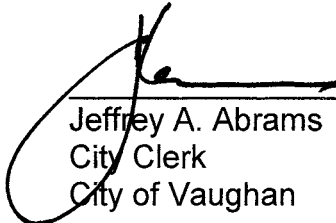


I, JEFFREY A. ABRAMS, City Clerk of the Corporation of the City of Vaughan, in the Regional Municipality of York, do hereby certify that attached is a true copy of Amendment Number 686 to the Official Plan of the Vaughan Planning Area, which was approved by the Regional Municipality of York, with modifications, (in *italics*) on the 3rd day of September, 2008.



Jeffrey A. Abrams  
City Clerk  
City of Vaughan

DATED at the City of Vaughan  
this 17th day of September, 2008.

**Certificate of Approval**

**AMENDMENT No. 686**

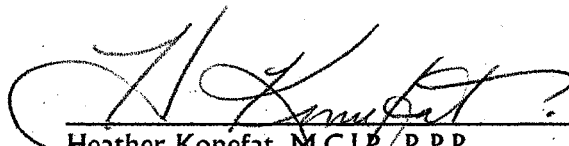
**TO THE**

**OFFICIAL PLAN FOR THE**

**CITY OF VAUGHAN PLANNING AREA**

This official plan document which was adopted by the Council of the City of Vaughan is approved, subject to the attached Schedule of Modifications, pursuant to Sections 17 and 21 of the Planning Act and came into force on September 3, 2008.

Date: September 3, 2008



Heather Konefat, M.C.I.P., R.P.P.  
Director of Community Planning  
The Regional Municipality of York

## Schedule A

### Modifications to OPA 686

Part IV – Details of the Amendment and Policies Relative Thereto of OPA 686 shall be modified as follows:

1. Add the following to the end of Section 1, Part IV:

“Notwithstanding, Schedule ‘1’, ‘3’, and Appendix II, which show a conceptual Major Mackenzie Drive Realignment, the final route will be determined through approval of an Environmental Assessment.”

2. Delete and replace Section 6, Part IV with the following:

“The location of land uses, and configuration of streets, lots and/or blocks, and stormwater management facilities, etc., for the lands identified as “Humber Trails-Central” within the Humber Trails Neighbourhood on Schedule “A”, shall be subject to any modifications required to accommodate the potential realignment of Major Mackenzie Drive, including the CP Railway overpass crossing.

Draft Plan of Subdivision approval shall respond to the Environmental Assessment approval process. The lands are subject to the Highway 427 Extension Individual Environmental Assessment, Vaughan West Individual Environmental Assessment, and potentially other similar Class Environmental Assessment for the realignment and widening of Major Mackenzie Drive. If proven necessary by the Environmental Assessment process, the owner of the lands within the Plan shall make suitable arrangements to dedicate and/or convey, subject to consideration as appropriate, the lands required to accommodate the Major Mackenzie Drive realignment as a condition of draft approval.

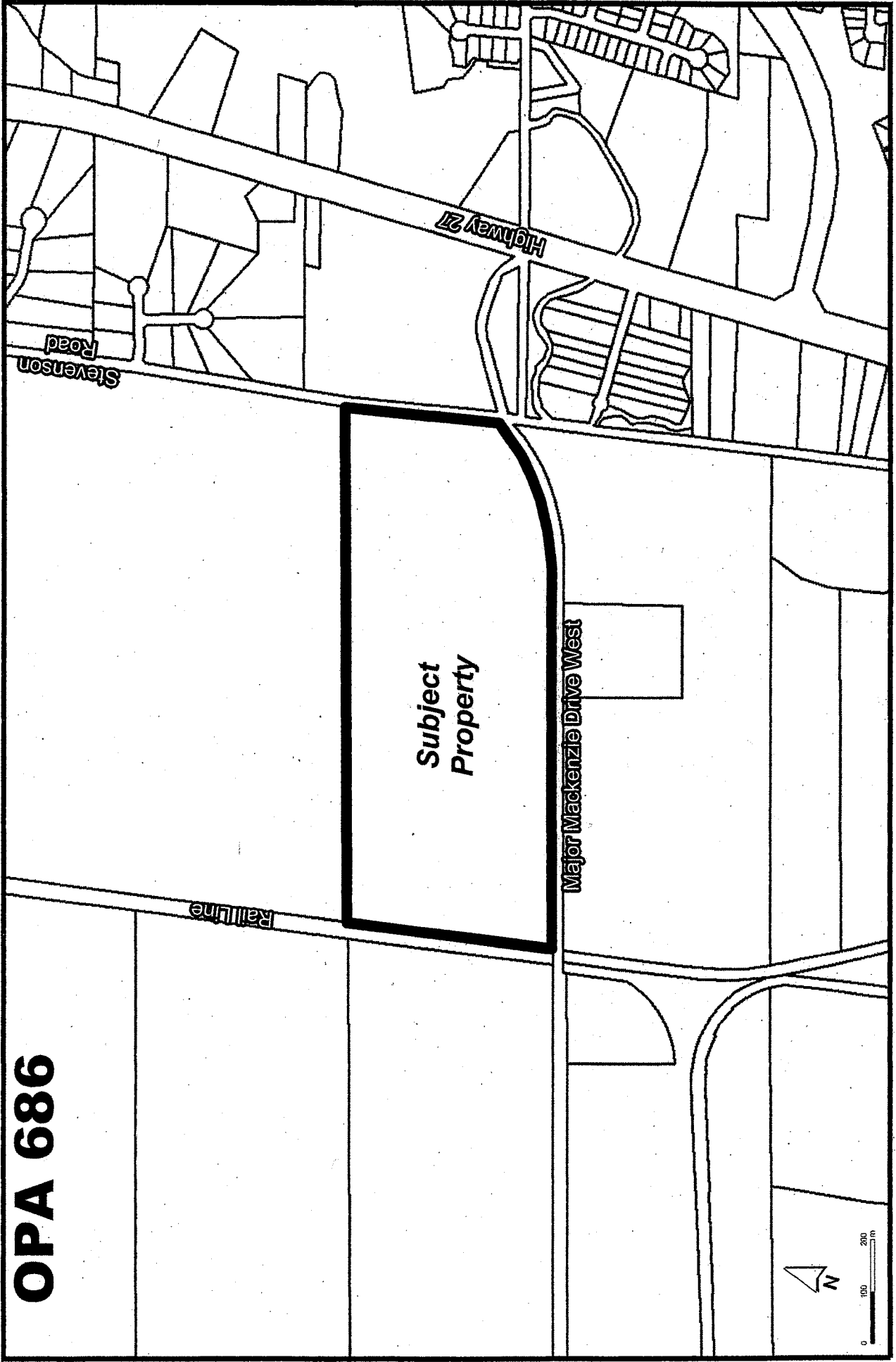
Where the alignment of Major Mackenzie Drive has not been finalized, the owner shall as a condition of Draft Plan approval, enter into agreement to restrict the pre-sale of lots and/or blocks in the development, and the lands shall be zoned with a Holding Symbol.”

3. Add the following to the end of Section 7, Part IV:

“Sustainable community objectives shall be implemented through neighbourhood designs that: support cycling and walking; ensure neighbourhood connectivity to the broader community; transit opportunities; water/energy efficiencies, and energy alternatives; and “green” building design and site development.

To encourage a central focus for the community and services within walking distance, development may include additional land uses providing amenities for the residents, including local neighbourhood commercial (maximum land area of 0.5 ha), and supportive small scale institutional, without further Amendment to this Plan.

Through an Environmental Assessment process, a future GO Station may be established in the vicinity of the intersection of Major Mackenzie Drive and the CP Railway. An Urban Design Plan may be prepared for the lands in proximity to a future GO Station, which demonstrates compatibility with the surrounding community, and achieves the sustainability community objectives with an overall design and density supportive of a future GO Station.”



**OPA 686**

**Subject  
Property**

Highway 27

Stevenson  
Road

Major Mackenzie Drive West

RailLine



# *THE CITY OF VAUGHAN*

# *BY-LAW*

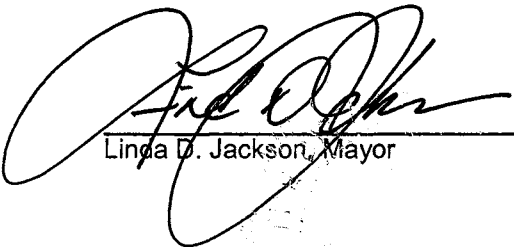
## BY-LAW NUMBER 112-2008

**A By-law to adopt Amendment Number 686 to the Official Plan of the Vaughan Planning Area.**

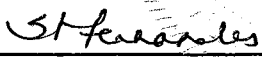
NOW THEREFORE the Council of the Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 686 to the Official Plan of the Vaughan Planning Area, consisting of the attached text and Schedule(s) "1", "2", "3" and "4" is hereby adopted.
2. AND THAT the City Clerk is hereby authorized and directed to make application to the Regional Municipality of York for approval of the aforementioned Amendment Number to the Official Plan of the Vaughan Planning Area.
3. AND THAT this By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST, SECOND and THIRD time and finally passed this 12<sup>th</sup> day of May, 2008.



Linda D. Jackson, Mayor



Sybil Fernandes, Deputy City Clerk

**AMENDMENT NUMBER 686**

**TO THE OFFICIAL PLAN**

**OF THE VAUGHAN PLANNING AREA**

The following text to Amendment Number 686 and Schedules "1", "2", "3" and "4" of the Official Plan of the Vaughan Planning Area constitute Amendment Number 686.

Also attached hereto, but not constituting part of the Amendment, are Appendices "I" and "II".

## I PURPOSE

The purpose of this Amendment is to amend the provisions of the Official Plan of the City of Vaughan Planning Area respecting Official Plan Amendment (OPA) #601, the Kleinburg-Nashville Community Plan, as amended, to facilitate a proposed residential development on the Subject Lands.

The subject Amendment will facilitate the following with respect to the lands shown as "Area Subject to Amendment No. 686" on Schedule "1" attached hereto:

- increase the permitted residential density from 7.5 units per net residential hectare to a maximum of 11.2 units per net residential hectare and a maximum of 312 detached dwelling units for lands within the "Serviced Residential-Humber Trails" designation;
- amend "Table A - Kleinburg-Nashville Community Plan Population Estimates" as shown on Schedule "4" attached hereto by:
  - i) increasing the population for the Fully Serviced-Residential Phase 2A from "750" people for "Humber Trails-North side of Major Mackenzie" to "1,155" people for "Humber Trails-Central" for the lands identified as "Humber Trails-Central" as shown on Schedule "A" attached hereto as Schedule "2"; and,
  - ii) increasing the Fully Serviced Population Estimate for Residential Phase 2A from a total of "1,075" people to "1,480" people, resulting from an increase of 405 people to "Humber Trails-Central" within the Humber Trails Neighbourhood;
- require that the ultimate limits of the development respecting the valleylands and woodlots for the Subject Lands be established and refined through the finalization of the supporting Zoning By-law Amendment Application (File Z.05.057) and Draft Plan of Subdivision Application (File 19T-05V10) process to the satisfaction of the City and the Toronto and Region Conservation Authority;
- include the provisions that the location of land uses, and configuration of streets, lots and/or blocks, and stormwater management facilities, etc., shall be subject to any modifications required to accommodate the potential realignment of Major Mackenzie Drive, including the CP Railway overpass crossing, and that pre-sales of any lots and/or blocks in the development shall not be permitted prior to the determination of the final realignment of Major Mackenzie Drive; and,



- incorporate policies requiring the Subject Lands to coordinate with the lands to the north identified as “Humber Trails-North” on Schedule “3” attached hereto, in order to establish an integrated neighbourhood design that addresses transportation, transit, land use and sustainable development community features.

## II LOCATION

The lands subject to this Amendment, hereinafter referred to as the “Subject Lands”, comprise approximately 39.33 ha, are shown on Schedules “1”, “2”, and “3” attached hereto as “Area Subject to Amendment No. 686”. The Subject Lands are located on the north side of Major Mackenzie Drive and west of Regional Road #27, being in Part of Lot 21, Concession 9, City of Vaughan.

## III BASIS

The decision to amend the Official Plan is based on the following considerations:

1. The Subject Lands are designated “Serviced Residential-Humber Trails”, “Elementary School”, “Neighbourhood Park” and “Valley and Stream Corridor” by OPA #601 (Kleinburg-Nashville Community Plan) as shown on Schedule “2” attached hereto. An amendment to the Official Plan is required to:
  - i) increase the permitted residential density for the Subject Lands from 7.5 units per net residential hectare to a maximum of 11.2 units per net residential hectare and not to exceed 312 detached dwelling units within the “Serviced Residential-Humber Trails” designation;
  - ii) amend the population figures of OPA #601 to reflect the increased population that would result from this amendment to the Official Plan;
  - iii) include a policy to require that the ultimate limits of the development respecting the valleylands and woodlots for the Subject Lands be established and refined through the finalization of the related Zoning By-law Amendment Application (File Z.05.057) and Draft Plan of Subdivision Application (File 19T-05V10) process to the satisfaction of the City and the Toronto and Region Conservation Authority;
  - iv) include a policy to specify that the configuration and location of land uses, such as the streets, lots and/or blocks, stormwater management facilities, pedestrian connections, etc.,

for the development is subject to any modifications required to accommodate the potential realignment of Major Mackenzie Drive, including the CP Railway overpass crossing, for the Subject Lands, and that pre-sales of lots and or blocks in the development shall not be permitted prior to the determination of the final realignment of Major Mackenzie Drive; and,

- v) include a policy to require the Subject Lands to coordinate development with the lands located to the north, identified as "Humber Trails-North" on Schedule "3" attached hereto, in order to establish an integrated neighbourhood design that addresses transportation, transit, land use and sustainable development community features.

- 2. 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 Subject Lands require an amendment to the maximum density provision in the Official Plan to increase the maximum density to 11.2 units per net residential hectare within the "Serviced Residential-Humber Trails" designation. The increase in density within the "Serviced Residential-Humber Trails" designation is defined as intensification in the *Provincial Policy Statement (PPS)* as the Subject Lands are providing a development at a greater density than that which is permitted by the Official Plan. Settlement Areas Policy 1.1.3 of the *PPS* supports the intensification and redevelopment of land in the Settlement (Urban) Area, specifically Policies:

"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."

The increase in residential density for the Subject Lands is also supported by the Province's *Places to Grow-Growth Plan*. *Places to Grow-Growth Plan* 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-Growth Plan* 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 site;
- 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."

The increase in the permitted residential density on the Subject Lands from 7.5 units per net residential hectare within the "Serviced Residential-Humber Trails" designated lands to a maximum permitted density of 11.2 units per net residential hectare for the Subject Lands, allows up to a maximum of 312 detached dwelling units. The increased density represents intensification in accordance with the *PPS's* and *Places To Grow-Growth Plan's* intensification policies.

3. The Subject Lands 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, the "Community Building" Section 5.2 of the Regional Official Plan acknowledges that the Region's Official Plan requires updating to incorporate the urban areas of the local municipalities into the Regional Official Plan's designated "Urban Areas", and therefore, an amendment to the Regional Official Plan is not required. 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 location of the Subject Lands provides the opportunity to implement the Region's sustainable community objectives. The location of the Subject Lands adjacent to Major Mackenzie Drive, the railway and valleylands 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 supporting Zoning By-law Amendment and Draft Plan of Subdivision Applications. Policies will be included in the Official Plan Amendment to address sustainability objectives.

4. The Official Plan requires development within the "Serviced Residential-Humber Trails" designation to be on full municipal water supply and sanitary services. 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 in the Kleinburg-Nashville Community, including the Subject Lands, in keeping with the with infrastructure policies of the *PPS* and *Places To Grow-Growth Plan*.
  
5. 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. The Ministry of Transportation has advised that the Subject Lands 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 (File 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. Policies will be included in this Official Plan Amendment to address this requirement.

6. 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), is in process. Should the EA Study conclude that the provision of water and sewer services, and the allocation and the phasing of water supply and sanitary sewer capacity is not available for any portion of the lots and/or blocks for the Subject Lands, and should the Region and/or City require that the Subject Lands be phased due to servicing constraints, the Subject Lands will be zoned with the Holding Symbol "(H)". Prior to the Holding Symbol "(H)" being removed from any lot and/or block, water supply and sewage servicing capacity shall have been identified and allocated by the City
  
7. A *Planning Justification Report - Lake Rivers Inc.*, dated March 26, 2008 was submitted in support of the development of the Subject Lands. The Report concluded that the proposed development represents good planning since the development is:
  - i) consistent with the policies of the *Provincial Policy Statement*;
  - ii) conforms with the Region of York Official Plan; and,
  - iii) maintains the intent of the policies of OPA #601.
  
8. A comprehensive review of the related Zoning By-law Amendment (File Z.05.057) and Draft Plan of Subdivision Applications (File 19T-05V10) will be undertaken to address 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.
  
9. The statutory Public Hearing was held on February 6, 2006. The recommendation of the Committee of the Whole to receive the Public Hearing report on 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. On April 14, 2008, Council ratified the April 7, 2008 Committee of the Whole recommendation, to approve proposal for Official Plan Amendment File OP.05.026 (Lake Rivers Inc.).

10. The Regional Municipality of York is required to approve this Amendment to the Official Plan. The Region of York has reviewed the proposal, in conjunction with the applications to amend the Zoning By-law and for Draft Plan of Subdivision approval. All requirements of the Region shall be satisfied.

#### IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

Official Plan Amendment #601 of the Kleinburg-Nashville Community Area, as amended, is hereby further amended by:

1. Deleting Schedule "A" to OPA #601, as amended, and substituting therefore Schedule "A" attached hereto as Schedule "2", thereby adding the name, "Humber Trails-Central" on Schedule "A" to identify the Subject Lands shown as "Area Subject to Amendment No. 686" on Schedule "1" attached hereto as being designated, "Serviced Residential - Humber Trails-Central" and identifying the "Humber Trails-South" lands within the Humber Trails Neighbourhood.

*Notwithstanding, Schedule "1", "3", and Appendix II, which show a conceptual Major Mackenzie Drive Realignment, the final route will be determined through approval of an Environmental Assessment.*

2. Deleting "Table A - Kleinburg-Nashville Community Plan Population Estimates" to OPA #601, as amended, and substituting therefore "Table A - Kleinburg-Nashville Community Plan Population Estimates" attached hereto as Schedule "4" to indicate the following:

- 2.1 Deleting the reference to "Humber Trails-North side of Major Mackenzie" and substituting therefore the wording "Humber Trails-Central" and "Humber Trails-South";

- 2.2 Indicating that the population estimate for the Humber Trails Neighbourhood does not include the lands between the current alignment of Major Mackenzie Drive and the conceptual Major Mackenzie Drive realignment identified as "Humber Trails-South" as shown on Schedule "A" attached hereto as Schedule "2"; and,

- 2.3 Amending "Table A - Kleinburg-Nashville Community Plan Population Estimates" as shown on Schedule "4" attached hereto by:

- i) increasing the population for the Fully Serviced-Residential Phase 2A from "750" people for "Humber Trails-North side of Major Mackenzie" to "1,155" people for "Humber Trails-Central" for the lands identified as "Humber Trails-Central" as shown on Schedule "A" attached hereto as Schedule "2"; and

- ii) increasing the Fully Serviced Population Estimate for Residential Phase 2A from a total of “1,075” people to “1,480” people, resulting from an increase of 405 people to “Humber Trails-Central”.

- 3. Deleting paragraph 1) of Sub-section 4.1.2, Community Planning Policies, and substituting therefore the following paragraph:

“1) The planned population of the community shall be approximately 7,205 people.”

- 4. Adding the following to the end of Sub-section 4.3.2.2, paragraph 2), Residential Area and Future Residential Areas:

“2.2 Notwithstanding Paragraph 2) above, the permitted residential density for the lands within the “Serviced Residential-Humber Trails designation on Schedule “A” shall not exceed a maximum of 11.2 units per net residential hectare and a maximum of 312 detached residential dwelling units for lands identified as “Humber Trails-Central” within the Humber Trails Neighbourhood.”

- 5. Deleting the first sentence in the first paragraph in Sub-section 4.5.2.2, Serviced Residential Area-Phase 2A Humber Trails Neighbourhood, and substituting therefore the following sentence:

“Phase 2A includes the lands identified as the Humber Trails Neighbourhood and includes “Humber Trails-Central” and “Humber Trails-South” as shown on Schedule “A”.”

- 6. Adding the following to Sub-section 4.5.2.2, Serviced Residential Area-Phase 2A Humber Trails Neighbourhood after the second sentence, “The final alignment of this road has not been established.”, in the second paragraph:

*“The location of land uses, and configuration of streets, lots and/or blocks, and stormwater management facilities, etc., for the lands identified as “Humber Trails-Central” within the Humber Trails Neighbourhood on Schedule “A” shall be subject to any modifications required to accommodate the potential realignment of Major Mackenzie Drive, including the CP Railway overpass crossing.*

*Draft Plan of Subdivision approval shall respond to the Environmental Assessment approval process. The lands are subject to the Highway 427 Extension Individual Environmental Assessment, Vaughan West Individual Environmental Assessment, and potentially other*

*similar Class Environmental Assessment for the realignment and widening of Major Mackenzie Drive. If proven necessary by the Environmental Assessment process, the owner of the lands within the Plan shall make suitable arrangements to dedicate and/or convey, subject to consideration as appropriate, the lands required to accommodate the Major Mackenzie Drive realignment as a condition of draft approval.*

*Where the alignment of Major Mackenzie Drive has not been finalized, the owner shall as a condition of Draft Plan approval, enter into agreement to restrict the pre-sale of lots and/or blocks in the development, and the lands shall be zoned with a Holding Symbol."*

7. Adding the following after the third paragraph in Sub-section 4.5.2.2, Serviced Residential Area-Phase 2A Humber Trails Neighbourhood:

*"The development of the "Humber Trails-Central" lands, within the Humber Trails Neighbourhood, on Schedule "A" shall coordinate development of the lands with the lands to the north in order to establish an integrated neighbourhood design that addresses issues such as servicing infrastructure, transportation (i.e., streets, transit and pedestrian connections), land uses, and sustainable development community features (i.e., sustainable communities, green buildings and natural heritage systems, etc.)."*

*"Sustainable community objectives shall be implemented through neighbourhood designs that: support cycling and walking; ensure neighbourhood connectivity to the broader community; transit opportunities; water/energy efficiencies, and energy alternatives; and "green" building design and site development.*

*To encourage a central focus for the community and services within walking distance, development may include additional land uses providing amenities for the residents, including local neighbourhood commercial (maximum land area of 0.5 ha), and supportive small scale institutional, without further Amendment to this Plan.*

*Through an Environmental Assessment process, a future GO Station may be established in the vicinity of the intersection of Major Mackenzie Drive and the CP Railway. An Urban Design Plan may be prepared for the lands in proximity to a future GO Station, which demonstrates compatibility with the surrounding community, and achieves the sustainability community objectives with an overall design and density supportive of a future GO Station."*



8. Deleting the fourth paragraph in Sub-section 4.5.2.2, Serviced Residential Area - Phase 2A Humber Trails Neighbourhood, and substituting therefore the following Sub-paragraph:

“The total community population of the community resulting following Phase 2A will be approximately 5,940 people. The population estimate does not include the “Humber Trails-South” lands located between the current alignment of Major Mackenzie Drive and the conceptual Major Mackenzie Drive realignment as the amount of developable lands has to be determined upon the finalization of the realignment of Major Mackenzie Drive.”

9. Adding the following paragraph to the end of Sub-section 4.12.2.1, Servicing, Policies-General:

“6) As 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), including the land for an elevated water tank, required to support the build out of the planned and proposed developments in the Kleinburg-Nashville Community, including the Humber Trails Neighbourhood, the lands shall be zoned with the Holding Symbol “(H)”. Prior to the removal of the Holding Symbol “(H)” from any Residential Zone for any lot and/or block, the water supply and sewage servicing capacity shall be identified and allocated by the Council of the City of Vaughan.”

10. Adding the following paragraphs to the end of Sub-section 5.2.2, All Residential:

“3) Approval of Phase 1 and Phase II Environmental Site Assessments:

Prior to final approval of any Draft Plan of Subdivision for the “Humber Trails-Central” lands a Phase 1 and Phase II Environmental Site Assessment are required for review and approval by the City of Vaughan and a registered Record of Site Condition acknowledged by an Officer of the Ministry of the Environment shall be submitted to the City of Vaughan.

4) Approval of Zoning By-law:

Applicable development standards shall be established in the implementing zoning by-law.

5) Region of York:

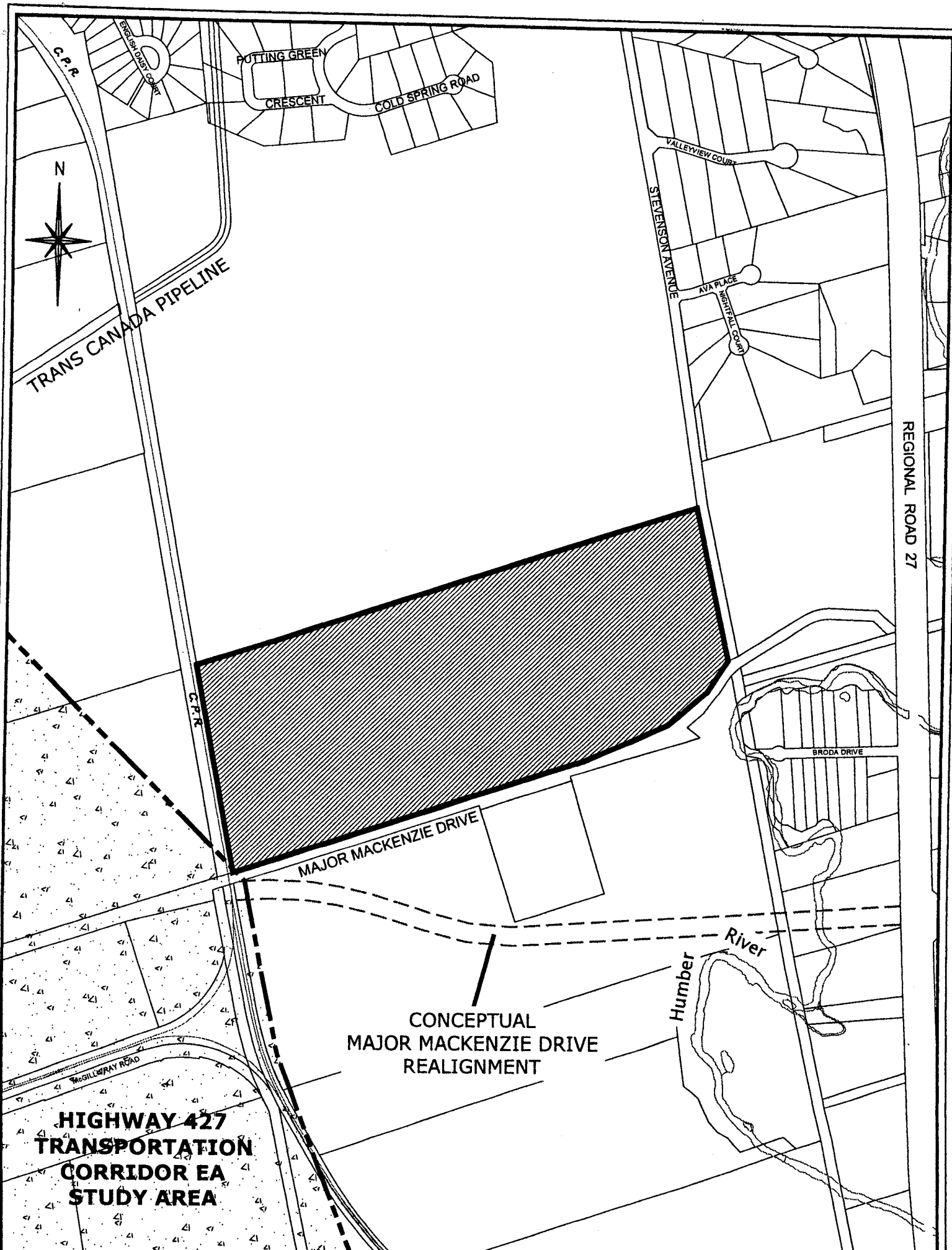
All requirements of the Regional Municipality of York shall be satisfied.”

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the City of Vaughan Planning Area pertaining to the subject lands shall be implemented by way of an amendment to the Vaughan Zoning By-law, and Plan of Subdivision and/or Site Plan Approval, pursuant to the Planning Act.

VI INTERPRETATION

The provisions of the Official Plan of the City of Vaughan Planning Area, as amended, from time to time regarding the interpretation of the Plan, shall apply to this Amendment.




**HIGHWAY 427  
TRANSPORTATION  
CORRIDOR EA  
STUDY AREA**

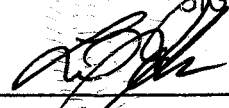
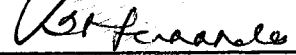
CONCEPTUAL  
MAJOR MACKENZIE DRIVE  
REALIGNMENT

**THIS IS SCHEDULE '1'  
TO AMENDMENT No. 686**  
ADOPTED THE 12<sup>th</sup> DAY OF May, 2008

NOT TO SCALE

AREA SUBJECT TO  
AMENDMENT No. 686 

FILE Nos. OPA #686 & OP.05.026  
RELATED FILE Nos. Z.05.057 & 19T-05V10  
LOCATION: Part of Lot 21, Concession 9  
APPLICANT: LAKE RIVERS INC.  
CITY OF VAUGHAN

SIGNING OFFICERS  
  
MAYOR  
  
CLERK

# THIS IS SCHEDULE 'A' TO AMENDMENT NO. 601


















ADOPTED THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2001

# KLEINBURG NASHVILLE COMMUNITY PLAN

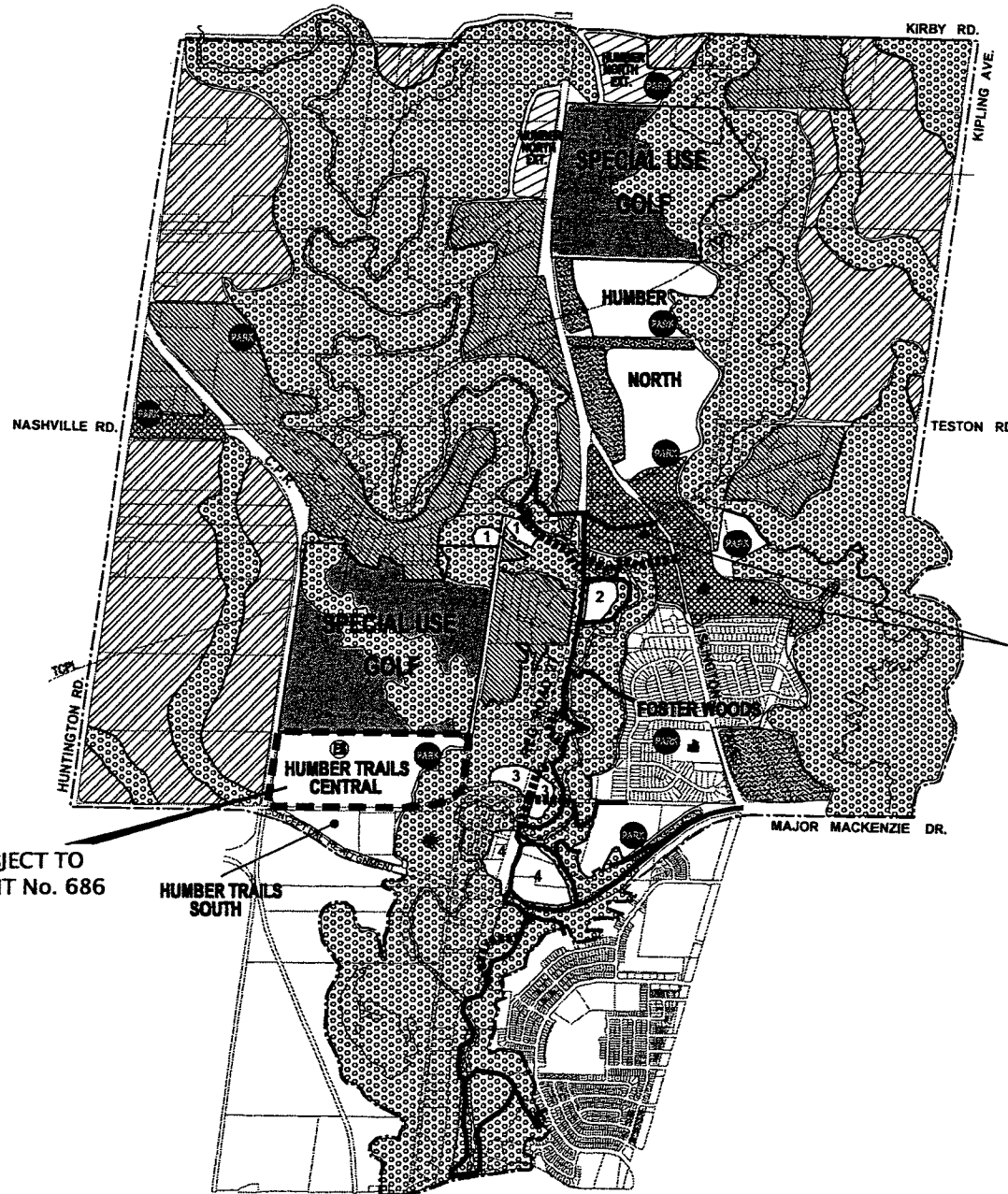
## SCHEDULE 'A' LAND USE

KLEINBURG CORE AREA and  
MAINSTREET COMMERCIAL  
SEE FURTHER  
SCHEDULE "A1"

### 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

### SCALE





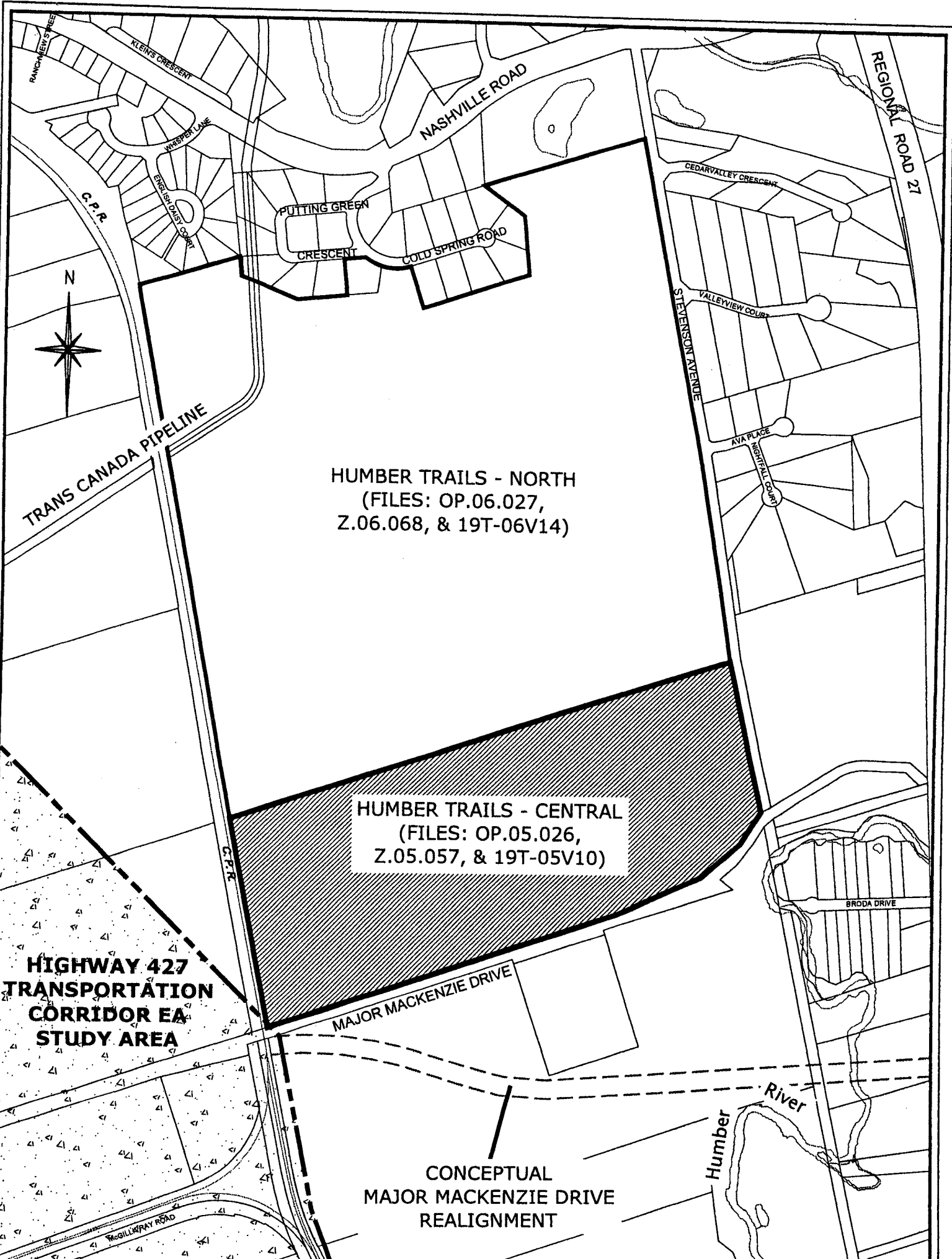
AREA SUBJECT TO  
AMENDMENT No. 686

FILE Nos. OPA #686 & OP.05.026  
RELATED FILE Nos. Z.05.057 & 19T-05V10  
LOCATION: Part of Lot 21, Concession 9  
APPLICANT: LAKE RIVERS INC.  
CITY OF VAUGHAN

THIS IS SCHEDULE '2'  
TO AMENDMENT No. 686  
ADOPTED THE 12<sup>th</sup> DAY OF May, 2008

SIGNING OFFICERS

  
MAYOR  
  
CLERK



HUMBER TRAILS - NORTH  
 (FILES: OP.06.027,  
 Z.06.068, & 19T-06V14)

HUMBER TRAILS - CENTRAL  
 (FILES: OP.05.026,  
 Z.05.057, & 19T-05V10)


**HIGHWAY 427  
 TRANSPORTATION  
 CORRIDOR EA  
 STUDY AREA**

CONCEPTUAL  
 MAJOR MACKENZIE DRIVE  
 REALIGNMENT

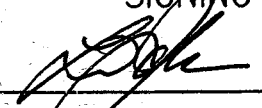
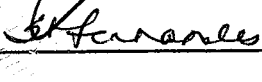
NOT TO SCALE

**THIS IS SCHEDULE '3'  
 TO AMENDMENT No. 686**

**ADOPTED THE 12<sup>th</sup> DAY OF May, 2008**

AREA SUBJECT TO  
 AMENDMENT No. 686 

FILE Nos. OPA #686 & OP.05.026  
 RELATED FILE Nos. Z.05.057 & 19T-05V10  
 LOCATION: Part of Lot 21, Concession 9  
 APPLICANT: LAKE RIVERS INC.  
 CITY OF VAUGHAN

SIGNING OFFICERS  
  
 \_\_\_\_\_ MAYOR  
  
 \_\_\_\_\_ CLERK

**TABLE A**

**Kleinburg-Nashville Community Plan  
Population Estimates**

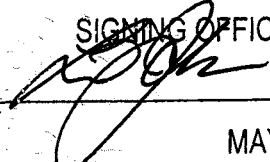
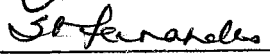
	<b>Fully Serviced</b>	<b>Private/ Partial Services</b>	<b>Total</b>
<b>Current Planned Population, OPA 160</b>	<b>2,780</b>	<b>450</b>	<b>3,230</b>
<b>Residential Phase 1</b> - Kleinburg Core Area - Foster Woods - Humber North - Suburban Residential	155 330 665	185	<b>Phase 1 Subtotal = 1,335</b>
<b>Residential 2A</b> Humber Trails <sup>(1)</sup> - Central - potential Golf Course integration (25%)	1,155 325		<b>Phase 2A Subtotal = 1,480</b>
<b>Future Residential 2B</b> Humber North Extension - west of Regional Rd. #27 - north of planned golf course - potential Golf Course integration (25%)	220 350 220		<b>Phase 2B Subtotal = 790</b>
<b>Outside current OPA 160</b>		400	<b>400</b>
<b>TOTAL</b>	<b>6,200</b>	<b>1,035</b>	<b>7,235</b>

**NOTE:**

(1) The population estimate for Humber Trails-South does not include the lands between the current alignment of Major Mackenzie Drive and the conceptual Major Mackenzie Drive realignment as shown on Schedule "A".

**THIS IS SCHEDULE '4'  
TO AMENDMENT No. 686  
ADOPTED THE 12<sup>th</sup> DAY OF May, 2008**

FILE Nos. OPA #686 & OP.05.026  
RELATED FILES: Z.05.057 & 19T-05V10  
LOCATION: Part of Lot 21, Concession 9  
APPLICANT: LAKE RIVERS INC.  
CITY OF VAUGHAN

SIGNING OFFICERS  
  
MAYOR  
  
CLERK

## APPENDIX I

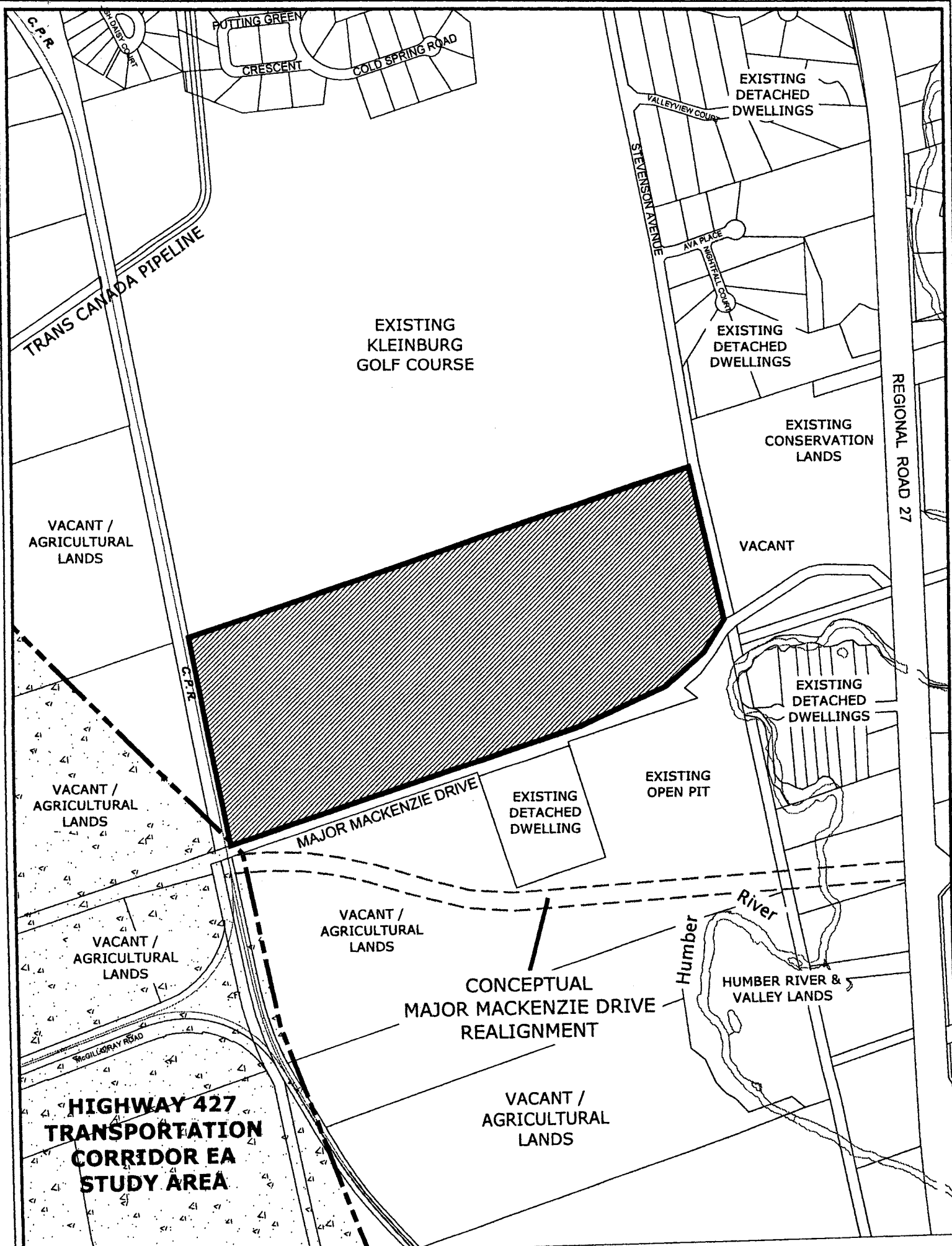
The Subject Lands are located on the north side of Major Mackenzie Drive and west of Regional Road #27, being in Part of Lot 21, Concession 9, City of Vaughan.

The purpose of this Amendment is increase the maximum permitted residential density for the lands identified as "Humber Trails-Central" on Schedule "2" attached hereto, to permit a maximum density of 11.2 units per net residential hectare and a maximum of 312 detached dwelling units for lands within the "Serviced Residential- Humber Trails-Central" designation of OPA #601, as amended to facilitate a residential plan of subdivision.

Further, the Amendment includes policies respecting the location of land uses, and configuration of streets, lots and/or blocks, and stormwater management facilities, etc., for the lands identified as "Humber Trails-Central" within the Humber Trails Neighbourhood on Schedule "A", which shall be subject to any modification required to accommodate the potential realignment of Major Mackenzie Drive, including the CP Railway overpass crossing, and the pre-sales of lots and/or blocks in the development shall not be permitted prior to the determination of the final road alignment design of Major Mackenzie Drive. The Amendment also includes a policy to require the coordination of the "Humber Trails-Central" lands with the lands to the north on Schedule "A" attached hereto, in order to establish an integrated neighbourhood design that addresses transportation, transit, land use and sustainable development community features.

On April 14, 2008, Council ratified the April 7, 2008 Committee of the Whole recommendation to approve the proposal for Official Plan Amendment. The Council approved the recommendation as follows:

- "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."

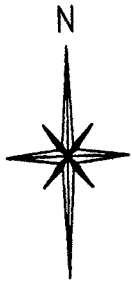


**APPENDIX II  
EXISTING LAND USES  
OFFICIAL PLAN AMENDMENT No. 686**

AREA SUBJECT TO AMENDMENT No. 686



FILE Nos. OPA #686 & OP.05.026  
 RELATED FILE Nos. Z.05.057 & 19T-05V10  
 LOCATION: Part of Lot 21, Concession 9  
 APPLICANT: LAKE RIVERS INC.  
 CITY OF VAUGHAN



NOT TO SCALE