

COMMITTEE OF THE WHOLE MAY 31, 2011

**OFFICIAL PLAN AMENDMENT FILE OP.03.007
1321362 ONTARIO INC., 11336 HIGHWAY 27 LIMITED PARTNERSHIP,
AND KLEINUIT ESTATES INC.
WARD 1**

Recommendation

The Acting Commissioner of Planning and Director of Development Planning recommend:

1. THAT Official Plan Amendment File OP.03.007 (1321362 Ontario Inc., 11336 Highway 27 Limited Partnership and Kleinuit Estates Inc.) BE APPROVED, specifically to amend OPA #601 (Kleinburg-Nashville Community Plan) for the subject lands shown on Attachments #1 and #2, in accordance with the designations indicated on Attachments #4A, #4B and #4C as follows:
 - a) redesignate from "Future Residential - Humber North Extension" to "Residential Area - Humber North Extension" and redesignate from "Valley and Stream Corridor" to "Residential Area - Humber North Extension" to permit detached dwelling units, parks and open space including buffer areas, acoustical barrier/berming, and private home daycare; and, to maintain the "Valley and Stream Corridor" designation for the areas confirmed as valleylands; and,
 - b) amend Table "A" Kleinburg-Nashville Community Plan Population Estimates to indicate a population of 389 instead of 220 for the Humber North Residential Area (shown on Table "A" as "Future Residential 2B - West of Regional Road 27 - Fully Serviced).
2. THAT the implementing Official Plan Amendment include, but not be limited to, the following provisions:
 - a) permit a density of between 5 to 7.55 units per ha for the "Residential Area - Humber North Extension" lands, whereas the Official Plan specifies the density at between 5 to 7.5 units per ha for the "Future Residential - Humber North Extension Area" for the subject lands;
 - b) require that the community edge buffer along Regional Road 27 shall be a minimum width of 24 m, which shall include naturalized landscaping and an acoustical barrier/berming to the satisfaction of the City of Vaughan, and the community edge buffer shall not form part of the parkland dedication and shall be dedicated to the City free of all costs and encumbrances, to the satisfaction of the City; and,
 - c) require that sustainable community objectives be implemented through neighbourhood designs that support 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.
3. THAT should the implementing Official Plan Amendment for File OP.03.007 (1321362 Ontario Inc., 11336 Highway 27 Limited Partnership and Kleinuit Estates Inc.) be approved by York Region, (approval authority), that the Region be requested to modify the designations from "Residential Area - Humber North Extension" to "Low-Rise Residential", and from "Valley and Stream Corridor" to "Natural Areas", in accordance

with the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010, and which is subject to York Region approval.

Contribution to Sustainability

The sustainable features for the development of the subject lands shown on Attachment #2 will be finalized through the Plan of Subdivision review. The development of the subject lands will involve using innovative Low Impact Development Design (LID) measures which have been reviewed by the City and the Toronto and Region Conservation Authority (TRCA). The LID measures and sustainable features proposed are as follows:

- i) stormwater management strategies which include a rural inspired approach to stormwater management with bioretention swales within the road allowance that provide for stormwater to collect and infiltrate into the groundwater system instead of the typical urban curb and gutter approach where stormwater is piped into a storm sewer system leading to a stormwater management pond;
- ii) balanced ground water infiltration on a pre-development and post-development basis due to treating stormwater at the source rather than at the end, i.e., in the pipe, the impact of large rain events on receiving streams and outfalls is reduced as the volume and speed of stormwater is mitigated through the outfall process;
- iii) roof drains from the dwelling units will be connected to rain barrels to collect stormwater instead of the underground storm sewer, and the topsoil depths on the lot will be increased to provide for a greater pervious area to increase the amount of storage for stormwater infiltration and evapotranspiration thereby accommodating the stormwater collected in the rain barrels;
- iv) reduced road rights-of-way with surface drainage swales and sub-surface infiltration trenches instead of a wider right-of-way with curbs and gutters; and,
- v) permeable pavement for the driveways with material to be permeable interlocking pavers or porous asphalt.

Economic Impact

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

Communications Plan

On August 22, 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. The Public Hearing was held on September 15, 2008, and the recommendation to receive the Public Hearing report was ratified by Vaughan Council on September 22, 2008. Written comments, the concerns of which will be addressed, were received from:

- i) Charles Sjaarda, 6151 Kirby Road, correspondence dated September 15, 2008, respecting the impact of the proposed development on his property value, road safety, and safety of the water from his well during the construction of the development;
- ii) Stephen Cappe, on behalf of Michael and Dawn O'Leary, 6175 Kirby Road, correspondence dated September 15, 2008, respecting the impact of the proposed development, traffic, and valleylands/open space affecting 6175 Kirby Road and the surrounding community; and,

- iii) the Kleinburg and Area Ratepayers' Association, correspondence dated October 27, 2008, respecting the provision of a buffer between the proposed development and the existing residential community on Hedgerow Lane to the south, the provision of a 30 m naturally landscaped buffer without noise attenuation walls adjacent to Regional Road 27, and the development of trails for biking and walking and linkage to the Regional Road 27 and Humber Valley Trail System, along with other development matters.

Purpose

The Owner has submitted Official Plan Amendment File OP.03.007 to amend OPA #601 (Kleinburg-Nashville Community Plan), specifically to:

- i) redesignate the subject lands from "Future Residential - Humber North Extension" and "Valley and Stream Corridor" (except lands determined by the City and TRCA to be within the valley) to "Residential Area - Humber North Extension";
- ii) amend Table "A" Kleinburg-Nashville Community Plan Population Estimates to provide for a population of 389 instead of 220 for the Humber North Extension Area;
- iii) permit a minimum 24 m wide Community Edge Buffer along Regional Road 27 instead of a 30 m to 50 m wide Community Edge Buffer as required by OPA #601;
- iv) permit a 17.5 m double-loaded local road right-of-way and 15 m single-loaded local road right-of-way instead of 18.5 m to 20 m local road right-of-ways as required by OPA #601; and,
- v) address the housing and population growth, sanitary and water servicing, and road improvement requirements, prior to permitting development on the subject lands designated "Future Residential - Humber North Extension Area".

The Official Plan Amendment would facilitate the development of 113 detached dwelling units on 26.75 ha, and maintain valleylands and open space on the subject lands shown on Attachments #1 and #2.

The Humber North Extension Area, shown on Attachments #2 and #3, includes four Plans of Subdivision: Plan 19T-03V02 (1321362 Ontario Inc.), Plan 19T-08V04 (11336 Highway 27 Limited Partnership), Plan 19T-08V05 (Kleinvit Estates Inc. - formerly Kleinburg North Inc.), and Plan 19T-08V06 (1422174 Ontario Ltd. - Lea Vivot In Trust). All four of the Plans were considered at the Public Hearing, however, Plan 19T-08V06 has outstanding issues to address, and therefore, was not addressed as part of this report. The land use details for the subject lands (Attachment #3) are as follows:

The Humber North Extension Area
(Plans of Subdivision 19T-03V02, 19T-08V04 & 19T-08V05)

<u>Land Use</u>	<u>Units</u>	<u>Area (ha)</u>
Detached Dwellings	110	9.93
6 Future Residential Blocks *	3	0.24
Open Space/Valleylands**		9.92
Tableland Woodlot**		0.63
Valley Buffers		1.68
24 m Community Edge Buffer**		0.96
6 m Emergency Road Access		0.04
6 m Overland Flow Block		0.04
Pumping Station**		0.05
Regional Road 27 Widening**		0.19

0.3 m Reserves		0.03
Roads		3.04
Total	113	26.75

* Blocks in Plans of Subdivision 19T-03V02 and 19T-08V04 - create lots for 3 detached dwelling units

** Land uses excluded from the calculation of residential density - 11.79 ha

Net residential area - 14.96 ha

Density for the Humber North Extension Area - 7.55 units per net residential hectare

Population estimate - 389 people (based on 3.44 people per unit)

Background - Analysis and Options

The subject lands shown on Attachments #1 and #2 are located on the west side of Regional Road 27, south of Kirby Road, in Part of Lots 29 and 30, Concession 9, City of Vaughan. The subject lands have an area of 26.75 ha, with 611 m of frontage along Regional Road 27.

The subject lands are designated "Future Residential - Humber North Extension" and "Valley and Stream Corridor" by OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #5 and designated "Agricultural" and "Natural Areas" by the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010, and is subject to York Region approval. The lands are also within the "Natural Heritage System of the Protected Countryside" of the *Greenbelt Plan*. The lands are zoned A Agricultural Zone and OS1 Open Space Conservation Zone by By-law 1-88, subject to Exception 9(167), which permits agricultural uses. The subject lands are currently used for agricultural and residential purposes.

Files OP.03.007, Z.03.008 and 19T-03V02 were previously considered by the Committee of the Whole at the March 24, 2003, Public Hearing. The recommendation of the Committee of the Whole to receive the Public Hearing report on March 24, 2003 (which proposed 53 detached lots on a 40.52 ha plan of subdivision for File 19T-03V02 and included the southerly lands that are now within File 19T-08V06), and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on March 31, 2003.

On December 12, 2005, Council adopted the Committee of the Whole recommendation of December 5, 2005, which responded to the Council resolution of September 26, 2005 for the Development Planning Department to review two concept development proposals brought forward by the applicants, Kleinburg and Area Ratepayers' Association and the Hedgerow Lane Residents to establish a buffer area along the southern limits of the subject lands adjacent to the Hedgerow Lane Subdivision as shown on Attachment #6. The recommendation also stated that the community edge buffer of 30 m to 50 m was appropriate, and that Council receive the "Principles of Development Concepts" submitted by the applicants respecting the terms of development for the subject lands, as shown on Attachment #7.

Supporting Documentation

The following reports were submitted in support of the applications within the Humber North Extension Area:

- *Planning Analysis - Humber North Extension*, dated June 2008 by Humphries Planning Group Inc., and revised March 15, 2010 and October 22, 2010;
- *North Humber Extension Development Functional Servicing Report*, dated June 2008 by The Municipal Infrastructure Group Ltd., and revised March 2010;
- *Geotechnical Investigation - Proposed Residential Subdivision, Part of East Half of Lot 29, Concession 9*, dated January 9, 2008 by Terraprobe Limited;
- *Geotechnical Investigation - Proposed Residential Subdivision - 11336 Highway 27, Village of Kleinburg*, dated February 20, 2008 by Terraprobe Limited;

- *Hydrogeological Investigation - Proposed Residential Development, 11336 & 11270 Highway 27*, dated June 23, 2008 by Terraprobe Limited;
- *Phase I Environmental Assessment - 11336 Highway 27 & 11270 Highway 27*, dated December 10, 2007 by Try Environmental Services Inc.;
- *Environmental Report - Humber North Extension Area*, dated May 20, 2008 by Ages Limited, and revised as *Environmental Impact Report*, dated October 2010;
- *Traffic Impact Assessment - Proposed Street "A" Intersection At Highway 27*, dated May 30, 2007 by Sernas Transtech;
- *Noise Feasibility Study - Residential Development, West side of Highway 27, South of Kirby Road*, dated June 2008 by Howe Gastmeier Chapnik Engineering Ltd.; and,
- *North Humber Extension Area - Community Design Guidelines*, dated August 17, 2010 by the Sorbara Development Group, and revised November 26, 2010.

Land Use Policies/Planning Considerations

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

i) Provincial Policy Statement and Places To Grow

The subject lands are located within a Settlement Area, and are defined in accordance with the Provincial Policy Statement (PPS) as follows (excerpt), which is consistent with the definition in the Province's Places to Grow Plan - Growth Plan:

"Settlement areas: means urban and rural settlement areas within a municipality (such as cities, towns, villages and hamlets) that are:

- a) built up areas where development is concentrated and which have a mix of land uses; and,
- b) lands which have been designated in an official plan for development over the long term planning horizon provided for in Policy 1.1.2."

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 extension; 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."

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 and zoned 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) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.”

OPA #601 (Kleinburg-Nashville Community Plan) designates part of the subject lands, “Future Residential - Humber North Extension”, as shown on Attachment #5, which recognizes that residential uses would be permitted on the lands and that an Official Plan Amendment is necessary to address the housing and population growth, sanitary and water servicing, and road improvement requirements, prior to permitting development on the subject lands. There are existing communities located to the south and east of the subject lands. The proposed development is in accordance with the settlement area policies in the PPS and Places to Grow.

The proposal requires 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, requires 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 nearing completion of its Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area. 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.

ii) Region of York Official Plan

The subject lands shown on Attachment #2 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. The Region will be required to approve the Official Plan Amendment,

if adopted by Vaughan Council, as the Region did not exempt the subject lands from Regional Official Plan approval.

In accordance with Section 7.3 "Water and Waste Water Servicing" of the Regional Official Plan, it requires that development within the Regionally designated "Towns and Villages" be on full municipal water and sewer services. The completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area for the purposes of addressing the planned and proposed developments for the Kleinburg-Nashville Community will identify the servicing infrastructure required for the subject lands to develop.

The Regional Official Plan includes policies which encourage the managed growth of land uses within the urban area, which is supported by the appropriate servicing infrastructure, and therefore, the proposal conforms to the Regional Official Plan. The Region's technical comments for the individual plans of subdivision will be provided when they are considered by Council.

iii) City of Vaughan Official Plan 2010

The subject lands are designated "Agricultural" and "Natural Areas" by the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010, and is subject to York Region approval. The "Low-Rise Residential" designation in Official Plan 2010 will implement the detached dwelling units proposed for the subject lands. The "Valley and Stream Corridor" designation in OPA #601 will be designated "Natural Areas" in Official Plan 2010.

Should the implementing Official Plan Amendment for File OP.03.007 be approved by the Region of York (the approval authority), that the Region be requested to modify the designations from "Residential Area – Humber North Extension" to "Low Rise Residential", and from "Valley and Stream Corridor" to "Natural Areas", in accordance with the new City of Vaughan Official Plan 2010.

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

The subject lands are designated "Future Residential - Humber North Extension" and "Valley and Stream Corridor" by OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #5. The valleylands are also identified as being in a "Potential Groundwater Discharge Area", Schedule "B1" - Hydrogeologically Sensitive (Groundwater Recharge and Discharge Areas); the "Kirby Road Plantation Forest South", Schedule "B2" - Habitat Enhancement Opportunities, Forest Regeneration and Linkages; a "Man-made or Altered Pond", Schedule "B3" - Wetland Pockets and Ponds"; and "Kirby Road Humber Valley Forest East" and "Kirby Road Plantation Forest South", Schedule "B4" - Significant Woodlands, in OPA #601. The Toronto and Region Conservation Authority (TRCA) has reviewed the supporting documentation, as discussed earlier in this report, to address the Official Plan policies respecting the natural environmental features. The TRCA has required the establishment of ecological buffers, and restoration and enhancement of the valleylands, as well as, supported the implementation of a Low Impact Development (LID) design concept for a more sustainable community, and is satisfied that the ecological matters have been addressed.

A portion of the subject lands fall within the "Natural Heritage System of the Protected Countryside" of the *Greenbelt Plan*. In a letter dated November 9, 2006, the Ministry of Municipal Affairs and Housing accepted the City's position that Section 5.2.1 (Decisions on Applications Related to Previous Site Specific Approvals) of the *Greenbelt Plan* applied to OPA #601, as the Official Plan was amended prior to December 16, 2004, and stated in the letter, "that approval may continue to be recognized and that any further applications to implement the Official Plan approval are not required to conform with the Greenbelt Plan."

The policies of the "Future Residential - Humber North Extension" require that growth management issues be addressed prior to the approval of any amendment to the Official Plan Amendment to allow future development as follows:

- a) a review assessing the extent of housing and population growth in Phases;
- b) remaining servicing capacity for residential growth in Phase 1;
- c) completion of the Kleinburg-Nashville Servicing Strategy as defined in Section 4.12 (Servicing);
- d) the identification of the preferred sanitary and water servicing option;
- e) necessary road improvements being established with respect to Regional Road 27 and Kirby Road; and,
- f) the development of a comprehensive plan for the Humber North Neighbourhood Extension establishing neighbourhood focus, environmental features, terrestrial linkages, parkland, pedestrian linkages, integrated road pattern, servicing and appropriate density in accordance with the density policies of this Plan.

v) Housing and Population

A population of 389 people is proposed on the subject lands, which is 169 people greater than the estimated 220 people for the fully serviced Humber North Extension Area on the west side of Regional Road 27 as indicated in Table "A" - Kleinburg-Nashville Community Plan Population Estimates of the Official Plan. This is due to the establishment of the valleyland and tableland development limits through the Toronto and Region Conservation Authority's review of the proposal resulting in an increase in the amount of developable land. There will be a further increase to the proposed population should the development policies for the southerly Draft Plan of Subdivision File 19T-08V06 (1422174 Ontario Ltd. - Lea Vivot In-Trust) shown on Attachment #2 within the Humber North Extension area, be approved in the future.

A total of 113 detached residential dwelling units are proposed on the subject lands (Attachments #4A, #4B and #4C) yielding a density of 7.55 units per hectare on 14.96 ha. The density at 7.55 units per hectare is slightly higher than the maximum density of 7.5 units per ha due to the provision of a greater amount of environmental tableland buffers being provided in the development. The density is averaged across Plans of Subdivision 19T-03V03, 19T-08V04 and 19T-08V05 within the Humber North Extension Area. The housing form proposed is in keeping with the existing housing to the south of the subject lands. The subject lands are to be redesignated as follows:

- a) redesignate from "Future Residential - Humber North Extension" to "Residential Area - Humber North Extension" and redesignate from "Valley and Stream Corridor" (the development limits being confirmed by TRCA and City as tableland) to "Residential - Humber North Extension" to permit detached dwelling units, parks and open space including buffer areas, acoustical barrier/berming, and private home daycare; and, to maintain the "Valley and Stream Corridor" designation for the areas confirmed as valleylands.

The area included in the calculation of residential density in OPA #601 is based on a net residential hectare which includes the local and primary roads, the land for the dwelling units, environmental linkages located on tablelands, and tableland valley buffer areas. The density is also calculated on a draft plan or block plan basis. The Official Plan allows for the density to be calculated on a block plan basis, which is essentially how Plans of Subdivision 19T-03V02, 19T-08V04 and 19T-08V05 within the Humber North Extension Area would function.

The population totals in Table "A" Kleinburg-Nashville Community Plan Population Estimates are to be amended to indicate a population of 389 instead of 220 to reflect a population increase of 169 people for the Humber North Residential Area (shown on Table "A" as "Future Residential 2B - West of Regional Road 27 - Fully Serviced). The Official Plan includes a provision to examine housing and population growth in phases for the Future Residential Area. At this time, should any phasing of housing and population be required, it will be determined at the Plan of Subdivision stage, as phasing, for the Kleinburg-Nashville community, is subject to the availability of servicing infrastructure which is discussed later in this report.

vi) Servicing Infrastructure

The servicing policies of the Official Plan require all development to be on full municipal water supply and sanitary sewer services, and that the appropriate reviews of the servicing strategies are undertaken to accommodate growth. The City, through its Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study, which is nearing completion, will address the servicing infrastructure improvements and requirements for the Kleinburg-Nashville Area. Through the EA Study, the preferred option has determined that a new sanitary pump station on the west side of Regional Road 27, in Plan of Subdivision 19T-08V05 (Kleinvit Estates Inc.), within the Humber North Extension Area, is required to accommodate the proposed population for the subject lands and planned population for the Kleinburg-Nashville Area (Attachments #3 and #4c).

vii) Transportation

The findings from York Region's Western Vaughan Transportation Individual Environmental Assessment (IEA), which is examining the road network for the western portion of the City, including Regional Road 27, and the City's Transportation Master Plan, which is examining the overall layout and alignment of the collector and local road network including Kirby Road, will provide the recommendations and preferred options for the required road improvements to accommodate future growth. The traffic report, *Traffic Impact Assessment - Proposed Street "A" Intersection At Highway 27*, dated May 30, 2007, as amended by Sernas Transtech, prepared and submitted for the subject lands, includes the road improvements and design details required for the proposal. As a condition of draft plan approval of any Plan of Subdivision for finalization prior to registration, the required modifications to the traffic report prepared for the subject lands must be approved and reflected in the final design, if applicable, to the satisfaction of the Vaughan Development/Transportation Engineering Department.

viii) Comprehensive Plan

The development details for a comprehensive plan for the Humber North Extension Area establishing neighbourhood focus, environmental features, terrestrial linkages, parkland, pedestrian linkages, integrated road pattern, servicing and appropriate density in accordance with the density policies of this Plan will be addressed through related Draft Plan of Subdivision Files 19T-03V02, 19T-08V04 and 19T-08V05. The reports, The Municipal Infrastructure Group Ltd., as revised March 2010; *Geotechnical Investigation - Proposed Residential Subdivision, Part of East Half of Lot 29, Concession 9*, dated January 9, 2008 by Terraprobe Limited; *Environmental Report - Humber North Extension Area*, dated May 20, 2008, by Ages Limited, and revised as *Environmental Impact Report*, dated October 2010; and *North Humber Extension Area - Community Design Guidelines*, dated August 17, 2010, by the Sorbara Development Group, and revised November 26, 2010, were submitted to address the Official Plan policies. The servicing, road and density requirements have been addressed earlier in this report.

The City, through the review of the Official Plan and related Plans of Subdivision (to be considered in future reports) applications will require the provision of pedestrian urban connections between streets, built forms, parks, open spaces and woodlots, which will be detailed

through the submission of a Landscape Master Plan for approval by the City as a condition of approval at the Draft Plan of Subdivision stage. Further, the City will also require that the provision of a pedestrian trail system with access points into the valleylands be explored as part of the Landscape Master Plan. The City and the Toronto and Region Conservation Authority (TRCA) will require buffer blocks to protect the valleylands and natural features which will be secured through the Plan of Subdivision process. In addition to the environmental reports already submitted, the City and TRCA will require the submission of Tree Preservation and Restoration and Enhancement Plans for the natural features, such as valleylands and woodlots, prior to registration of the draft plans of subdivision.

ix) Community Edge Buffer

Subsection 4.7 Community Edge Buffer of OPA #601 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 Regional Road 27 to address urban design issues. In a recent Ontario Municipal Board (OMB) decision, specifically, the April 2008 OMB decision for Kerrowood Developments Limited, Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications for 45 detached dwelling units on the west side of Regional Road 27, north of Nashville Road, a minimum 20 m wide landscaped buffer with a raised berm as the community edge buffer was approved by the OMB. The buffer proposed for the subject lands will be 24 m wide, as shown on Attachments #4A, #4B and #4C, and will incorporate a naturalized landscaped earth berm to a height (approximately 3.9 m) sufficient to address the Noise Study requirements along Regional Road 27. The buffer for the subject lands will be wider than the Kerrowood buffer.

The "Principles of Development Concepts" submitted by the Owners in 2005 respecting the terms of development for the subject lands, as shown on Attachment #7, which includes a community edge buffer in the range of 30 m to 50 m, as shown on the original concept plans for the area (Attachment #6), and was adopted by Council on December 12, 2005, predates the OMB decision respecting the Kerrowood Developments Limited proposal of 20 m. The buffer proposed on the subject lands will be 24 m wide along Regional Road 27, as shown on Attachment #8, which will include a naturalized landscaped earth berm, with a width ranging between 20 m to 24 m and an approximate height of 3.9 m. The proposed 24 m wide buffer is appropriate for the area as the naturalized landscaped earth berm will screen the development from Regional Road 27 and provide for a rural landscape setting in keeping with the intent of the Official Plan. The *Noise Feasibility Study - Residential Development, West side of Highway 27, South of Kirby Road*, dated June 2008 by Howe Gastmeier Chapnik Engineering Ltd., recommended that a fence is not required. However, to delineate the residential lands from the buffer lands and for safety purposes, where the buffer abuts the residential lot, a fence will be provided. The fence will not be visible from Regional Road 27 as the 3.9 m high berm will be between it and the road. The 24 m wide buffer will be in public ownership and dedicated to the City free of all costs and encumbrances. Conditions will be included in the plans of subdivision respecting the details for fencing (type and design), landscaping (naturalized plantings), and dedication of the buffer into public ownership.

The 24 m buffer width facilitates a community design that includes the provision of Low Impact Development (LID) features as discussed earlier in the Contribution to Sustainability section of this report, which include measures such as stormwater management strategies with a rural inspired approach to stormwater management with bioretention swales within the road allowance that provides for stormwater to collect and infiltrate into the groundwater system instead of the typical urban curb and gutter approach, to facilitate a development with a high degree of sustainable features and that incorporates rural elements.

In keeping with the OMB Decision, as well as, the Provincial Policy Statement and Places to Grow Plan - Growth Plan policies respecting the efficient use of land, the reduction in the width of the landscape buffer can be supported subject to the provision of naturalized landscaping and berming being to the satisfaction of the City, which will be a requirement at the Draft Plan of

Subdivision stage. A recommendation to this effect is included in this report. The "Principles of Development Concepts" also provided for a buffer between residential lands in the Hedgerow Subdivision, shown on Attachment #2, and the Plans of Subdivision within the Humber North Extension Area. However, the buffer cannot be dealt with at this time until Plan 19T-08V06 (1422174 Ontario Ltd. - Lea Vivot In-Trust) is considered in the future as the lands for the buffer are to be located within this Plan.

Vaughan Development/Transportation Engineering

The City's Development/Transportation Engineering Department has no objections to the proposal. The technical requirements for facilitating the development can be dealt with as conditions of draft plan approval at the Plan of Subdivision stage. The Development/Transportation Engineering Department has provided the following comments:

i) Water Servicing/Sanitary Servicing

The North Humber Extension is located within the Kleinburg-Nashville service area. In 2007, the Region of York conducted a Class Environmental Assessment (Class EA) to identify the preferred method of providing sewage and water servicing capacity for growth in the Kleinburg-Nashville area identified by OPA #601. The approved Class EA Study concluded that growth would be serviced by expanding the existing Kleinburg Water Pollution Control Plant and the conversion of the communal water system from a well to a lake based supply through a connection to Pressure District No. 6 of the York Water System. This new system will require the construction of a new large diameter regional supply watermain along Huntington Road from Rutherford Road to a new elevated storage tank in Nashville together with system improvements. The Region has confirmed that the completion of the watermain along Huntington Road, and associated works, will be in early 2012. Sewage and water servicing capacity for the North Humber Extension Development will not be available until the proposed water and wastewater system improvements have been constructed to the satisfaction of the Region of York.

The City is currently undertaking a supplementary Class EA entitled "Kleinburg-Nashville Servicing Strategy Master Plan" to identify the necessary local water and sanitary sewer system improvements required to service the planned development under OPA #601 and the conclusions of the City-wide OP review and associated Focus Area Studies. This Class EA is scheduled to be completed in Q2 2011.

The water distribution system preferred servicing alternative as detailed in AECOM's Master Plan conclusions/recommendations requires a 600 mm diameter watermain (ultimate) be constructed along Nashville Road, from Huntington Road, to the existing elevated water storage tank site on Regional Road 27, in order to supply water to the future higher pressure district (PD-KN). In addition, a 400 mm diameter watermain (PD-KN) will be constructed along Regional Road 27 north to Kirby Road, east on Kirby Road, south on Kipling Avenue and west along Stegman's Mill Road to the existing watermain on Islington Avenue to complete a proper watermain loop. This development is tributary to the proposed 400 mm diameter watermain on Regional Road 27 and contains an internal looped system.

The wastewater collection system preferred servicing alternative as detailed in AECOM's Master Plan conclusions/recommendations requires improvements/upgrade to the existing Nashville pumping station, a 300 mm diameter sanitary sewer be constructed along Regional Road 27 initiating at the existing Nashville pumping station site at the south-east corner of Nashville Road and Regional Road 27 and extending north to service the North Humber Extension lands, and a new pumping station, and associated sanitary forcemain works.

Accordingly, the servicing of the North Humber Extension lands is dependant on the expansion of the Kleinburg Water Pollution Control Plant, the extension of the Pressure District No. 6 lake based water system to the Kleinburg-Nashville area and local water/wastewater system

improvements, as well as, the recommendations/conclusions for the on-going Kleinburg-Nashville Servicing Strategy Master Plan.

The Owner shall contribute its proportionate share of financial contribution and/or front-end for the construction of the municipal services that require for the development of the North Humber Extension lands in accordance with the approved Master Plan.

ii) Storm Drainage

The site is currently used as estate residential properties and naturally drains westerly towards the Humber River.

According to the Functional Servicing Report (FSR), the existing drainage patterns within the developments will generally be maintained under a post-development condition. Rather than the use of stormwater management ponds, the FSR proposes the implementation of innovative solution and stormwater management techniques, Low Impact Development Guidelines (LID) to provide the water quantity and quality controls, and erosion controls, that includes roof leaders to be drained in rear yards and into rainwater barrels, and increased topsoil depth within the lot limits. Also, the FSR proposes LID techniques, such as infiltration trenches and swales, permeable pavement and stormwater tree clusters to be constructed within a proposed 19.0 m wide right-of-way.

The LID design concept is part of the study entitled Low Impact Development Evaluation, commissioned by Environmental Canada and supported by the Toronto and Region Conservation Authority (TRCA). The general approach of the study was to assemble an evaluation matrix to select the most appropriate LID practice that could be employed on the lands such that more sustainable community is established, and to demonstrate to the development community, as a whole that LID is an attainable method of urban growth with benefits to the entire community and the authorities having jurisdiction.

iii) Servicing Capacity Allocation

On May 20, 2008, the Region confirmed that water and sanitary servicing from the planned development under OPA #601 would be made available through the improvement/expansion of the existing Kleinburg Water Pollution Control Plant and planned watermain design works. The North Humber Extension (Future Residential 2B) lands were assigned a population of about 790 persons (214 units) under OPA #601. In accordance with the previously approved Official Plan Amendment #601 document (Table "A" - Kleinburg-Nashville Community Plan Population Estimates) Humber North Extension, west of Highway No. 27, is entitled to 60 units (220 persons equivalent). Accordingly, this limit of 60 residential units can proceed at this time. The remainder of the required residential units will be dealt with in the City's next yearly report update scheduled for May 2011. Therefore, prior to any draft plan approval within the North Humber Extension lands, the Owner shall provide a phasing plan for the City's review and approval, if required.

iv) Environmental Site Assessment

The correspondence dated December 2, 2010, from the Vaughan Development/Transportation Engineering Department confirms the ESA prepared by Try Environmental Services Inc. is acceptable.

v) Environmental Noise Impact

The preliminary *Noise Feasibility Study*, dated June 3, 2008 prepared by Howe Gastmeier Chapnik Engineering Ltd. for the North Humber Extension Residential Development recommends the construction of an approximate 3.9 m high acoustic barrier to reduce the noise level to 55 dBA in the outdoor living area for the lots abutting Regional Road 27. In keeping with past

practice in the Kleinburg-Nashville Community, Staff recommends that an earth berm be used as the acoustic barrier in this development area rather than the more traditional berm/fence combination. The design of the earth berm should have side slopes no steeper than 3:1 to permit ease of maintenance, and the berm width varies from 20 m to 24 m in-width to accommodate the berm height for noise attenuation measures on the subject development. The noise barrier could be located entirely or in part within the buffer block next to Regional Road 27 and be appropriately landscaped. The Owner will be required to submit a detailed noise report for review and approval by the City as part of the detailed design stage of the development.

vi) Road Network

The FSR proposes only one road access to Regional Road 27 and a 6 m wide clear emergency access for the entire North Humber Extension Development which satisfies the fire route requirement as consulted with the Vaughan Fire Department. Further, the *Transportation Management Plan*, dated October 25, 2010, prepared by consultant Sernas Transtech for the North Humber Extension Residential Development recommends no centre median requirement for the proposed intersection of Street "A" at Regional Road 27.

The roads within the North Humber Extension Development are proposed as a 19 m wide right-of-way cross section including ditch and infiltration swale to accommodate the proposed Low Impact Development (LID) stormwater management techniques.

vii) Street-lighting

The street-lighting design shall meet the City criteria within the North Humber Extension lands, including the street-lighting design at the intersection of proposed Street "A" and Regional Road 27, which shall meet the City and/or Region of York criteria.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including establishing the development limits and the ecological buffer widths, as well as, allowing portions of the natural feature (tableland woodlot) to be within the property lines of the proposed development lots for the Plans of Subdivision as shown on Attachments #4A, #4B and #4C. The TRCA is satisfied that the ecological concerns respecting the buffers to protect the natural features, modifications to the top-of-bank, and geotechnical concerns respecting the long-term slope stability have been addressed to proceed with the amendment to the Official Plan.

A restrictive covenant for the long-term protection of the natural feature (tableland woodlot) and restrictions on the use of the residential lands that are to be placed on Lots 9 and 10 in Plan of Subdivision 19T-03V02 (1321362 Ontario Inc.), shown on Attachment #4A, through the zoning by-law, as well as restoration and enhancement of the natural feature, shall be to the satisfaction of the City and TRCA. In several locations, the ecological buffer is less than 10 m in exchange for a greater buffer width and/or increased buffer area in another location to the satisfaction of the City and TRCA.

In addition, the TRCA has reviewed the proposed Low Impact Development measures for the subject lands, and the water management concerns such as stormwater quality, erosion control and water balance have been addressed to proceed with the proposal. The TRCA is satisfied that the conditions of draft approval for the related Plans of Subdivision, which include the submission of the detailed plans and reports, and the requirement for the buffer lands and natural features being zoned with the appropriate open space zone and restrictive covenants can address TRCA concerns.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Region of York has reviewed the application and has no objection to the proposal subject to the Region's pre-conditions and conditions of approval being addressed in the related Plans of Subdivision for the subject lands, and provides the following comments:

i) Water and Sanitary Servicing

This development will be serviced by municipal water supply and sanitary sewage treatment. However, there is currently no additional municipal water supply or wastewater treatment capacity available for this development. The Region is currently undertaking projects to increase the water supply and wastewater treatment capacity in the Kleinburg area. In order for developments in Kleinburg to use any of this future capacity, it is anticipated that all of the following Regional infrastructure will be required:

- a) Additional Water Supply Works in Kleinburg - Q1 2012 expected completion; and,
- b) Kleinburg Water Pollution Control Plant (WPCP) Expansion - Q3 2011 expected completion.

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only. Prior to the registration of the subdivisions or any phase thereof, the Region will confirm that the required infrastructure has been completed to a satisfactory point that ensures servicing will be online upon occupancy and that sufficient water and wastewater servicing capacity has been allocated by the City of Vaughan.

ii) Water Supply

The Environmental Assessment (EA) for increasing the Regional water servicing capacity in the Kleinburg-Nashville community was recently completed to service a planned community up to approximately 7,700 people including those hooked up to the current system. The preferred solution in the EA for water involves connecting to the York Water System. A Regional Official Plan Amendment was approved on November 9, 2007, to permit this connection. The City is currently undertaking its Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the community to determine how the development on the subject lands and other developments can access the expanded Regional water supply system.

iii) Wastewater Servicing

The Environmental Assessment (EA) for increasing the Regional wastewater servicing capacity in the Kleinburg-Nashville community was recently completed to service a planned community up to approximately 7,500 people, including those hooked up to the current system. The preferred solution in the EA for wastewater is an expanded treatment plant. The City is currently undertaking the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the community to determine how the proposed development and other developments can access the expanded sewage treatment plant. Approximately 220 persons were estimated in the Official Plan for the Humber North Extension Area. The subject lands are within the Humber North Extension Area. These 220 persons were accounted for within the recently approved EA for wastewater servicing. However, with the increased 169 persons proposed for the Humber North Extension Area, additional servicing capacity may be required. Although the subject lands may be serviced by the infrastructure

identified in the current EA, the City must allocate to it. If the City does not fully allocate to it, the development will have to be phased, based on a further expansion to the sewage treatment plant, a connection to the YDSS or another feasible alternative. This has been identified in the Region's 2009 Water and Wastewater Master Plan.

Conclusion

The Vaughan Development Planning Department has reviewed the Official Plan Amendment Application File OP.03.007 to facilitate the Draft Plans of Subdivision shown on Attachments #4A, #4B and #4C, proposing 113 residential units within the Humber North Expansion Area to accommodate detached dwelling units at a density of 7.55 units per hectare on 14.96 ha. The proposal will result in a future community with a population of 389 people which is 169 people higher than the estimated 220 people for the Humber North Extension Area on the west side of Regional Road 27. The increase in units is due to an increase in the developable lands when the valleyland and tableland development limits were established through the City and Toronto and Region Conservation Authority's review of the proposal.

The housing form proposed is in keeping with the existing housing to the south of the subject lands and in accordance with policy initiatives of the Province (PPS and Places to Grow), Region (Official Plan) and the City Official Plan for the efficient use of developable land, which provides sustainable community objectives that can be implemented through neighbourhood designs that provide bicycling and walking opportunities, and ensures neighbourhood connectivity to the broader community.

The policy in OPA #601 (Kleinburg-Nashville Community Plan), which requires that the housing and population growth, sanitary and water servicing, and road improvement requirements be addressed prior to permitting development on the subject lands designated "Future Residential - Humber North Extension", have been addressed as discussed in this report. The subject lands are to be developed through Plans of Subdivision, which will proceed through separate reports to a future Committee of the Whole meeting. The proposal will result in development that is 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 recommendations in this report.

Attachments

1. Context Location Map
2. Location Map
3. Consolidated Plan
- 4A. Proposed Plan of Subdivision 19T-03V02 Proposed Land Use Designation
- 4B. Proposed Plan of Subdivision 19T-08V04 Proposed Land Use Designation
- 4C. Proposed Plan of Subdivision 19T-08V05 Proposed Land Use Designation
5. Kleinburg/Nashville Community Plan (OPA 601) - Land Use Schedule
6. Concept Plans
7. Principles of Development (2005)
8. Cross Section of Earth Berm/Buffer

Report prepared by:

Judy Jeffers, Planner, ext. 8645

Carmela Marrelli, Senior Planner, ext. 8791

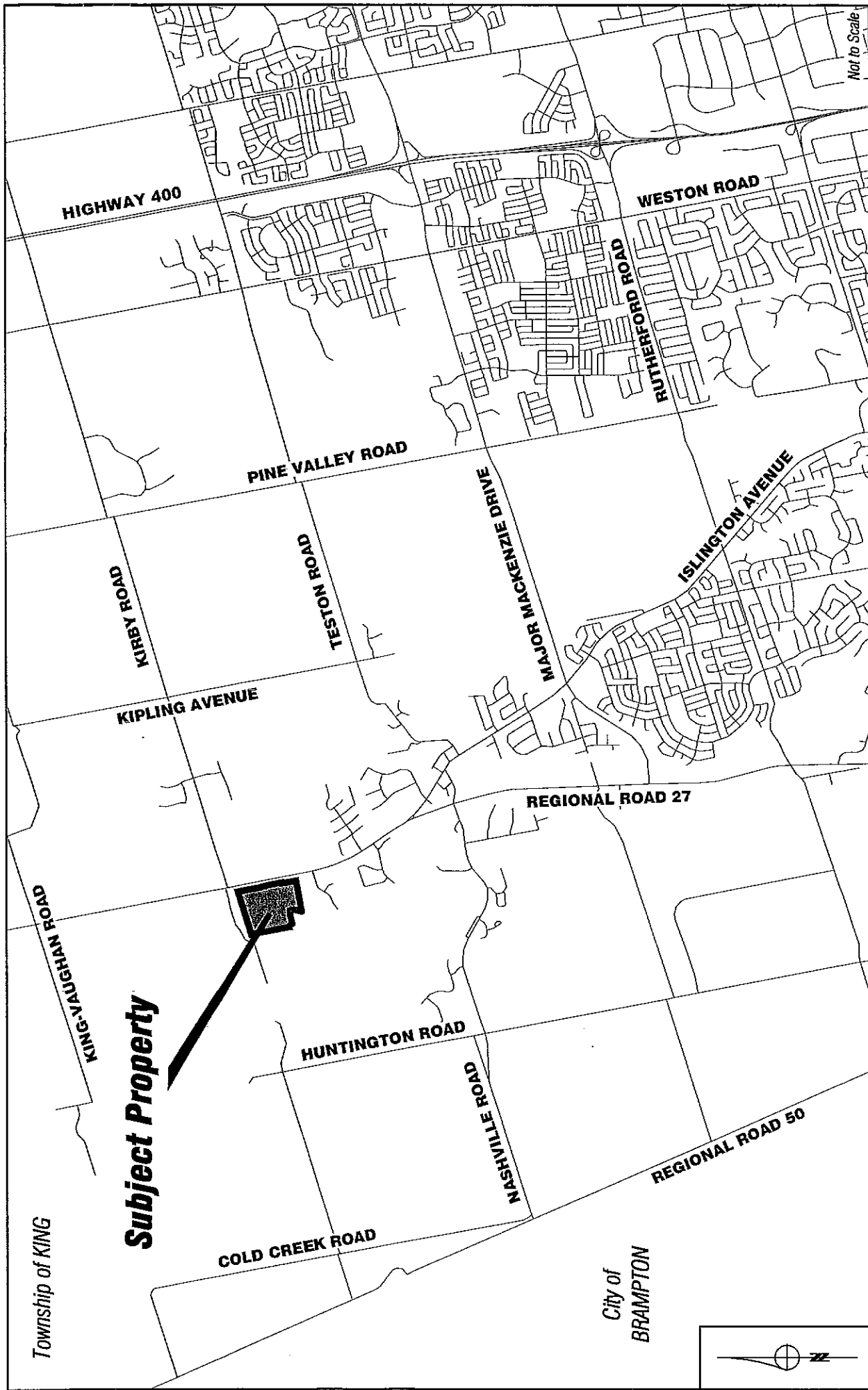
Mauro Peverini, Manager of Development Planning, ext. 8407

Respectfully submitted,

JOHN ZIPAY
Acting Commissioner of Planning

GRANT UYHEYAMA
Director of Development Planning

/CM



Attachment 1

FILE: OP-03.007
 DATE: March 03, 2011

RELATED FILES:
 Z.03.008 / 191-03/02
 Z.08.035 / 191-08/04
 Z.08.036 / 191-08/05



Development Planning Department

Context Location Map

LOCATION:
 Part of Lots 29 & 30, Concessions 9

APPLICANT:
 1321362 Ontario Inc. & Others



Attachment 2

RELATED FILES:
 Z.03.008 / 19T-03V02
 Z.08.035 / 19T-08V04
 Z.08.036 / 19T-08V05

FILE: OP-03.007
 DATE: March 03, 2011

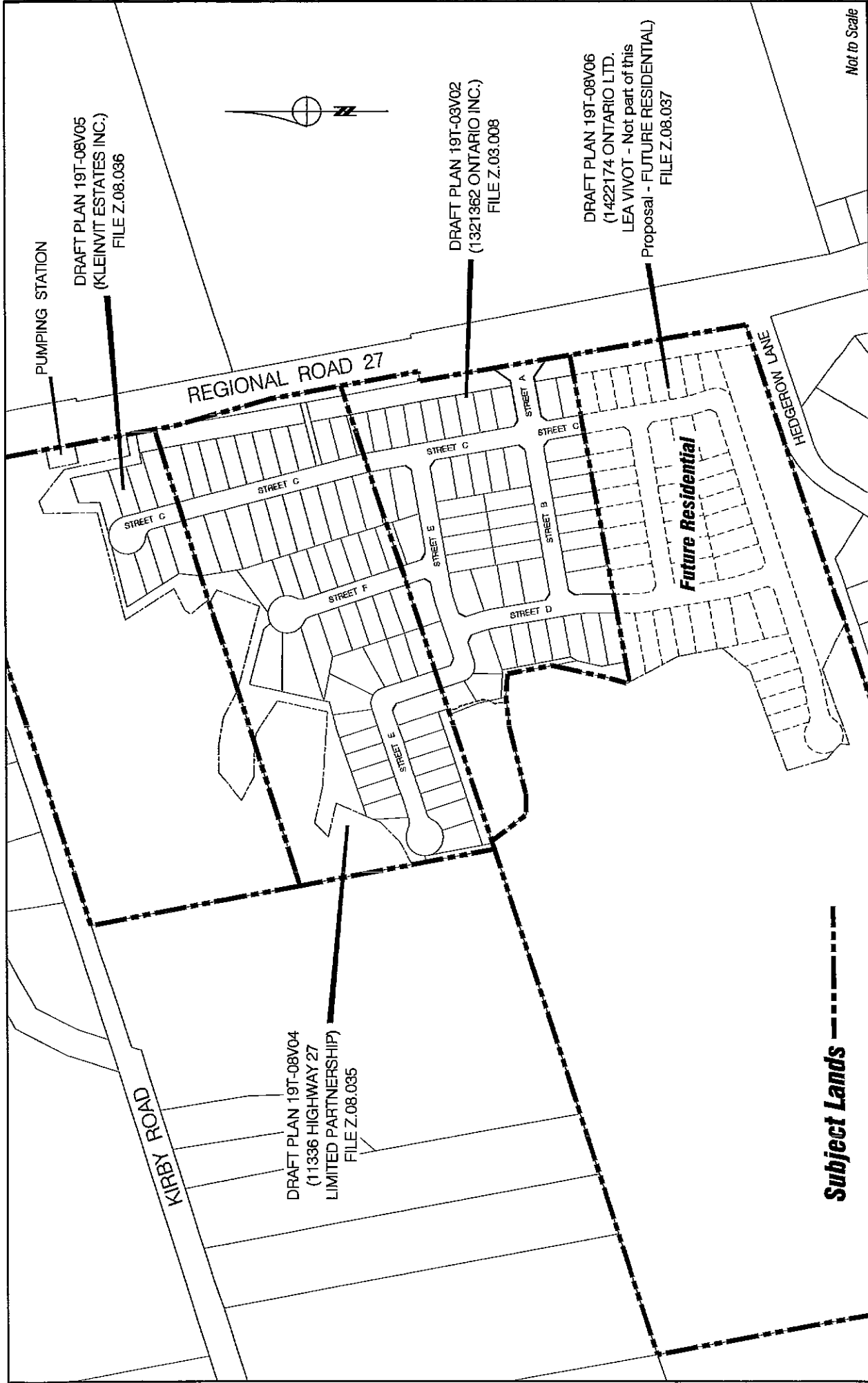


Location Map

LOCATION:
 Part of Lots 29 & 30, Concessions 9

APPLICANT:
 1321362 Ontario Inc. & Others

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Attachment

3

FILE: OP.03.007
DATE: March 03, 2011

RELATED FILES:
Z.03.008 / 19T-03V02
Z.08.035 / 19T-08V04
Z.08.036 / 19T-08V05



Subject Lands - - - - -

Consolidated Plan

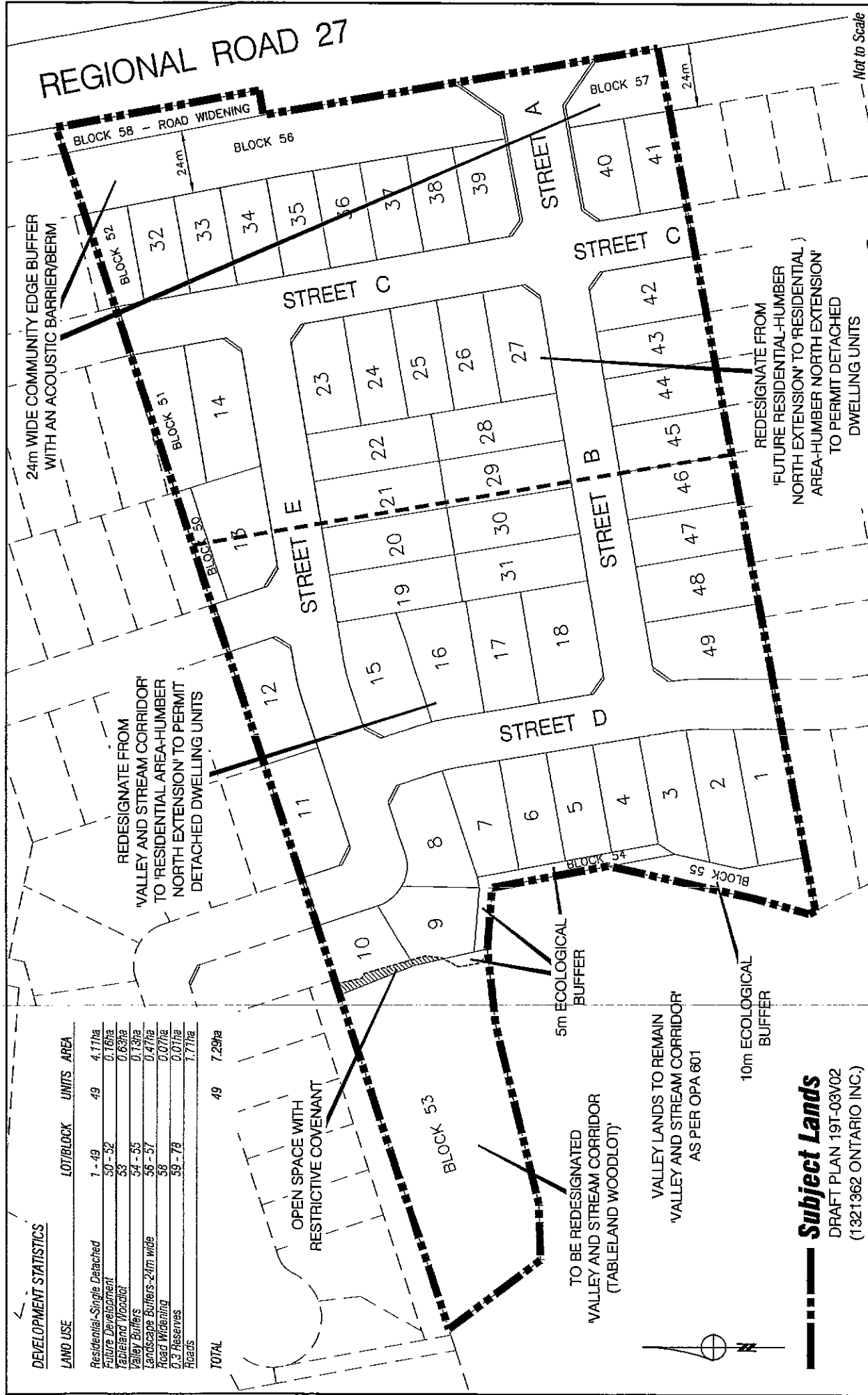
LOCATION:
Part of Lots 29 & 30, Concessions 9

APPLICANT:
1321362 Ontario Inc. & Others

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DEVELOPMENT STATISTICS

LAND USE	LOT/BLOCK	UNITS	AREA
Residential- Single Detached	1 - 49	49	4.11ha
Future Development	50 - 52		0.16ha
Tableland Woodlot	53		0.63ha
Valley Buffers	54 - 55		0.73ha
Landscape Buffers-24m wide	56 - 57		0.47ha
Road Widening	58		0.07ha
O.3 Reserves	59 - 78		0.01ha
Roads			1.77ha
TOTAL		49	7.29ha



Subject Lands
 DRAFT PLAN 19T-03V02
 (1321362 ONTARIO INC.)

**Proposed Plan of Subdivision
 19T-03V02 & Land Use Designation**

APPLICANT: 1321362 Ontario Inc. & Others
 LOCATION: Part of Lots 29 & 30, Concession 9



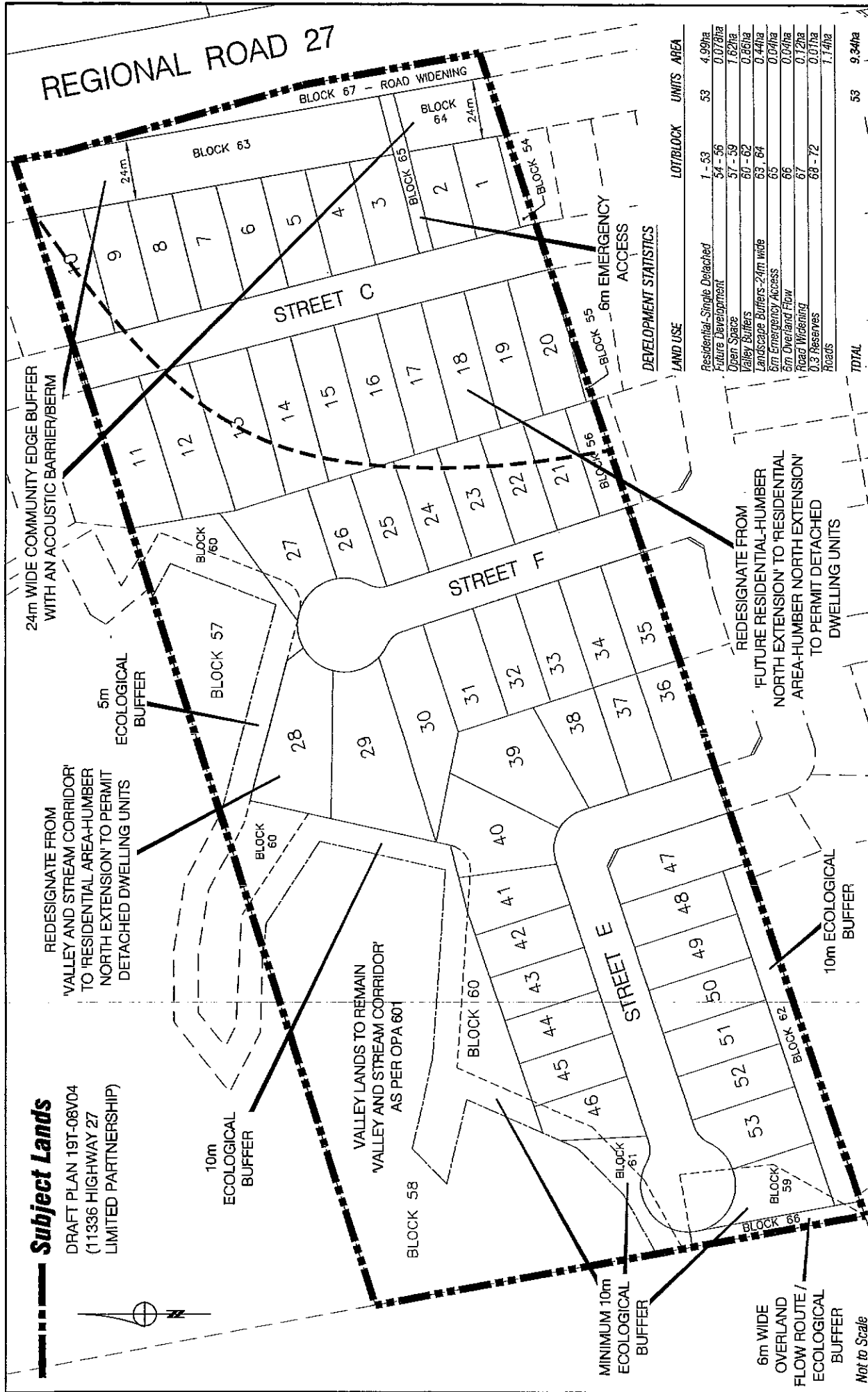
**Attachment
 4a**

RELATED FILES:
 Z.03.008 / 19T-03V02
 Z.08.035 / 19T-08V04
 Z.08.036 / 19T-08V05

FILE: OP.03.007
 DATE: March 03, 2011

Subject Lands

DRAFT PLAN 19T-08V04
(11336 HIGHWAY 27
LIMITED PARTNERSHIP)



DEVELOPMENT STATISTICS

LAND USE	LOT/BLOCK	UNITS	AREA
Residential Single Detached	1 - 53	53	4.99ha
Future Development	54 - 56		0.07ha
Open Space	57 - 59		7.82ha
Valley Buffers	60 - 62		0.86ha
Landscape Buffers-24m wide	63, 64		0.44ha
6m Emergency Access	65		0.04ha
6m Overland Flow	66		0.04ha
Road Widening	67		0.12ha
0.3 Reserves	68 - 72		0.07ha
Roads			1.14ha
TOTAL		53	9.34ha

Attachment
4b

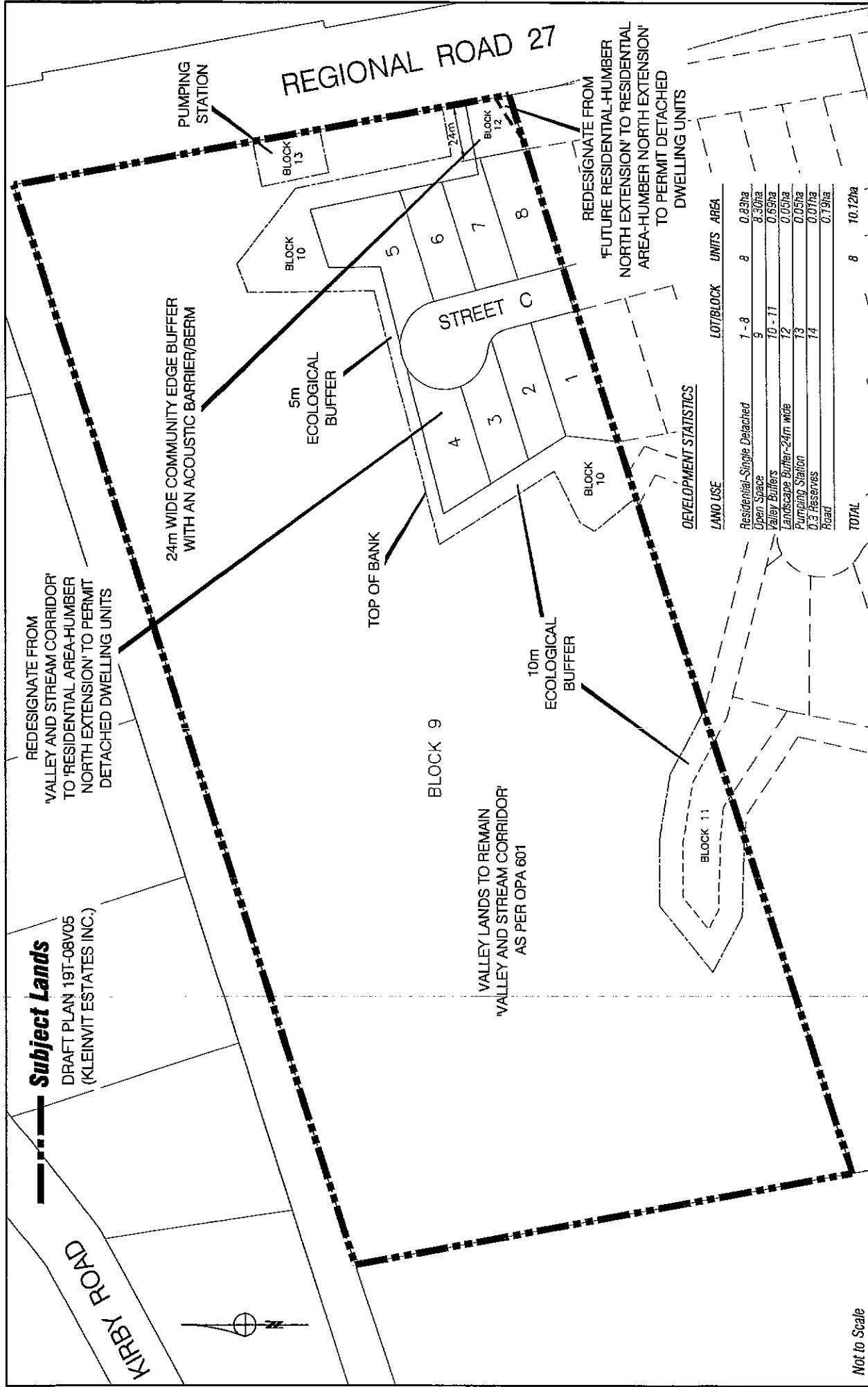
FILE: OP.03.007
DATE: March 03, 2011

RELATED FILES:
Z.03.008 / 19T-03V02
Z.08.035 / 19T-08V04
Z.08.036 / 19T-08V05



Proposed Plan of Subdivision
19T-08V04 & Land Use Designation

APPLICANT: 1321362 Ontario Inc. & Others
LOCATION: Part of Lots 29 & 30, Concession 9



Attachment 4C

FILE: OP.03.007
 DATE: March 03, 2011
 RELATED FILES:
 Z.03.008 / 19T-03V02
 Z.08.035 / 19T-08V04
 Z.08.036 / 19T-08V05



Proposed Plan of Subdivision 19T-08V05 & Land Use Designation

APPLICANT: 1321362 Ontario Inc. & Others
 LOCATION: Part of Lots 29 & 30, Concession 9

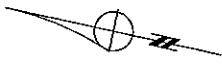
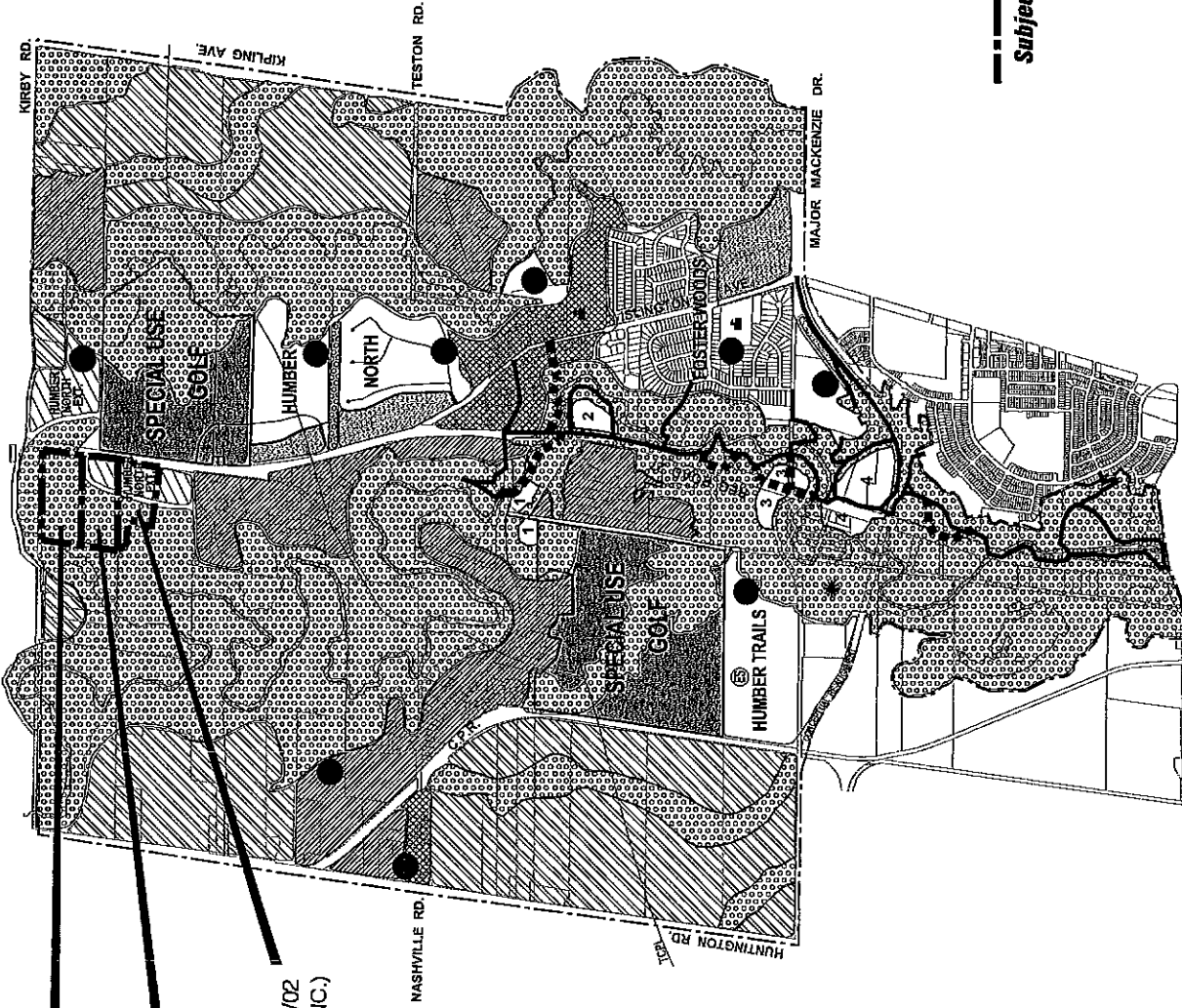
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DRAFT PLAN 19T-08V05
(KLEINWIT ESTATES INC.)
FILE Z.08.036

DRAFT PLAN 19T-08V04
(11336 HIGHWAY 27
LIMITED PARTNERSHIP)
FILE Z.08.035

DRAFT PLAN 19T-03V02
(1321362 ONTARIO INC.)
FILE Z.03.008

- 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 POLICY AREAS 1 TO 4



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Subject Lands

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

APPLICANT: 1321362 Ontario Inc. & Others
LDCATION: Part of Lots 29 & 30, Concession 9



Development Planning Department

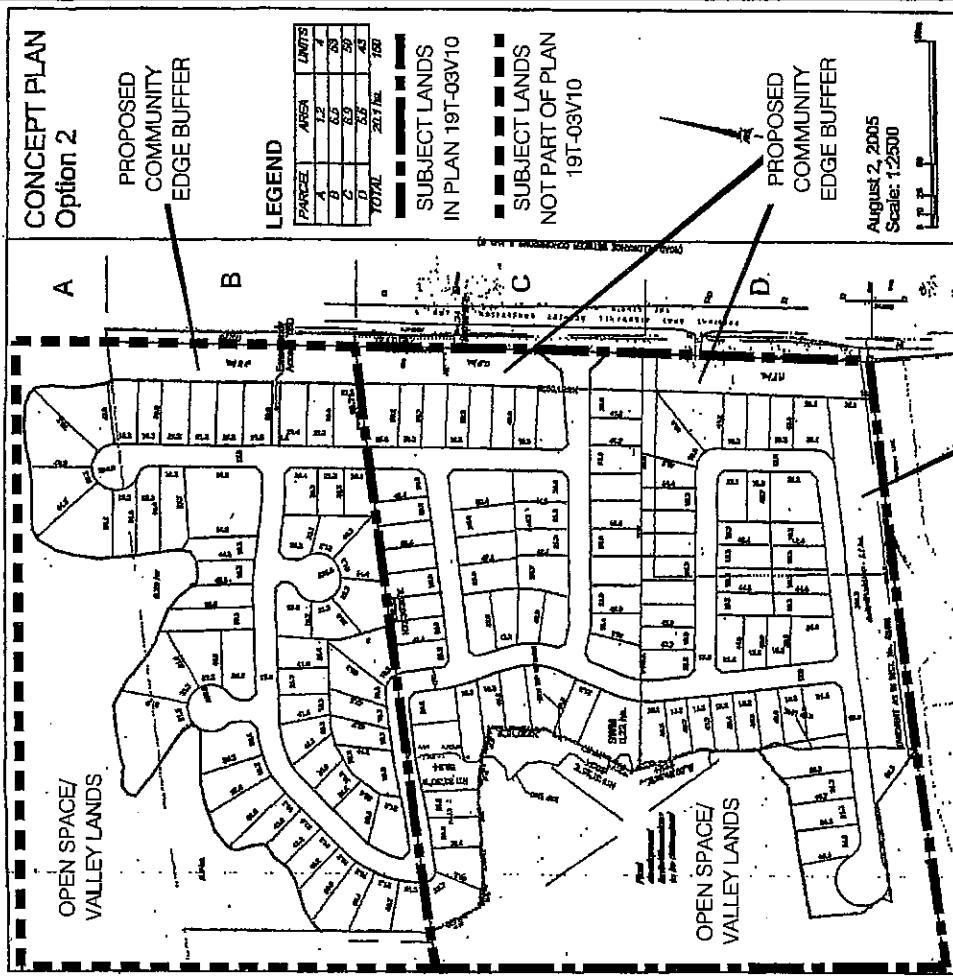
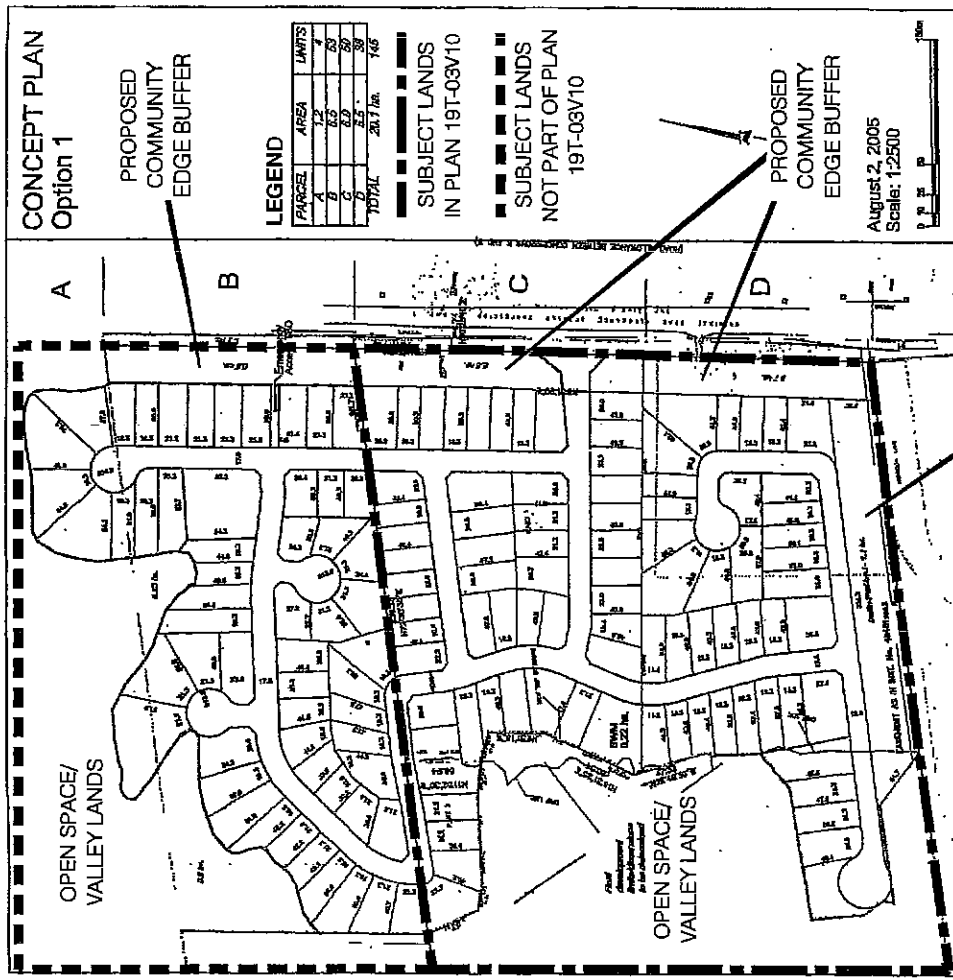
RELATED FILES:
Z.03.008 / 19T-03V02
Z.08.035 / 19T-08V04
Z.08.036 / 19T-08V05

Attachment

FILE:
0P-03.007

DATE:
March 03, 2011

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Concept Plans

LOCATION:
Part of Lots 29 & 30, Concessions 9

APPLICANT:
1321362 Ontario Inc. & Others

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Development Planning Department

RELATED FILES:
Z.03.008 / 19T-03V02
Z.08.035 / 19T-08V04
Z.08.036 / 19T-08V05

Attachment

FILE:
OP.03.007

DATE:
March 03, 2011

6

Principles of Development Concepts (Options 1 and 2) as discussed with KARA and Hedgerow Lane Ratepayers Representative

1. One main access from HWY 27 supplemented by one emergency access also from HWY 27. Final location of these access points shall be determined with the Region of York as required.
2. Buffer/Parkland area to be calculated based on 5% of the net developable area of the final limits of development to be determined through the land use planning process.
3. Buffer/parkland area to be linear in fashion and located at the south end of the plan area, directly north of the Hedgerow Lane subdivision. This area is to be passive in nature and require no maintenance upon construction. (Status of 6.1m easement in favour of Bell Telephone Company registered as instrument number 42481 in 1959 to be determined).
4. The buffer/parkland block, shall have frontage on a single loaded road. Such road shall have a maximum right-of-way width of 15m.
5. Easterly boundary (along HWY 27) to contain a buffer strip 30m in width. It is recognized that this area is largely occupied by a berm of varied heights. This berm is stable and shall be maintained. Additional height and landscaping of the berm in various locations will be evaluated/determined at the draft plan of subdivision stage. The final berm is to be natural, with no maintenance requirements.
6. The westerly limit of development is conceptual in nature. Final limits of development will be determined at the draft plan of subdivision stage with the appropriate commenting and review agencies.
7. Stormwater management block shown on the plan is conceptual in natural. Final location, limits and area shall be determined at the draft plan of subdivision stage.
8. Average lot size will be approximately 10,000 square feet.
9. Final unit count for properties will be subject to detailed application submissions and approvals.

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Principles of Development (2005)

APPLICANT: 1321362 Ontario Inc. & Others
LOCATION: Part of Lots 29 & 30, Concession 9



Development Planning Department

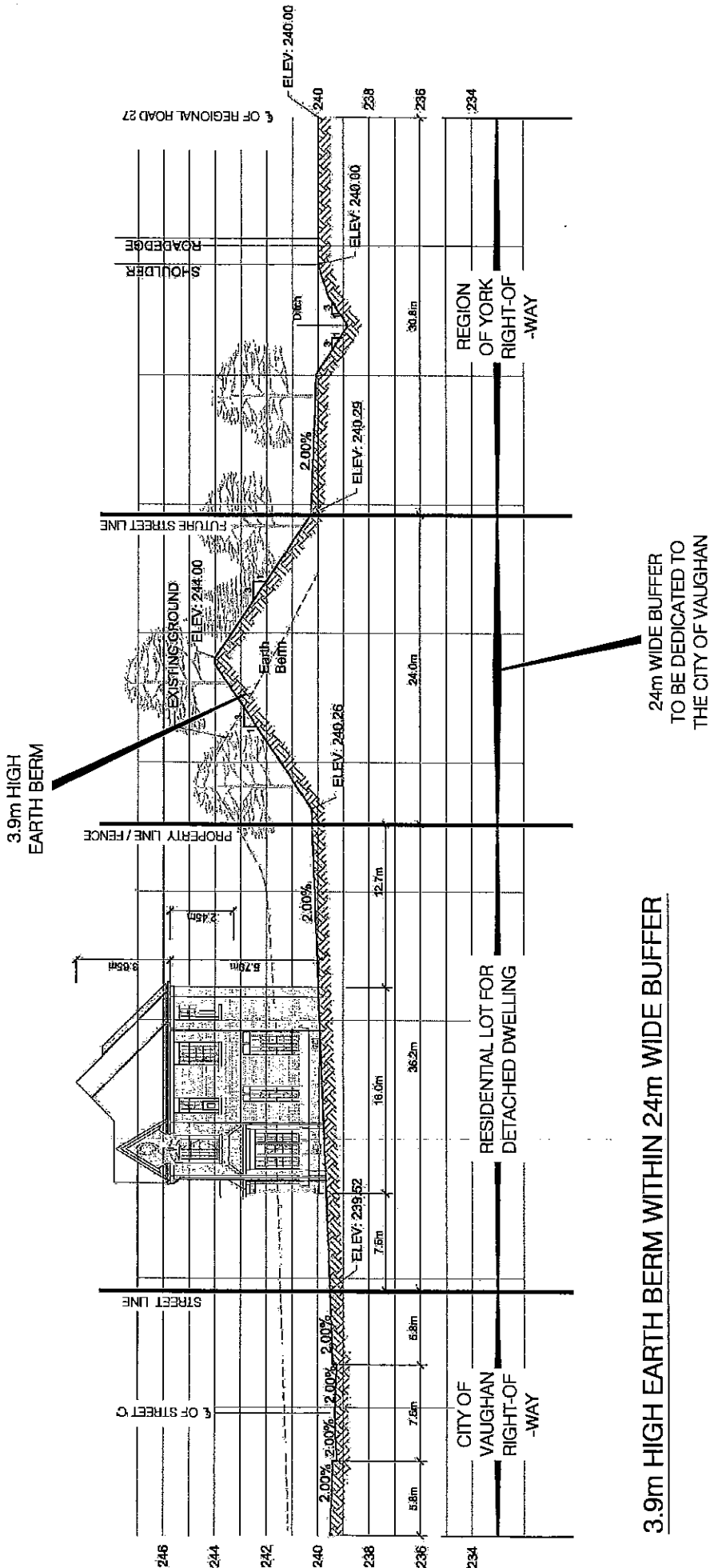
RELATED FILES:
Z.03.008 / 19T-03V02
Z.08.035 / 19T-08V04
Z.08.086 / 19T-08V05

Attachment

FILE:
OP.03.007

DATE:
March 03, 2011

7



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3.9m HIGH EARTH BERM WITHIN 24m WIDE BUFFER

24m WIDE BUFFER TO BE DEDICATED TO THE CITY OF VAUGHAN

Cross Section of Earth Berm / Buffer

APPLICANT: Ontario Inc. & Others
 LOCATION: Part of Lots 29 & 30, Concession 9



Development Planning Department

Attachment 8

RELATED FILES:
 Z.03.008 / 19T-03Y02
 Z.08.035 / 19T-08Y04
 Z.08.036 / 19T-08Y05

FILE: 0P.03.007
 DATE: March 03, 2011