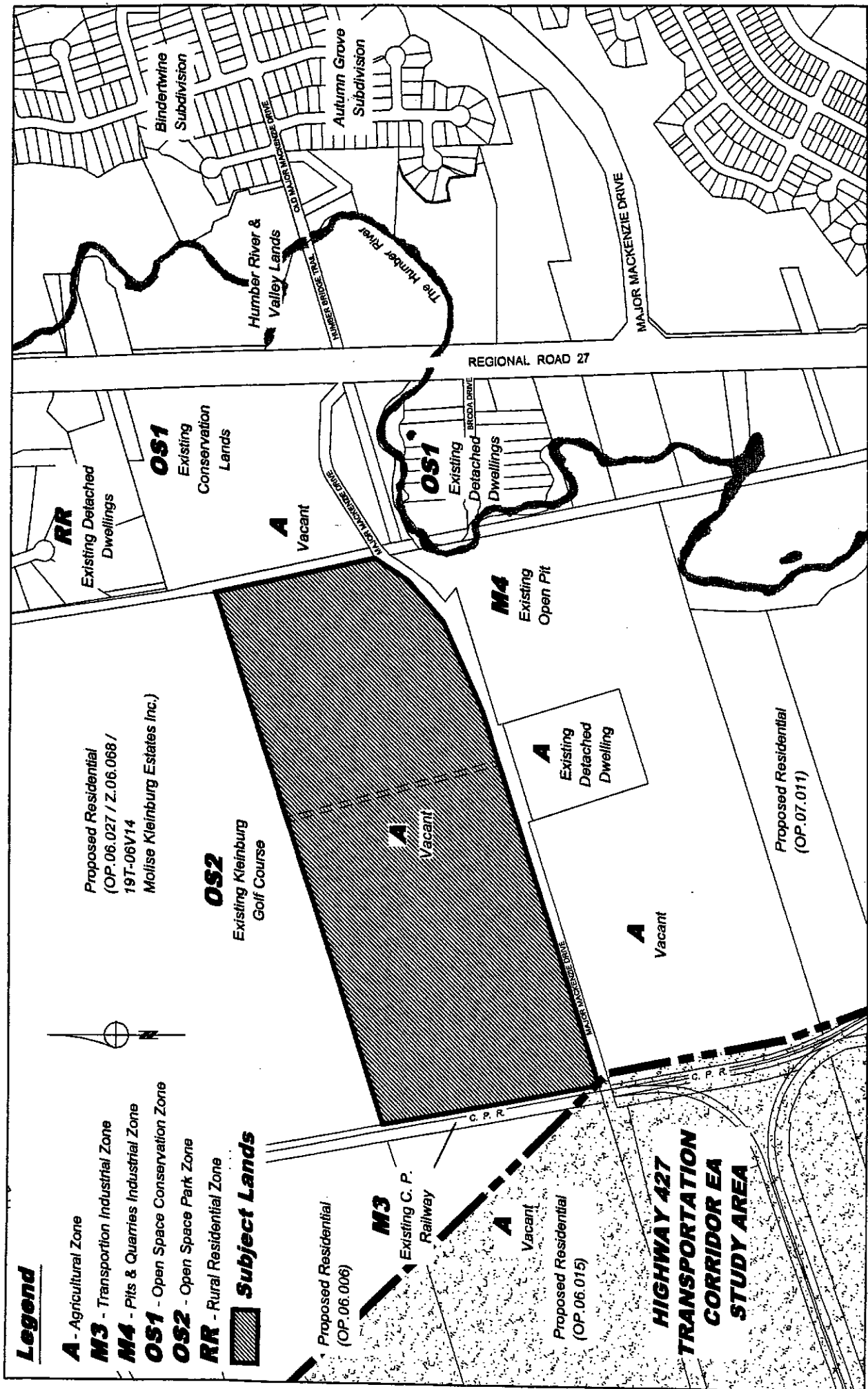
GRANT UYEVAMA
Manager of Development Planning

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Legend

- A** - Agricultural Zone
- M3** - Transportation Industrial Zone
- M4** - Pits & Quarries Industrial Zone
- OS1** - Open Space Conservation Zone
- OS2** - Open Space Park Zone
- RR** - Rural Residential Zone

Subject Lands



Location Map

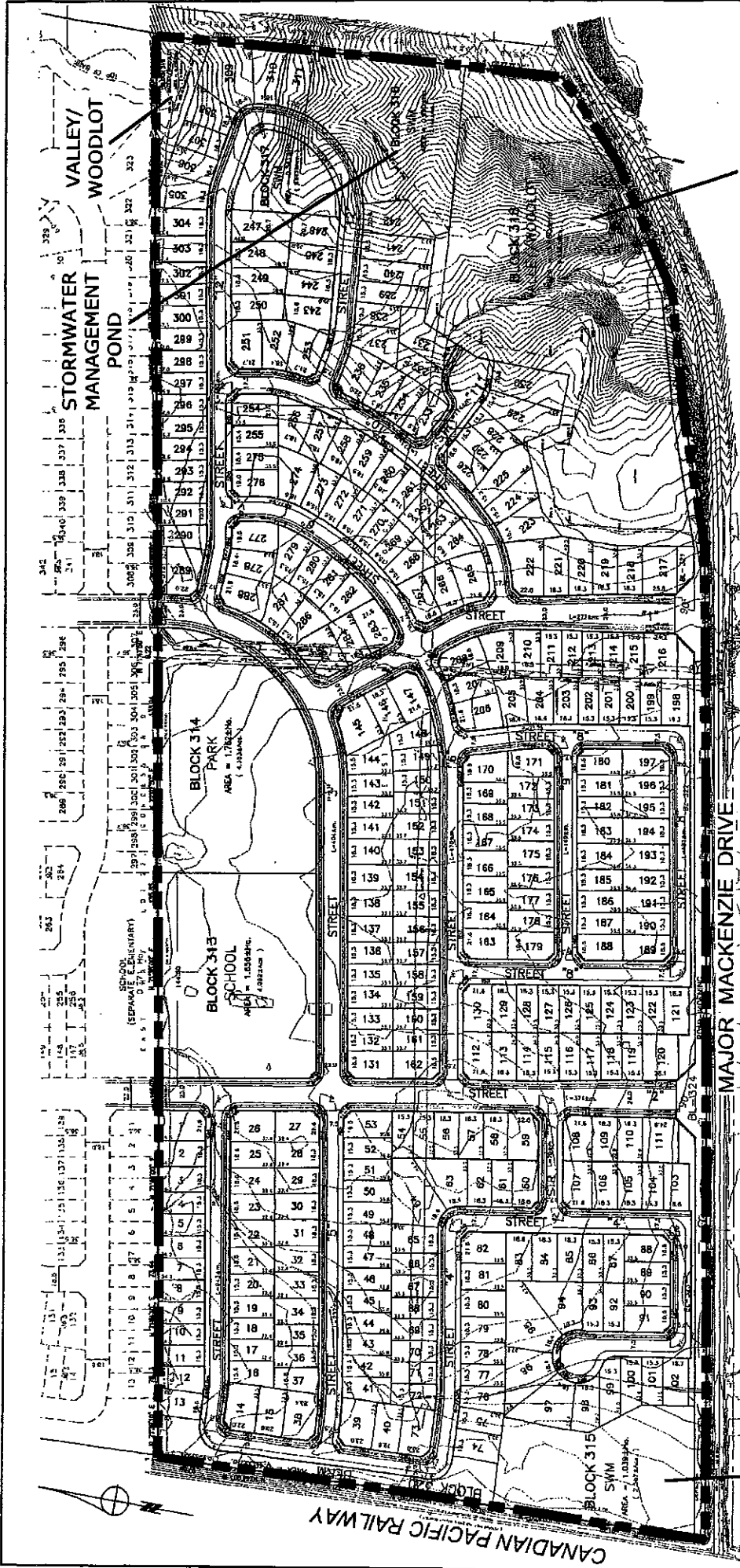
Part Lot 21,
Concession 9
APPLICANT:
LAKE RIVERS INC.

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Development Planning Department

Attachment 1
FILE No.:
OP.05.026
Z.05.057
19T-05V10
March 20, 2008



LAND AREA	UNITS	±HA
DETACHED RESIDENTIAL UNITS	311.5	19.644
PARK	1.762	
STORM WATER MANAGEMENT	2.370	4.080
VALLEY/WOODLOT	0.250	8.204
BUFFER	0.945	
ROAD WIDENING	0.014	
0.3m RESERVE		
ROADS		
TOTAL:		39.337

STORMWATER MANAGEMENT POND

VALLEY/WOODLOT

STORMWATER MANAGEMENT POND

VALLEY/WOODLOT

--- SUBJECT LANDS

Draft Plan of Subdivision

Attachment 2

FILE No.:
OP.05.026
Z.05.057
19T-05V10
February 7, 2008



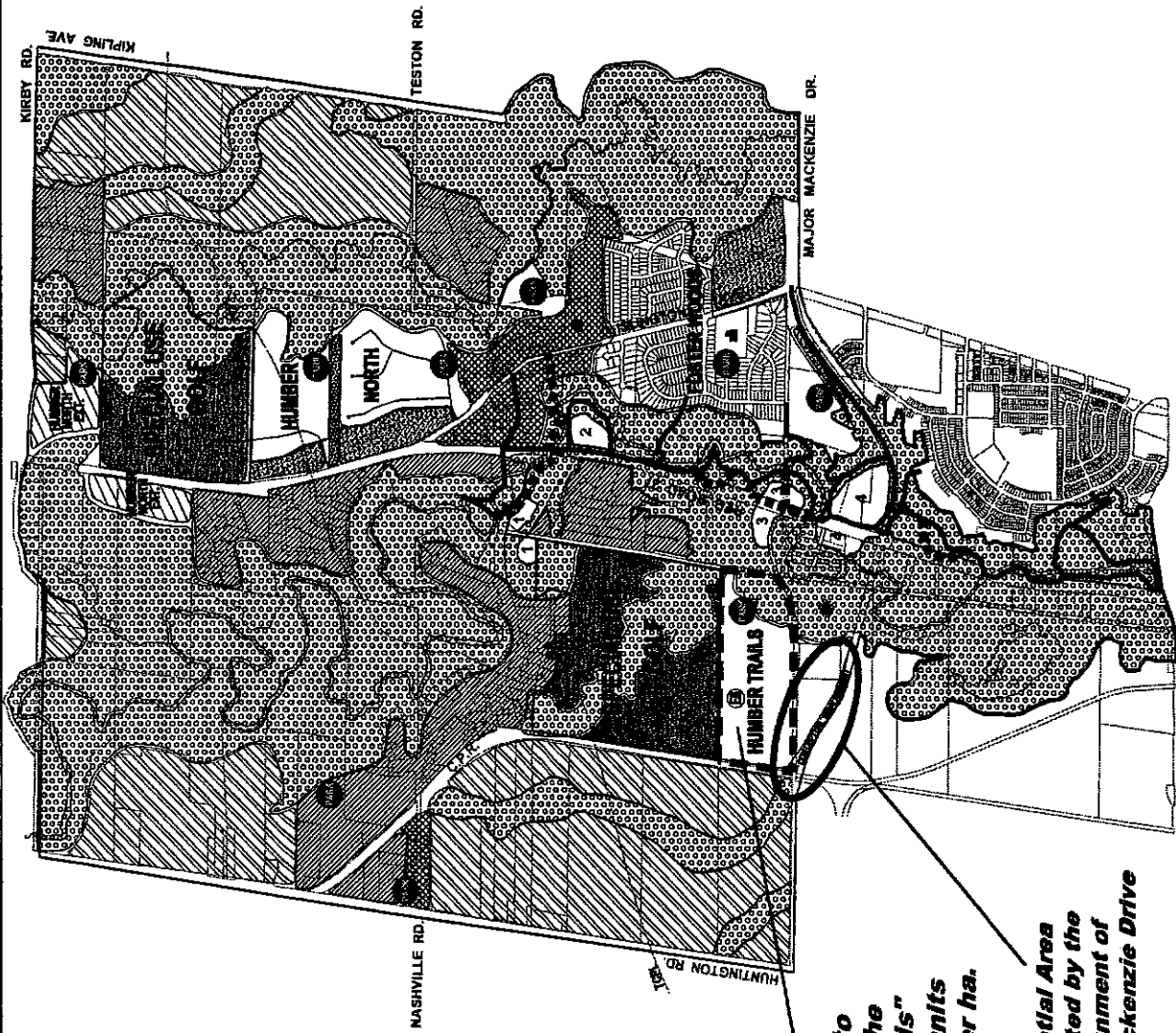
Development Planning Department

Draft Plan of Subdivision

APPLICANT:
LAKE RIVERS INC.

Part Lot 21,
Concession 9

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LEGEND

- [] SERVICED RESIDENTIAL
- [] FUTURE RESIDENTIAL
- [] SUBURBAN RESIDENTIAL
- [] CORE AREA
- [] SPECIAL USE - GOLF
- [] RURAL AREA
- [] VALLEY & STREAM CORRIDOR
- [] OPEN SPACE
- [] NEIGHBOURHOOD PARK
- [] LINEAR PARK
- [] INTER-REGIONAL TRAIL
- [] WASTE DISPOSAL ASSESSMENT AREA
- [] REGIONAL ROAD 27 TRAIL ROUTE (PREFERRED)
- [] REGIONAL ROAD 27 TRAIL ROUTE (ALTERNATE)
- [] ELEMENTARY SCHOOL
- [] AMENDMENT AREA
- [] VALLEY POLYCENTRES 1 TO 4

Subject Lands

Amendment to Official Plan #601 to increase the density permitted in the "Serviced Residential - Humber Trails" designation from a maximum of 7.5 units per ha. to a maximum of 11.2 units per ha.

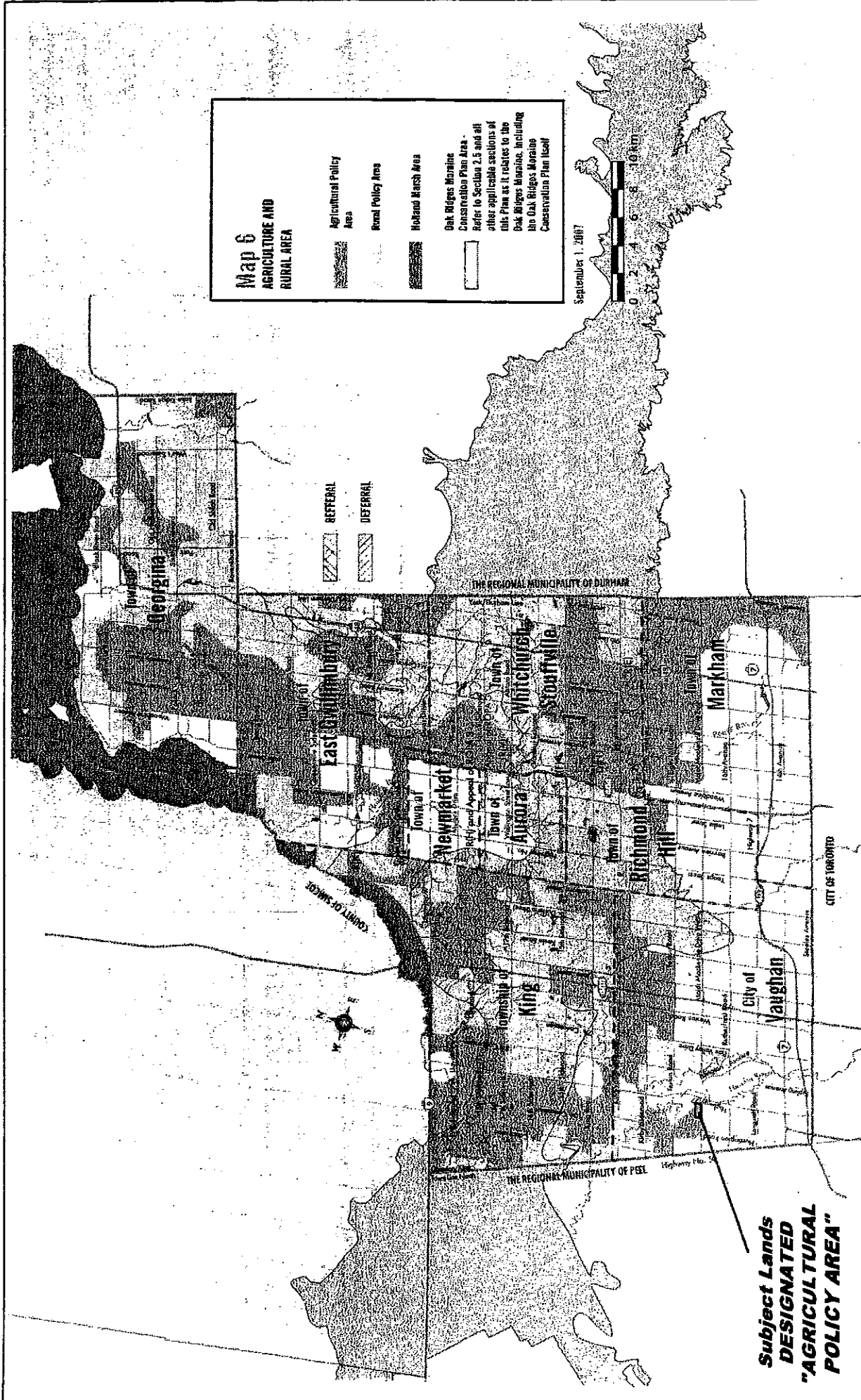
Potential Area Impacted by the Realignment of Major Mackenzie Drive

Kleinburg/Nashville Community Plan (OPA 601) - Land Use Schedule

APPLICANT: Part Lot 21, LAKE RIVERS INC. Concession 9

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City of Vaughan
Development Planning Department



Map 6
AGRICULTURE AND RURAL AREA

Agricultural Policy Area
 Rural Policy Area
 Habitat Marsh Area

Oak Ridges Marine Conservation Plan Area - Refer to Section 2.5 and all other applicable sections of this Plan as it relates to the Oak Ridges Marine, including the Oak Ridges Marine Conservation Plan itself

September 1, 2007



Subject Lands DESIGNATED "AGRICULTURAL POLICY AREA"



Development Planning Department

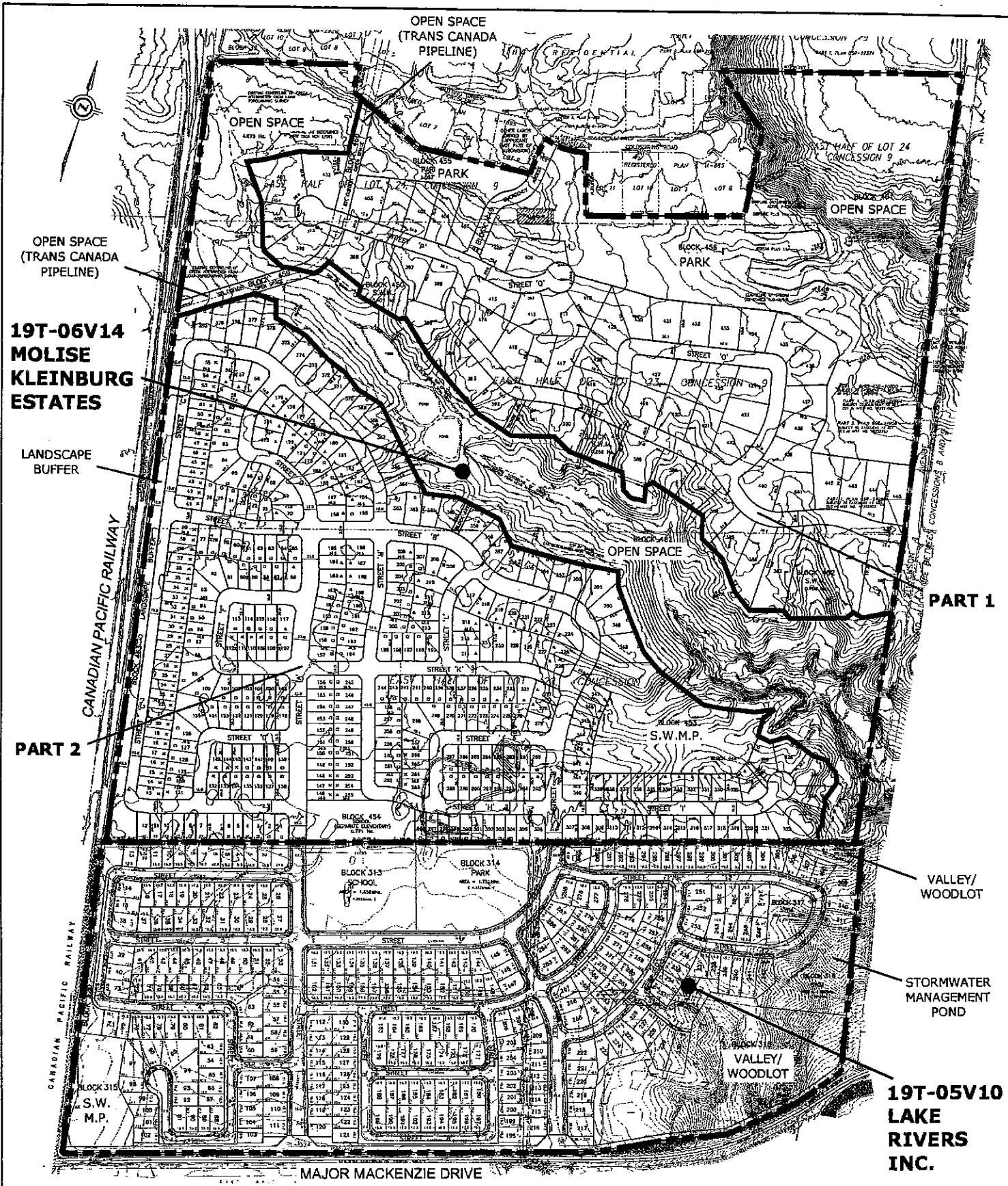
Attachment 4

FILE No.:
 OP.05.026
 Z.06.067
 19T-05V10
 March 18, 2008

Regional Official Plan - Agriculture & Rural Area

APPLICANT: LAKE RIVERS INC.
 Part Lot 21, Concession 9

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**19T-06V14
MOLISE
KLEINBURG
ESTATES**

LANDSCAPE
BUFFER

PART 2

PART 1

**19T-05V10
LAKE
RIVERS
INC.**

**Consolidated Draft Plans of
Subdivision (Plan 19T-06V14 &
Plan 19T-05V10)**



Attachment

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APPLICANT: LAKE RIVERS INC. Part Lot 21, Concession 9

Development Planning Department

FILE No.: 19T-05V10, Z.05.057, OP.05.026

March 25, 2008

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