

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 12, 2019

Item 4, Report No. 20, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 12, 2019, as follows:

By receiving communication C5 from Mr. David R. Donnelly, Donnelly Law, dated June 12, 2019.

Regional Councillor Rosati declared an interest with respect to this matter, as his daughter lives in the location that backs onto the subject property and did not take part in the discussion or vote on the matter.

4. OFFICIAL PLAN AMENDMENT FILE OP.17.007 KIRBY 27 DEVELOPMENTS LIMITED VICINITY OF REGIONAL ROAD 27 AND KIRBY ROAD

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management, dated June 4, 2019, be approved;
- 2) That the following deputations and Communications be received:
 12. Mr. Don Givens, MGP, Renfrew Drive, Markham and Communications C29, dated June 4, 2019 and C31, dated June 4, 2019;
 13. Mr. John Sagat, Hedgerow Lane, Kleinburg;
 14. Mr. Sam Ciccolini, Masters Insurance Ltd., Keele Street, Vaughan;
 15. Mr. Claudio Vinelli, Memme Construction Park Ridge Drive, Kleinburg;
 16. Mr. Brian Patterson, Autumn Wind Court, Kleinburg;
 17. Mr. Claudio Brutto, on behalf of Humberplex Development;
 18. Mr. David Donnelly, Donnelly Law, Carlaw Avenue, Toronto, on behalf of Humberplex Development;
 19. Mr. Nicholas C. Tibollo, Nicholas C. Tibollo P.C, Milani Boulevard, Vaughan, on behalf of Mr. and Mrs. Turco;
 20. Ms. Frances Tibollo, Nicholas C. Tibollo P.C, Milani Boulevard, Vaughan, on behalf of Mr. Domenic Andreacchi;
 21. Mr. Ira Kagan, Kagan Shastri LLP, Avenue Road, Toronto, on behalf of the applicant; and
 22. Mr Gerard Borean, on behalf of Humberplex Development; and
- 3) That the Communications C30 from Ms. Rosemarie Humphries, Humphries, Planning Group Ltd., Chrislea Road, Vaughan, dated June 4, 2019, be received.

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Regional Councillor Rosati declared an interest with respect to the foregoing matter, as his daughter lives in the location that backs onto the subject property and did not take part in the discussion or vote on the matter.

Recommendations

1. THAT Official Plan Amendment File OP.17.007 (Kirby 27 Developments Limited) BE APPROVED, to amend Vaughan Official Plan 2010, Volume 1, for the Subject Lands shown on Attachment 1, specifically to:
 - a) redesignate 0.8 ha of the Subject Lands from “Natural Areas and Countryside” to “Community Areas” on Schedule 1 “Urban Structure” of VOP 2010, identified as “Transition Area” on Attachment 3;
 - b) redesignate the western 17.24 ha portion of the Subject Lands from “Agricultural” to “Low-Rise Residential” with a “Neighbourhood Park” overlay, in the manner shown on Attachment 2;
 - c) permit the site-specific Official Plan amendments in Table 1 of this report; and
 - d) implement the land use to facilitate a development concept for approximately 279 residential units.
2. THAT in addition to the site-specific Official Plan amendments included in Table 1, the implementing Official Plan Amendment shall also include, but not be limited to, the following policies:
 - a) “The Owner shall submit a Scoped Block Plan with the lands to the north (11363 Regional Road 27 - File OP.17.007). The layout of the proposed development, unit type and yield will be determined through the Scoped Block Plan and Draft Plan of Subdivision processes in conformity with Section 10 of VOP 2010 and the implementing Official Plan Amendment, and through a Terms of Reference approved by the City.”
 - b) “Conveyance of Core Features and their associated vegetation protection zones into public ownership in accordance with Section 3.2.3.10 of VOP 2010 shall be identified through the Block Plan / Draft Plan of Subdivision applications, without further amendment to VOP 2010. The Owner shall provide appropriate rational for retaining any “Core Features” in private ownership in accordance with the policies of the York Region Official Plan and Vaughan Official Plan 2010, to the satisfaction of the City. “

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- c) “Transition measures on the subject lands to mitigate potential impacts on the properties on the north side of Kirby Road may include, but not be limited to, fencing, increased landscape, and headlamp absorption and traffic control measures. The details of the transition measures shall be established through the Scoped Block Plan, Draft Plan of Subdivision and Zoning By-law Amendment Applications.”
- d) “Improvements such as the widening of Regional Road 27 to four lanes between Major Mackenzie Drive and Kirby Road, pedestrian and cycling facilities on Regional Road 27, and Traffic Demand Management measures, may be required to accommodate traffic generated by the proposed development. A Traffic Impact Study shall assess and identify the required improvements of Regional Road 27 between Major Mackenzie Drive and Kirby Road at the Block Plan and Draft Plan of Subdivision Application stage.”
- e) “Rear lotting on a public street (Regional Road 27) to reinforce the existing physical character of the Kleinburg Community in accordance with Sections 9.1.2.2 and 9.1.2.3 of VOP 2010 shall be permitted, subject to Urban Design Guidelines being prepared to the satisfaction of the City through the Scoped Block Plan and Draft Plan of Subdivision Applications.”
- f) “In order to retain the distinctive image of Kleinburg, a buffer area shall be developed along Regional Road 27 that shall effectively screen the visibility of residential neighbourhoods from arterial road. The width of the buffer area shall be a minimum of 24 m and is intended to be landscaped with dense naturalized plan materials and no form part of the parkland dedication.”
- g) “The final alignment of minor collector roads, and the final classification and layout of local roads, will be determined through the Scoped Block Plan and Draft Plan of Subdivision applications, without further amendment to VOP 2010.”

Committee of the Whole Report

DATE: Tuesday, June 04, 2019

WARD: 1

**TITLE: OFFICIAL PLAN AMENDMENT FILE OP.17.007
KIRBY 27 DEVELOPMENTS LIMITED
VICINITY OF REGIONAL ROAD 27 AND KIRBY ROAD**

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Official Plan Amendment File OP.17.007 for the Subject Lands shown on Attachment 1, to amend Vaughan Official Plan 2010 to redesignate the western 17.24 ha portion of the Subject Lands from “Agricultural” to “Low-Rise Residential” with a “Park” overlay together with the site-specific Official Plan amendments in Table 1 of this report, to establish the land use to implement a development concept for approximately 279 residential units, as shown on Attachment 3.

Report Highlights

- The Owner proposes to amend Vaughan Official Plan 2010 to establish the land use to implement a residential development concept for approximately 279 residential units.
- A future Scoped Block Plan, and Zoning By-law Amendment and Draft Plan of Subdivision Applications will be required, should the Official Plan Amendment Application be approved.
- The Development Planning Department supports the approval of the Official Plan Amendment Application as is consistent with the Provincial Policy Statement 2014, conforms to the Growth Plan 2019, the York Region Official Plan, and the “Community Area” policies of VOP 2010.

Recommendations

1. THAT Official Plan Amendment File OP.17.007 (Kirby 27 Developments Limited) BE APPROVED, to amend Vaughan Official Plan 2010, Volume 1, for the Subject Lands shown on Attachment 1, specifically to:
 - a) redesignate 0.8 ha of the Subject Lands from “Natural Areas and Countryside” to “Community Areas” on Schedule 1 “Urban Structure” of VOP 2010, identified as “Transition Area” on Attachment 3;
 - b) redesignate the western 17.24 ha portion of the Subject Lands from “Agricultural” to “Low-Rise Residential” with a “Neighbourhood Park” overlay, in the manner shown on Attachment 2;
 - c) permit the site-specific Official Plan amendments in Table 1 of this report; and
 - d) implement the land use to facilitate a development concept for approximately 279 residential units.
2. THAT in addition to the site-specific Official Plan amendments included in Table 1, the implementing Official Plan Amendment shall also include, but not be limited to, the following policies:
 - a) “The Owner shall submit a Scoped Block Plan with the lands to the north (11363 Regional Road 27 - File OP.17.007). The layout of the proposed development, unit type and yield will be determined through the Scoped Block Plan and Draft Plan of Subdivision processes in conformity with Section 10 of VOP 2010 and the implementing Official Plan Amendment, and through a Terms of Reference approved by the City.”
 - b) “Conveyance of Core Features and their associated vegetation protection zones into public ownership in accordance with Section 3.2.3.10 of VOP 2010 shall be identified through the Block Plan / Draft Plan of Subdivision applications, without further amendment to VOP 2010. The Owner shall provide appropriate rational for retaining any “Core Features” in private ownership in accordance with the policies of the York Region Official Plan and Vaughan Official Plan 2010, to the satisfaction of the City. “
 - c) “Transition measures on the subject lands to mitigate potential impacts on the properties on the north side of Kirby Road may include, but not be limited to, fencing, increased landscape, and headlamp absorption and traffic control measures. The details of the transition measures shall be established through the Scoped Block Plan, Draft Plan of Subdivision and Zoning By-law Amendment Applications.”

- d) “Improvements such as the widening of Regional Road 27 to four lanes between Major Mackenzie Drive and Kirby Road, pedestrian and cycling facilities on Regional Road 27, and Traffic Demand Management measures, may be required to accommodate traffic generated by the proposed development. A Traffic Impact Study shall assess and identify the required improvements of Regional Road 27 between Major Mackenzie Drive and Kirby Road at the Block Plan and Draft Plan of Subdivision Application stage.”
- e) “Rear lotting on a public street (Regional Road 27) to reinforce the existing physical character of the Kleinburg Community in accordance with Sections 9.1.2.2 and 9.1.2.3 of VOP 2010 shall be permitted, subject to Urban Design Guidelines being prepared to the satisfaction of the City through the Scoped Block Plan and Draft Plan of Subdivision Applications.”
- f) “In order to retain the distinctive image of Kleinburg, a buffer area shall be developed along Regional Road 27 that shall effectively screen the visibility of residential neighbourhoods from arterial road. The width of the buffer area shall be a minimum of 24 m and is intended to be landscaped with dense naturalized plant materials and no form part of the parkland dedication.”
- g) “The final alignment of minor collector roads, and the final classification and layout of local roads, will be determined through the Scoped Block Plan and Draft Plan of Subdivision applications, without further amendment to VOP 2010.”

Background

The subject lands (‘Subject Lands’) shown on Attachment 1 are located on the southeast corner of Regional Road 27 and Kirby Road, and are municipally known as 11363 Regional Road 27.

The Subject Lands consist of agricultural and open space uses. The surrounding land uses are shown on Attachment 1 and consist of low rise and rural residential uses to the north and east, and on the west side of Regional Road 27. The lands to the south are zoned OS2 “Open Space Park Zone” and are subject to Official Plan Amendment File OP.17.008 (East Kleinburg Developments Inc./1045501 Ontario Limited) that proposes a residential development planned in conjunction with the Subject Lands.

Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol

On January 11, 2019, the City circulated a Notice of Public Hearing (the "Notice") to all property owners within the extended polling area shown on Attachment 1 and to the Kleinburg and Area Ratepayers Association ('KARA'). A copy of the Notice was also posted on the City's website at www.vaughan.ca and notice signs were installed on the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

Vaughan Council on February 12, 2019, ratified the recommendation of the Committee of the Whole to receive the Public Hearing report of February 5, 2019, and to forward a comprehensive technical report to a future Committee of the Whole meeting. A recommendation to hold a Community Meeting with the local councillor, City staff, KARA, and residents in the area vicinity was also ratified by Council. The Community Meeting was held on March 20, 2019, at the Kline House in Kleinburg.

The following deputations and written submissions were received by the Development Planning Department, and at the Public Hearing and Community Meeting:

Deputations

- D. Given, Malone Given Parsons, Renfrew Drive, Markham, representing the Owner
- K. Angus, Kleinburg & Area Ratepayers' Association, Kleinburg
- A. Grossi, Humphries Planning Group
- J. Francavilla, Secret Garden Court, Kleinburg
- O. Cioci, Hazelridge Court, Kleinburg
- S. Recine, Hazelridge Court, Kleinburg
- M. Anthony Venere, Hedgerow Lane, Kleinburg
- B. Patterson, Autumn Wind Court, Kleinburg
- R. Lorello, Treelawn Boulevard, Kleinburg
- C. Brutto, Brutto Consulting, Edgeley Boulevard, Vaughan, representing Humberplex Developments
- G. Borean, Parente Borean LLP, Regional Road 7, Vaughan, representing Humberplex Developments

Written Submissions (Included in Attachment 7)

- C. Afentakis, Kirby Road, Kleinburg, dated January 30, 2019
- R. Lenz, Kirby Road, Kleinburg, dated February 4, 2019
- C. Brutto, Brutto Consulting, Edgeley Boulevard, Vaughan, dated February 5, 2019, representing Humberplex Developments
- J. Di Poce, Di Poce Management Limited, Sun Pac Boulevard, Brampton, dated February 5, 2019

- D. Donnelly, Donnelly Law, representing Humberplex Developments, dated April 30, 2019

The following is a summary of the comments provided in the deputations and written submissions submitted at the Public Hearing of February 5, 2019, the Community Meeting of March 20, 2019, and written submissions received by the Development Planning Department:

- Lack of compatibility of new lots with existing development - the proposed density and built form is not compatible with the surrounding neighbourhood
- All new dwellings should be single detached in keeping with the feel of the community
- The applicability of the greenbelt transition policies is incorrect, as the transition policy shall only apply to site-specific official plans
- The Subject Lands do not form part of an Intensification Area in Vaughan Official Plan and therefore should not be intensified with development
- The Official Plan Amendment application process has been non-inclusive to residents and lacked public consultation
- Confirmation of the submission of environmental and traffic impact reports
- The proposed development will cause an increase in traffic on Regional Road 27
- The Official Plan Amendment application is considered premature
- Approving the Official Plan Amendment application invalidates the Scoped Block Plan process
- Eliminate Street 'A' intersection at the north end of the Subject Lands with Kirby Road as a result of poor sight lines and traffic safety
- Noise, barrier and light intrusion prevention measures to safeguard the 5900 Kirby Road (the property north of the Subject Lands) if an intersection is allowed at Street 'A' and Kirby Road. Mitigation measures include increased vegetation, fencing, headlamp absorption alternatives so head lamps from vehicles are not shining onto the property, traffic control to stop cars that may drive straight through the intersection.

- Creation of a buffer zone along the north end of the Subject Lands adjacent to Kirby Road to allow proper accommodation of City Planned Multi-Use Recreational Trails
- The intersection at Regional Road 27 should be controlled by signals for safety
- Pedestrian walkways leading from inside the new neighbourhood to access the multi-use recreational trail around the development in the buffer zone should be provided
- The Application should be revised to accommodate the potential for future access for low density residential uses for the lands to the northeast (5841 Kirby Road)

These comments are addressed throughout this report.

On May 24, 2019, a notice of this Committee of the Whole meeting was sent to all individuals who made a deputation before the Committee or submitted written correspondence to the City regarding the Application.

Previous Reports/Authority

[February 5, 2019, Committee of the Whole \(Public Hearing\) \(Item 1, Report No. 8\)](#)

Analysis and Options

An Official Plan Amendment Application has been submitted to redesignate the Subject Lands for a residential development concept

The Owner has submitted Official Plan Amendment Application OP.17.007 (the 'Application') for the Subject Lands shown on Attachment 1 to amend Vaughan Official Plan 2010 ("VOP 2010") as follows:

- a) Redesignate 0.8 ha of the Subject Lands from "Natural Areas and Countryside" to "Community Areas" on Schedule 1 "Urban Structure" of VOP 2010, identified as "Transition Area" on Attachment 3;
- b) Redesignate the 17.24 ha west portion of the Subject Lands from "Agricultural" to "Low Rise Residential" with a "Neighbourhood Park" overlay, to facilitate a residential development concept for 279 detached residential units and a public park (the 'Development Concept'), as shown on Attachment 3. The eastern portion of the Subject Lands designated "Natural Areas" and "Greenbelt Plan

Area” are proposed to be retained. The proposed land use for the Development Concept is as follows:

<u>Land Use</u>	<u>Hectares (ha)</u>
Low Density Residential	10.32 ha
Parks	0.82 ha
Buffer Block (along Regional Road 27)	0.91 ha
Roads	5.19 ha
Natural Heritage System	6.31 ha
TOTAL	23.55 ha

The Development Concept for the Application has been revised since the Public Hearing of February 5, 2019, and the Community Meeting of March 20, 2019. The approximate unit count is 279 low-rise residential units, whereas 245 units were previously proposed. The Development Concept will have an estimated population of 977 people and 29 jobs, achieving a density of approximately 15 units per hectare and approximately 54 residents and jobs per hectare.

The Application is consistent with the Provincial Policy Statement 2014 (“PPS”)

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the *Provincial Policy Statement, 2014* (the “PPS”). The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. The *Planning Act* requires that Vaughan Council’s planning decisions be consistent with the PPS. The Development Planning Department has reviewed the Application in consideration of the policies of the PPS and is of the opinion that the proposed redesignation of the Subject Lands is consistent with provincial policies, specifically:

Part V - “Policies” of the PPS states (in part) the following:

Settlement Areas

- 1.1.3.1 “Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.”

1.1.3.2 “Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
 - efficiently use land and resources;
 - 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
 - support active transportation.

Development is encouraged to locate in designated settlement areas, which are intended to be areas where growth is focused. Land use patterns within settlement areas should be based on an appropriate mix of land uses at densities that make efficient use of land and existing infrastructure.”

The Subject Lands are located within a Settlement Area as defined by the PPS, and located within the Urban Boundary on Schedule 1 “Urban Structure” of VOP 2010. The Application will contribute to providing growth within a defined Settlement Area (Section 1.1.3.1). The Application will use existing and planned infrastructure, and support active transportation through the development of a new neighbourhood public park and the extension of a multi-use recreational trail along Regional Road 27 and Kirby Road including local multi-use connections within the subject lands (Section 1.1.3.2). The Application will provide a mix of densities and land uses through an appropriate and compatible low-rise housing form within the area vicinity.

Housing

1.4.3 “Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market by (in part):

- b) permitting and facilitating all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed”.

The Application is consistent with the housing policies of the PPS as it establishes a land use to facilitate a Development Concept for approximately 279 residential units that consist primarily of single detached dwellings with an appropriate mix of townhouse units at a density that more efficiently uses existing and proposed infrastructure and services. The Application provides an appropriate and compatible low-rise built form within the surrounding area context.

Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 “Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

The Development Concept includes one (1) public park block and a 24 m wide landscape buffer adjacent to Regional Road 27 with a multi-use recreational trail, as shown on Attachment 3. The proposed multi-use recreational trail will provide opportunities for grade-related pedestrian connections throughout the Development Concept and between the proposed park block for this Application and the Official Plan Amendment application for the lands to the south (File OP.17.008). The multi-use recreational trail, in conjunction with local trails within the Development Concept, will also direct pedestrians to the Vaughan Super Trail, which is planned to run through the existing residential subdivision located south of the Subject Lands (‘Humberplex Subdivision’), thereby further fostering social interaction and facilitating active transportation and community connectivity.

Sewage, Water and Stormwater

1.6.6.2 “Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

1.6.6.7 “Planning for stormwater management shall:

- a) minimize, or, where possible, prevent increases in contaminant loads;
- b) minimize changes in water balance and erosion;

- c) not increase risks to human health and safety and property damage;
- d) maximize the extent and function of vegetative and pervious surfaces; and
- e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.”

The Development Engineering (‘DE’) Department has reviewed the Application and advise that the Subject Lands can be serviced with municipal water and wastewater service systems through the extension of existing systems, as described further in the DE Department section of this report.

Stormwater from the Subject Lands is proposed to be accommodated by upgrading/retrofitting an existing irrigation pond located on the Copper Creek Golf Club to become a complete stormwater management pond (‘SWMP’). The Copper Creek Golf Club lands are subject to Official Plan Amendment File OP.17.008. Stormwater servicing is discussed further in the DE Section of this report.

The Application is consistent with the sewage, water and stormwater policies of the PPS.

Transportation Systems

- 1.6.7.5 “Transportation and land use considerations shall be integrated at all stages of the planning process.”

The Subject Lands are located adjacent to Regional Road 27, an arterial road under the jurisdiction of York Region. The Development Concept includes signalized intersections on Regional Road 27 at “Street B”, and at the intersection of Regional Road 27 and Kirby Road, as shown on Attachment 3. York Region Transportation Services Staff have reviewed the Application and require the Owner to investigate the following improvements to Regional Road 27 at the Scoped Block Plan and Draft Plan of Subdivision Application stage:

- a) Widening of Regional Road 27 to four lanes (36 m wide right-of-way) between Major Mackenzie Drive and Kirby Road
- b) Providing pedestrian and cyclists facilities on Regional Road 27 to accommodate and encourage alternative modes of transportation from the Development
- c) Implementation of a Traffic Demand Management (‘TDM’) Plan including a communication strategy to deliver information packages to residents to encourage the use of alternative modes of transportation
- d) Provide interconnections with adjacent developments or existing communities in order to consolidate and reduce the number of accesses onto Regional roads (as identified in Regional Official Plan Policy 7.2.53)

- e) Provide direct pedestrian and cycling connections to the boundary roadways and adjacent developments to facilitate active transportation

Improvements to Regional Road 27 will be investigated and implemented, if required, through subsequent development applications for the Development Concept, in accordance with the requirements of York Region. The Application meets the intent of integrating transportation systems with land use planning as identified in the Transportation Systems section of the PPS.

Natural Heritage

2.1.1 “Natural features and areas shall be protected for the long term.”

The Owner has submitted an Environmental Impact Study (‘EIS’) prepared by Beacon Environmental Limited, dated April 2017. The development limits and vegetation protection zone (‘VPZ’) for the Subject Lands were staked by the Toronto and Region Conservation Authority (‘TRCA’) on December 1, 2016 (‘Staked Limit’), as shown on Attachment 3. The EIS concludes that the Development Concept will be outside any protected natural features associated with the valleylands and the provincially significant wetland located east of the Subject Lands.

The Owner intends to retain approximately 6.31 ha of the natural heritage system located on the east side of the Subject Lands that are designated “Natural Areas” by Schedule 13 “Land Use” of VOP 2010, identified as “Core Features” in Schedule 2 “Natural Heritage Network” of VOP 2010, and zoned “OS1 Open Space Conservation Zone” and “A Agricultural Zone” by Zoning By-law 1-88. The Development Planning Department can support the request to determine the conveyance of Core Features into public ownership at the Scoped Block Plan and Draft Plan of Subdivision Application stages, as discussed further in the VOP 2010 section of this report. It should be noted that a portion of these lands are to permit public access through the provision of multi-use recreational trails which will be determined through subsequent development applications.

The Development Concept is consistent with the policies of the PPS, which promotes the efficient use of land, housing options, social interaction, servicing, integrated transportation planning, and supports a healthy community.

The Application conforms to the Growth Plan for the Greater Golden Horseshoe, 2019 (“Growth Plan”)

The Provincial *Growth Plan for the Greater Golden Horseshoe 2019* (“Growth Plan”) is intended to guide decisions on a wide range of issues, including economic

development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

Guiding Principles (In Part)

- 1.2.1 “The policies of the Growth Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:
- support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
 - support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.”

Managing Growth (In Part)

- 2.2.1(2)(a) “the vast majority of growth will be directed to settlement areas that:
- i. have a delineated built boundary;
 - ii. have existing or planned municipal water and wastewater systems; and
 - iii. can support the achievement of complete communities.”
- 2.2.1(2)(d) “development will be directed to settlement areas, except where the policies of this Plan permit otherwise.”

Designated Greenfield Areas (In Part)

- 2.2.2.1 “New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:
- a) supports the achievement of complete communities;
 - b) supports active transportation; and
 - c) encourages the integration and sustained viability of transit services.”
- 2.2.2.2 “The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.”

Transportation (In Part)

- 3.2.2.1 “Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement the Growth Plan.
- 3.2.2.3 “In the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.”

Water and Wastewater Systems (In Part)

- 3.2.6 “Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed or expanded in accordance with the following:
 - a) opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;
 - b) the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in the Growth Plan.”

Stormwater Management (In Part)

- 3.2.7 “Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision and vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:
 - a) is informed by a subwatershed plan or equivalent;
 - b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;
 - c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
 - d) aligns with the stormwater master plan for the settlement area, where applicable”

Public Open Space (In Part)

- 4.2.5.1 “Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:
- a) clearly demarcates where public access is and is not permitted;
 - b) is based on a co-ordinated approach to trail planning and development; and
 - c) is based on good land stewardship practices for public and private lands.”

The Subject Lands are located within a Settlement Area, as defined by the Growth Plan, and located within the “Urban Boundary” as identified on Schedule 1A “Urban Area” of VOP 2010. The proposed land use and Development Concept supports the achievement of complete communities through an appropriate mix of housing types, including single detached dwellings and townhouse units (Sections 1.2.1 and 2.2.2.1). The Application will require the extension of planned and existing municipal services to achieve growth within a settlement area, as identified in the Growth Plan (Sections 2.2.1, 3.2.6 and 3.2.7).

Section 2.2.2.2 of the Growth Plan and Section 5.2.14 of the York Region Official Plan (‘YROP’) requires designated greenfield areas to achieve an average minimum density that is not less than 50 residents and jobs per hectare combined in the developable area. The Development Concept yields a density of 54 residents and jobs per hectare that meets the density requirements identified in the Growth Plan and YROP. The Application contributes to York Region’s intensification target and will make more efficient use of tableland and infrastructure.

York Regional Transportation Services Staff have reviewed the Application and require the Owner to investigate improvements to Regional Road 27 at the Scoped Block Plan and Draft Plan of Subdivision Application stages, as described in the PPS section of this report and in accordance with Section 1.6.7.5 of the PPS (Section 3.2.2.1 and 3.2.2.3).

The Development Concept will add public parkland and multi-use recreational trails that will contribute to the City’s Pedestrian and Bicycle Master Plan (2007 and 2012 update), with opportunities for grade-related pedestrian connections throughout the Development Concept and between the proposed park block (Section 4.2.5.1). The Application conforms to the Growth Plan.

The Subject Lands are partially located in the Greenbelt, with the transition policies of the Greenbelt Plan, 2017 (“Greenbelt Plan”) applicable to 0.8 ha of the Subject Lands

The Greenbelt Plan was introduced by the Province of Ontario in 2005 and is intended to identify where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring in the Greenbelt Plan area.

The eastern portion of the Subject Lands are located within the “Natural Heritage System of the Protected Countryside” designation in the Greenbelt Plan and on Schedule 1 “Urban Structure” and 13 “Land Use” of VOP 2010, as shown on Attachments 4 and 5.

A total of 16.44 ha of the overall 23.55 ha of the Subject Lands are located outside of the Greenbelt. A total of 0.8 ha of the Subject Lands located in the Greenbelt are proposed for development and subject to the Transition policies of the Greenbelt Plan (‘Transition Area Lands’ shown on Attachment 3). The total proposed developable lands within the Greenbelt account for approximately 19 residential units and part lots or 7% of residential units on the Development Concept Plan.

The Application identifies that the 0.8 ha of the Transition Area Lands located within the Greenbelt Plan Area are subject to the following transitional policy identified in Section 5.2.1 of the Greenbelt Plan:

“where an official plan was amended prior to December 16, 2004, to specifically designate land use(s), this approval may continue to be recognized through the conformity exercise addressed in section 5.3 (of the Greenbelt Plan) and any further applications required under the *Planning Act* or the *Condominium Act* to implement the official plan approval are not required to conform to the Greenbelt Plan.”

The Kleinburg-Nashville Community Plan (‘OPA 601’) was in full force and effect on October 29, 2001, and was the in-effect Official Plan for the Subject Lands prior to Vaughan Council’s adoption of VOP 2010. OPA 601 identifies portions of the Subject Lands as part of the “Phase 2B - Humber North Neighbourhood Extension”, that was intended to provide for an urban serviced extension of existing development along Regional Road 27.

OPA 601 designated the Subject Lands “Future Residential” and “Valley Area”, as shown on Attachment 6. The “Future Residential” designation permits residential uses,

with policies that require the development limits to be defined through detailed engineering and environmental submissions. The Owner has identified 0.8 ha of lands (the Transition Area Lands shown on Attachment 3) within the Greenbelt Plan Area that qualify as lands eligible for transition, as they are located above the top of bank, do not contain environmental features and have appropriate vegetation protection zones.

The Planning Justification Report in support of the Application prepared by Malone Given Parsons Ltd. and dated April 2017 ('Planning Justification Report') states that the Transition Area Lands were previously designated for residential uses within OPA 601, and that this portion of the Subject Lands has transitional status under Section 5.2.1 of the Greenbelt Plan, and are therefore not required to conform to the Greenbelt Plan.

The Transition Area Lands are transitioned from the Greenbelt Plan through application of Greenbelt Plan policy 5.2.1. This is made possible by bringing forward relevant policies from OPA 601, as amended, which were in-effect on the Subject Lands prior to the Greenbelt Plan, into VOP 2010. The Development Planning Department and York Region Community Planning staff agree with this approach, as the natural heritage features are appropriately protected from development. The Staked Limit has been determined through detailed environmental reports completed to the satisfaction of the TRCA.

The Application Conforms to the York Region Official Plan ("YROP")

The YROP guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Towns and Villages" and "Greenbelt Protected Countryside" on Map 1, "Regional Structure" of the YROP. The east half of the Subject Lands, including the 0.8 ha Transition Area lands, are also located within the "Regional Greenlands System" on Map 2 of the YROP.

Towns and Villages

The "Towns and Villages" designation permits a wide range of residential, commercial and institutional uses that contribute to the creation of complete communities. Towns and Villages are intended to play a role in accommodating a portion of York Region's future growth. The Application contributes to accommodating growth that is consistent with the character, form and planned function of the area vicinity (Section 5.0). The Application conforms to the Towns and Villages policies of the YROP.

Regional Greenlands System

The following YROP schedules show the following on the Subject Lands:

- Map 3 “Environmental Significant Areas and Areas of Natural and Scientific Interest” shows that there are "Environmental Significant Areas" within the Regional Greenland System
- Map 5 “Woodlands” shows that there are "Woodlands" within the Regional Greenlands system
- Map 8 “Agricultural and Rural Area” shows that the lands within the Greenbelt Plan are "Agricultural Area"
- Map 14 “Highly Vulnerable Aquifers” shows that there are areas of "Highly Vulnerable Aquifers" generally within the Regional Greenland System

Section 2.1 “Regional Greenlands System” of the YROP states that “Regional Greenlands” are to be protected and enhanced, and new development and site alteration in the vicinity of the System is to be controlled (Section 2.1.1). The YROP also directs local Official Plans to establish and protect the Regional Greenlands Systems from development and site alteration (Section 2.1.4) and to more specifically identify and integrate the System into community design (Section 2.1.5). The boundaries and the extent of the Regional Greenland System, as shown on Map 2 of the YROP, are approximate.

Section 2.1.7 of the YROP states that refinements to the boundaries of the Regional Greenlands System may occur through approved planning applications supported by appropriate technical studies (e.g. an environmental impact study), without amendment to the YROP. Further, Section 2.2.3 of the YROP states that KNHF and KHF shall be precisely delineated on a site-by-site basis through the approval of *Planning Act* applications supported by appropriate technical studies such as an environmental impact study.

The EIS submitted in support of the Application delineates the Staked Limit of the Subject Lands staked by the TRCA on December 1, 2016, including a 10 m Vegetation Protection Zone (‘VPZ’) from the Staked Limit, as shown on Attachment 3.

The Application seeks minor refinements to the YROP Greenlands System in accordance with Sections 2.1.7 and 2.2.3 of the YROP and meets the existing use policies in the Greenbelt identified in Section 8.4.23 of the YROP. The natural heritage features are being protected from development and the tableland portions of the Subject Lands are proposed to be designated to accommodate development of a new community. On this basis, the Application conforms to the Regional Greenland System policies of the YROP.

Transportation

The Subject Lands are located adjacent to Regional Road 27. Map 12 “Street Network: of the YROP identifies a 36 m wide right-of-way for Regional Road 27. Map 11 “Transit

Network” identified the portion of Regional Road 27 north of the Subject Lands “Rural Transit Links”.

Section 5.2.4 of the YROP states that development requiring Regional approval shall be supported by a transportation study that assesses impacts on the Region’s transportation system and surrounding land uses and that significant development shall prioritize walking, cycling and transit. Section 7.1.1 of the YROP requires appropriate TDM measures are identified in transportation studies and in development applications to reduce single occupancy automobile trips.

The Owner has submitted a Transportation Impact Assessment (‘TIS’) prepared by Poulos and Chung and dated March 2017. York Regional Transportation Services Staff have reviewed the TIS submitted in support of the Application and have no objection to the Application subject to providing additional information and addressing comments through subsequent development applications. TDM measures will be secured through the Draft Plan of Subdivision Application as conditions of draft plan approval, should the Application be approved.

Improvements to Regional Road 27 will be investigated and implemented, if required, through subsequent development applications for the Development, in accordance with the requirements of York Region, as identified in the PPS and Regional Implications sections of this report.

The Development Planning Department supports the proposed amendments to Vaughan Official Plan 2010 (“VOP 2010”), subject to the Recommendations in this report

The Subject Lands are designated “Community Area” (western portion) and “Natural Areas and Countryside” (eastern portion) on Schedule 1 “Urban Structure” of VOP 2010, as shown on Attachment 4. The eastern portion of the Subject Lands are also located within the “Greenbelt Plan Area” as described in the Greenbelt Section of this report.

Natural Areas and Countryside Designation

The eastern portion of the Subject Lands that are designated “Natural Areas and Countryside” and “Greenbelt Plan Area” on Schedule 1 “Urban Structure” of VOP 2010, are further designated “Core Features” and “Unapproved” on Schedule 2 “Natural Heritage Network” of VOP 2010. The lands that form the Development Concept are located outside of the “Core Features” designation, with the exception of the Transition Lands Development that are located within the “Unapproved” designation.

The Subject Lands are designated “Agricultural” (approximate west portion) and “Natural Areas” (approximate east portion) on Schedule 13 “Land Use” of VOP 2010, as shown on Attachment 5. The Transition Area Lands are located primarily within the “Agricultural” designation, with small portions located within the “Natural Areas” designation. The Transition Area Lands are further discussed in the “Transition Area Lands” section of this report.

Section 3.2.3.8 of VOP 2010 states that development or site alteration on lands adjacent to Core Features shall not be permitted unless it is demonstrated through an EIS that the development or site alteration will not result in a negative impact on the feature or its functions. Further, Section 3.2.3.11 of VOP 2010 states that minor modifications to the boundaries and alignment of Core Features are permitted without amendment to VOP 2010, subject to appropriate rationale and environmental study, and in accordance with the Greenbelt Plan.

The EIS submitted in support of the Application concludes that the Development Concept will be located outside any protected natural features associated with the valleylands and will not affect the form or function of the natural heritage system. In addition, the Staked Limit for the Subject Lands, as shown on Attachment 3, were staked by the TRCA on December 1, 2016. York Region and the TRCA have reviewed the EIS and agree with its findings.

The Development Concept includes minor refinements to the “Unapproved” portion of the “Core Features” designation in accordance with Section 3.2.3.11 of VOP 2010. The Staked Limit has been determined through detailed environmental reports completed to the satisfaction of the TRCA. On this basis, the Development conforms to the “Core Feature” and “Natural Areas and Countryside” policies of VOP 2010.

Transition Area Lands

The Owner proposes to redesignate the 0.8 ha Transition Area Lands from “Natural Areas and Countryside” to “Community Areas” on Schedule 1 “Urban Structure” of VOP 2010, and from “Agricultural and “Natural Areas” to “Low-Rise Residential” on Schedule 13 “Land Use” of VOP 2010, as shown on Attachment 2.

The Development Planning Department has no objection to the redesignation of the Transition Area Lands to “Community Areas” on Schedule 1 “Urban Structure” of VOP 2010 and “Low-Rise Residential” and on Schedule 13 “Land Use” of VOP 2010, for the following reasons:

- a) The Transition Area Lands were identified in the Kleinburg-Nashville Community Plan ('OPA 601') as "Future Residential" and "Valley Area", as shown on Attachment 7, with permissions for residential development subject to appropriate servicing and design.
- b) The Transition Area Lands are transitioned from the Greenbelt Plan through application of Greenbelt Plan policy 5.2.1. This is made possible by bringing forward relevant policies from OPA 601, as amended, which were in-effect on the Subject Lands prior to the Greenbelt Plan, into the VOP 2010.
- c) The Transition Area Lands are located west of the Staked Limit. The natural heritage features are appropriately protected from development. The Staked Limit been determined through detailed environmental reports completed to the satisfaction of the TRCA.
- d) The proposed 10 m VPZ from the staked limit is considered appropriate by the TRCA, City and York Region.

Community Area Designation

The western portion of the Subject Lands that are designated "Community Area" on Schedule 1 "Urban Structure" of VOP 2010 are further designated "Agricultural" on Schedule 13 "Land Use" of VOP 2010, as shown on Attachment 5. The Development is not permitted in the "Agricultural" designation and does not conform to the policies of VOP 2010.

The Application proposes to redesignate the 17.24 ha western portion of the Subject Lands to "Low Rise Residential" with a "Park" overlay, in the manner shown on Attachment 3, in order to permit the Development Concept, together with the site-specific amendments to VOP 2010 identified in Table 1.

The lands to the south that are subject to Official Plan Amendment File OP.17.008 (East Kleinburg Developments Inc./1045501 Ontario Limited) proposes a residential development planned in conjunction with the Subject Lands. The Development Planning Department has identified the requirement of a Scoped Block Plan Application for File OP.17.008 in accordance with Section 9.2.2.17 c) of VOP 2010. The Application will also be subject to a Scoped Block Plan Application as the Subject Lands will be developed comprehensively with the lands under File OP.17.008.

Sections 10.1.1.14 and 10.1.1.15 of VOP 2010 provides direction on the content and scope of the Block Plan process. Section 10.1.1.14 of VOP 2010 states that City will identify areas subject to a Block Plan process through:

- “a. the Secondary Plan process; or
- b. the development review process, to address complexities in smaller planning units, scoped as required in accordance with policy 10.1.1.15.”

The Owner has submitted the Application to amend VOP 2010 over three parcels land that are held in the same ownership (two parcels under File OP.17.008 and one parcel under File OP.17.007). Standard Block Plan Applications are typically:

- Submitted over many parcels of land with different landowners
- Require landowner agreements, front-end financing agreements and coordinated phasing for infrastructure and community services
- Include provisions for cost sharing for the submission of studies
- Require a Phasing Plan based upon sub-areas that would generally accommodate between 5,000 and 7,500 people

The extent of this Application and the Official Plan Amendment Application to the south (File OP.17.008) will establish the land use for a broader development concept (Including lands to the immediate south) for approximately 760 residential units under one landowner, should the Application be approved. Comprehensive cost sharing agreements and landowner agreements through the Block Plan Application will not be required. However, the content and policy aspects related to the Block Plan, as identified in Section 10.1.1.15, remain applicable.

As the scale of development is less than standard Block Plan Applications, and given that there is less complexity regarding land ownership, the Development Planning Department and Policy Planning and Environmental Sustainability Department are of the opinion that a Scoped Block Plan in accordance with Section 10.1.1.14 b) of VOP 2010 is sufficient to satisfy the Block Plan requirements of VOP 2010.

The Development Planning Department has reviewed the Application and provides the following comments:

a) Land Use

The western portion of the Subject Lands are designated “Community Area” on Schedule 1 “Urban Structure” of VOP 2010. Section 2.2.1 of VOP 2010 provides policy direction on the City’s Urban Structure. “Community Areas” are identified

as stable areas for low-rise residential purposes, including park, community, institutional and retail uses. Section 2.2.3 of VOP 2010 identifies the following policies for new development in “Community Areas”:

- Community Areas will provide most of the City’s low-rise housing stock and will function as complete communities (Section 2.2.3.1)
- New Development in Community Areas that reinforces the existing scale, height, massing, lot pattern, building type character, form and planned function of the immediate local area is permitted (Section 2.2.3.2).
- Development immediately adjacent to Community Areas shall ensure appropriate transition in scale, intensity, and use, and shall mitigate adverse noise and traffic impacts (Section 2.2.3.4).
- That greenfield lands within Community Areas should be developed to help achieve the average minimum density of 50 residents and jobs per hectare combined (Section 2.2.3.7).

The proposed land use shown on Attachment 2 and the Development Concept shown on Attachment 3 identifies a mix of low-rise residential housing that is consistent with the “Community Area” policies of VOP 2010. The Development Concept yields a density of 54 residents and jobs per hectare that meets the density requirements identified in Section 2.2.3.7 of VOP 2010, while implementing appropriate transition in scale and density as identified in Section 2.2.3.4 of VOP 2010.

The Application contributes to the VOP 2010 average minimum intensification target and provides a form of development that is more consistent with the planned function of the existing neighbourhood context. The density of people and jobs proposed by the Application is consistent with the densities assigned to the lands located east of the Subject Lands within the “North Kleinburg Nashville Secondary Plan” in Section 11.8, Volume 2 of VOP 2010.

Low-Rise Residential

The proposed “Low-Rise Residential” designation of VOP 2010 permits single, semi-detached and townhouse building forms. The proposed single detached dwellings will range in frontage from approximately 11.6 m to 18.3 m and the proposed lots for townhouse dwellings will range in frontage from 6.1 to 6.3 m.

Consistent with Schedule 13 “Land Use” of VOP 2010, a density requirement is not identified for lands proposed to be designated “Low-Rise Residential”. The Development Concept must conform to the compatibility criteria for new development in Community Areas, as identified in Section 2.2.3.2 and 2.2.3.4 of VOP 2010, and further set out in Section 9.1.2.2 of VOP 2010, as follows:

“That in Community Areas with established development, new development be designed to respect and reinforce the existing physical character and uses of the surrounding area, paying particular attention to the following elements:

- a. the local pattern of lots, streets and blocks;
- b. the size and configuration of lots;
- c. the building type of nearby residential properties;
- d. the heights and scale of nearby residential properties;
- e. the setback of buildings from the street;
- f. the pattern of rear and side-yard setbacks;
- g. conservation and enhancement of heritage buildings, heritage districts and cultural heritage landscapes; and
- h. the above elements are not meant to discourage the incorporation of features that can increase energy efficiency (e.g. solar configuration, solar panels) or environmental sustainability (e.g. natural lands, rain barrels).”

Section 9.2.3 of VOP 2010 further identifies building type and development criteria for single detached, semi-detached and townhouse dwellings (Sections 9.2.3.1 and 9.2.3.2). Future development applications (Scoped Block Plan, Zoning By-law Amendment and Draft Plan of Subdivision Applications) to implement the Development Concept are required to conform to the compatibility criteria identified in Section 9.1.2.2 of VOP 2010 and the building type and development criteria identified in Section 9.2.3 of VOP 2010.

At the Public Hearing for the Application, residents with existing residential lots located on the north side of Kirby Road provided comments respecting possible noise, traffic and light intrusion into existing properties as a result of the proposed land use and the location of roads. The Development Planning Department recommends the inclusion of a policy in the implementing Official Plan Amendment to assess the opportunity to address transition measures on the subject lands to mitigate potential impacts on the properties on the north side of Kirby Road. Transition measures may include, but not be limited to, fencing, increased landscape, and headlamp absorption and traffic control measures.

The details of the transition measures shall be established through the Scoped Block Plan, Draft Plan of Subdivision and Zoning By-law Amendment Applications. A Condition to this effect is included in the Recommendations section of this report.

b) Transportation

The Development Concept includes minor collector and local roads. The north-south (Street 'A') and east-west (Street 'B') minor collector roads shown on Attachment 3 are connected by a roundabout that will connect the Subject Lands to the proposed development located on the Copper Creek Golf Club (File OP.17.008). Minor collector roads will be identified in the implementing Official Plan Amendment, should the Application be approved. The Development Concept includes signalized intersections on Regional Road 27 at "Street B" and at the intersection of Regional Road 27 and Kirby Road, and a full moves access on Kirby Road from Street 'B', as shown on Attachment 3.

Streets 'A' and 'B' shall be recognized as minor collector roads and designed in accordance with: the "Collector Streets" policies in Section 4.2.1 of VOP 2010; City engineering standards established by the DE Department; and the design criteria for streets identified in Section 9.1.1.2, 9.1.1.3 and 9.1.1.4 of VOP 2010. Streets 'A' and 'B' should have enough right-of-way width to accommodate active transportation requirements.

Section 4.2.1.22 of VOP 2010 requires direct residential frontage on Minor Collector streets. The Development Concept identifies conventional residential lotting on Streets 'A' and 'B', with direct residential frontage on Street 'B' and opportunities to provide residential frontage from the proposed local streets for Street 'A', which will be established at the Draft Plan of Subdivision Application stage.

A traffic signal and jog elimination are proposed at the intersection of Regional Road 27 and Kirby Road. Regional Road 27 is an arterial road under the jurisdiction of York Region; Kirby Road is under the jurisdiction of the City and is identified as a 36 m wide minor arterial road, as shown on Schedule 9 "Future Transportation Network" of VOP 2010. The proposed traffic signal and jog elimination will be determined through the Scoped Block Plan and Draft Plan of Subdivision Application stages through the submission of a signal warrant analysis to the satisfaction of York Region and the City.

The configuration of the proposed local roads (Streets 'C' 'D', 'E', 'F', 'G', 'H', and 'I') and public laneways (Public Lane 'A') shall be established at the Block Plan and Draft Plan of Subdivision Application stages, and shall be designed in accordance with: the "Local Streets" policies in Section 4.2.1 of VOP 2010; City engineering standards established by the DE Department; and the design criteria for streets identified in Section 9.1.1.2, 9.1.1.3 and 9.1.1.4 of VOP 2010.

The Development Concept identifies the conceptual extension of Street 'I' to allow for access from the Subject Lands to 5841 Kirby Road, should the landowners of 5841 Kirby Road decide to submit the required development applications to determine the potential to redevelop their lands. To-date, the landowners of 5841 Kirby Road have not submitted development applications to the City to develop their lands.

c) Parks and Trails

The proposed Land Use and Development Concept shown on Attachments 2 and 3 conceptually identifies a 0.82 ha park block. The proposed park block is intended to function as a "Neighbourhood Park" and must conform to the function and size criteria identified in Section 7.3.1.2 and 7.3.2.6 of VOP 2010 and the City's 2018 Active Together Master Plan ('ATMP').

The amount of parkland proposed in combination with the Official Plan Amendment for the lands to the south (File OP.17.008) is intended to provide the required amount of parkland in accordance with the *Planning Act* and the City's cash-in-lieu of parkland By-law.

Parkland Dedication requirements as outlined in the ATMP recommends a City-wide provision standard of 2.0 ha of parkland for every 1,000 persons. The final location and size of the proposed park shown on Attachments 2 and 3 will be reviewed in consideration of the ATMP at the Scoped Block Plan and Draft Plan of Subdivision application stages.

The Pedestrian and Bicycle Master Plan 2007 and 2012 update identifies a multi-use recreational trail adjacent to Regional Road 27. The Development Concept includes a 24 m wide landscape buffer adjacent to Regional Road 27 with a multi-use recreational trail, as shown on Attachment 3. The proposed 24 m wide buffer is consistent with buffer policies in OPA 601 (Section 4.7.3).

Detailed design and conveyance of the multi-use recreational trail will be determined at the Block Plan and Draft Plan of Subdivision stages in accordance with Sections 7.3.1.3 and 7.3.1.4 of VOP 2010. The Development Planning Department recommends that a site-specific policy be added to the implementing Official Plan Amendment to implement the proposed 24 m wide landscape buffer. A condition to this effect is included in the Recommendations of this report.

Additional local pedestrian and bicycle connections between the park block proposed for the Development Concept and existing and proposed parks and open space trails located in proximity to the Subject Lands will be reviewed and secured through the Block Plan and Draft Plan of Subdivision stages. Specifically, connections at mid-block locations between local roads and to Regional Road 27 and Kirby Road. In addition, local multi-use recreational trail connections through public easements to existing and/or planned local/City-wide networks will be examined during the Block Plan and Draft Plan of Subdivision Application review process.

Summary of VOP 2010 Policies

The Development Planning Department can support the Application to establish the proposed land use on the Subject Lands, as shown on Attachment 2, as it meets the “Community Area”, “Natural Areas” and “Core Feature” policies of VOP 2010, in accordance with the Transition policies of the Greenbelt Plan and the recommendations in this report. The Application will permit a land use that is compatible with the surrounding area context, subject to conditions for additional policies in the implementing Official Plan Amendment, as identified in the Recommendations section of this report.

Site-specific Amendments to VOP 2010 are required to permit the Development

To permit the Development Concept, the Owner is proposing the following site-specific amendments to VOP 2010:

Table 1

	VOP 2010 Policy	Proposed Amendments to VOP 2010
a.	Section 3.2.3.10 states that Core Features and their related vegetation protection zone will be conveyed to the City and/or Toronto and Region Conservation Authority as a condition of development approval. To enable comprehensive management, such features shall not be fragmented but shall be brought into public ownership to ensure their continued protection and management.	Conveyance of Core Features and their associated vegetation protection zones into public ownership shall be determined through the Block Plan / Draft Plan of Subdivision applications, without further amendment to VOP 2010.
b.	Section 4.2.3.4 requires sidewalks on both sides of collector roads.	Sidewalks on both sides of collector roads together with pedestrian/cycling and multi-use local trail connections shall be determined at the Block Plan / Draft Plan of Subdivision applications, without further amendment to VOP 2010.
c.	Section 9.1.1.3 prohibits rear lotting on public streets.	<ul style="list-style-type: none"> ▪ Permit rear lotting on a public street (Regional Road 27) to maintain the existing physical character of the Kleinburg Community, as per Sections 9.1.2.2 and 9.1.2.3 of VOP 2010.

The Development Planning Department has reviewed the proposed site-specific amendments to VOP 2010 for the Subject Lands and provide the following comments:

a) Conveyance of Core Features

The approximate east portion of the Subject Lands are designated “Natural Areas”, as shown on Attachment 5, and subject to the “Core Feature” policies of VOP 2010. The existing zoning on the Subject Lands is “A Agricultural Zone” with the eastern portion zoned “OS1 Open Space Conservation Zone” as shown

on Attachment 1. The Development Planning Department recommends that the Owner provide appropriate rationale for the retention of “Core Features” in private ownership in accordance with the YROP and VOP 2010 to the satisfaction of the City. A condition to this effect is included in the Recommendations of this report.

b) Location of Sidewalks

Section 4.2.3.4 of VOP 2010 requires sidewalks on both sides of collector streets. Section 4.2.3.4 of VOP 2010 further states (in part) “within areas in proximity to schools, parks, transit stops and stations, and other public facilities, sidewalks on both sides of the street may be considered through the Block Plan approval process.”

The Development Concept includes a park block located adjacent to Street ‘A’. The implementation of road improvements to Regional Road 27, and improvements and confirmation of the design of the proposed multi-use recreational trail within the proposed 24 m wide landscape buffer along Regional Road 27, may impact the design of Street ‘B.’ On this basis, it is appropriate to determine sidewalk requirements at the Scoped Block Plan and Draft Plan of Subdivision applications.

c) Rear Lotting on Public Streets

The Application proposes permissions to permit rear lotting on a public street (Regional Road 27) to maintain the existing physical character of the Kleinburg Community in accordance with Sections 9.1.2.2 and 9.1.2.3 of VOP 2010. Section 9.1.1.3 of VOP 2010 prohibits rear lotting on public streets. The proposed rear lotting on Regional Road 27 will maintain the character of the existing residential lotting on Regional Road 27 in proximity to the Subject Lands.

The Development Planning Department recommends that the site-specific amendment include justification for rear lotting on Regional Road 27 through the submission of Urban Design Guidelines at the Draft Plan of Subdivision application stage, should the Application be approved. A condition to this effect is included in the Recommendations of this report.

A future Scoped Block Plan Application is required to permit the Development Concept

The Owner has submitted the Application to amend VOP 2010 and is required to submit a Scoped Block Plan with the adjacent property to the south (File OP.17.008) to satisfy

the requirement of an “Area Specific Study” identified in Section 9.2.2.17 c) of VOP 2010, should the Application be approved. The Scoped Block Plan shall ensure that the Subject Lands and abutting lands to the south are planned in a comprehensive manner.

The Owner is required to provide a Terms of Reference to the Policy Planning and Environmental Sustainability Department to determine suitable information and submission documents for the Scoped Block Plan Application, in accordance with Section 10.1.1.17 of VOP 2010.

The requirement for a Scoped Block Plan Application will be included in the policies of the implementing Official Plan Amendment, should the Application be approved. A condition to this effect is included in the Recommendations of this report.

A Future Zoning By-law Amendment Application is required to permit the Development Concept

The Subject Lands are zoned “A Agricultural Zone” and “OS1 Open Space Conservation Zone” by Zoning By-law 1-88, as shown on Attachment 2, which permits open space and agricultural uses.

Should the Application be approved, a future Zoning By-law Amendment application is required to implement the corresponding zone categories of Zoning By-law 1-88, together with any site-specific zoning exceptions, to permit the land use to facilitate the Development Concept.

Future Draft Plan of Subdivision and Site Development Applications are required to permit the Development Concept

Should the Application be approved, a future Draft Plan of Subdivision Application(s) is required to implement the Development Concept. The application(s) shall include required information of detail to ensure conformity to and general intent of the official plan amendment, including, but not limited to, a detailed land use plan and justification report, the proposed lotting, local road network, delineation of natural features, densities and built form, functional servicing and description of community features. The Draft Plan of Subdivision Application will also secure appropriate conditions of draft plan of subdivision approval.

Any townhouse units proposed on the Subject Lands will be subject to a future Site Development Application(s) in accordance with the City’s Site Plan Control By-law 123-2013. The Site Development Application(s) will be reviewed in consideration of, but not limited to: pedestrian and barrier free accessibility; proper vehicular turning movements; appropriate site design and building materials; landscaping, amenity area, snow

storage, environmental sustainability, stormwater management, and servicing and grading; and, the relationship of the proposed built form, building setbacks and design with the immediate neighbourhood and site.

The Development Engineering ('DE') Department has no objection to the Application, subject to the submission of documents in support of future development applications

The DE Department has reviewed the Application and advises that they have no objection to the Application, subject to the submission of a detailed reports through subsequent development applications, and any commitments identified within the reports to be fulfilled by the Owner to the satisfaction of the City.

The DE Department provides the following comments on the Application:

Water Servicing

The Subject Lands are located within Pressure District KN ('PD-KN') and PD 6 of the York Water System. A 400 mm diameter PD-KN watermain has been constructed on Regional Road 27, Kirby Road and Kleinburg Summit Way within Block 55 East to connect to Stegman's Mill Road and complete the watermain loop.

The Block 55 East water supply analysis identifies an upgrade to the existing 300 mm diameter watermain from the elevated tank to Hedgerow Lane to support future growth. The Subject Lands are proposed to connect to this watermain along Regional Road 27 and Kirby Road, which conforms to the approved Kleinburg-Nashville Servicing Strategy Master Plan Class EA ('KNSS EA') the Block 55 East Water Supply Analysis. The DE Department is satisfied that the Development Concept can be adequately supplied with water service subject to watermain upgrades to be identified and detailed at the Draft Plan of Subdivision stage. The Owner shall ensure that the proposed building elevations correspond with the appropriate Pressure District elevations where the Subject Lands are situated in to ensure water pressures consistent to the City's Design Criteria.

The Owner is required to pay their proportional financial contribution of the Regional Road 27 watermain works within any future servicing or development agreements, as the Subject Lands have been identified as benefitting lands external to the Kleinburg North Spine Services Agreement that are tributary to the improvements. An evaluation of the water servicing modelling and calculations will also be conducted when the detailed drawings, including information on the diameter and details of the local watermains, are submitted for the City's review. Conditions regarding cost sharing will be included in the Subdivision Agreement through the future Draft Plan of Subdivision application(s).

Sanitary Servicing

The Subject Lands are currently serviced by a local private sanitary pump station ('SPS'). An existing forcemain connects from the local SPS to a gravity sewer on Regional Road 27, south of Forest Heights Boulevard, and directs sanitary flow to the municipally-owned Nashville SPS located at the southeast corner of the Nashville Road and Regional Road 27 intersection.

The ultimate solution for servicing the Subject Lands has been identified within the 2016 Region of York Water and Wastewater Master Plan ('WWMP'), through construction of a new sanitary sewer on Regional Road 27 to service the future growth of northwest Vaughan and Kleinburg. The WWMP identifies the Regional Road 27 sewer to allow the decommissioning of the Kleinburg Water Resource Recovery Facility ('WRRF') currently treating sanitary flow for the Kleinburg area, including the Subject Lands. It is anticipated that the Regional Road 27 sanitary sewer will ultimately service the Subject Lands and be constructed between 2036 and 2041. In the interim, an alternate sanitary servicing strategy to directly connect to the Region's WRRF can be considered to accommodate the Subject Lands, subject to available capacity at the WRRF.

The Subject Lands are proposed to be serviced by a new municipal sanitary pumping station, known as the Kirby/27 SPS, to be located within 5841 Kirby Road, located north of the Subject Lands. The Kirby/27 SPS is proposed to discharge sanitary flow from the Subject Lands by constructing a new forcemain on Regional Road 27. The relocation of the Kirby/27 SPS must conform to the location identified within the KNSS EA.

As the Nashville SPS was not anticipated to accommodate the Subject Lands, the Owner has proposed an alternate sanitary servicing strategy that includes the following:

- diversion of flow away from the Nashville SPS
- decommissioning of the Nashville SPS
- construction of a new sanitary sewer on Regional Road 27 to the private Villa Colombo SPS
- upgrades to the Villa Colombo SPS
- upgrades to the sanitary sewer(s) upstream of the Kleinburg WPCP

A City-initiated background study led by the Infrastructure Planning and Corporate Asset Management ('IPCAM') Department has been completed for the Subject Lands since the initial submission of the Application in May 2017. The study completed in December 2017, known as the Focus Area Core Servicing Strategy ('FACSS') identifies

the Subject Lands within Area D that consist of K-N area covering approximately 1,160 ha.

Area D is roughly bound by Kirby Road to the north, Major Mackenzie Drive to the south, the railway to the west, and Kipling Avenue to the east. The basis of the study was to expand on the findings from 2 other preceding studies completed by the City for the Area encapsulating the Subject Lands; the 2014 City-Wide Water / Wastewater Master Plan Environmental Assessment Study ('MPEA') in support of VOP 2010 to direct the municipal water and wastewater infrastructure improvements required for the intensification and expansion of the City's urban boundary, and the KNSS EA.

The FACSS was undertaken to account for development applications that were not included in the previous studies and recommended several wastewater projects to service the existing and future development through several options including the flow diversions to other areas, the construction of new sanitary sewers and pumping stations, and upgrades to the existing sanitary sewers / pumping stations.

The City has since initiated an Interim Servicing Strategy ('ISS') Study led by IPCAM for the wastewater collection systems serving the City's new community areas and employment lands in advance of York Region's anticipated infrastructure delivery of 2028. The ISS will reflect the City's anticipated 10-year development forecast for the period of 2019 to 2028. The projected completion date for the ISS study is expected for 2020. As the Subject Lands are located within the ISS study areas, the interim sanitary solutions recommended by the Owner will need to be evaluated as part of the City's ISS study.

In consideration of the timing to implement the Regional infrastructure, the Owner is proposing to directly connect to the Region's WRRF for the interim condition subject to the availability of capacity. We understand that the Owner continues to evaluate alternative servicing strategies to service the Subject Lands that are to be submitted for the City's review through the future Scoped Block Plan and Draft Plan of Subdivision applications.

As the City has accounted for the Subject Lands proposed use within the ISS study, the DE Department is satisfied that the Subject Lands can be serviced to accommodate its sanitary flow, subject to the City's ISS study completion and recommendations. An evaluation of the sanitary servicing calculations will also be conducted when the detailed drawings, including information on the diameter and details of the local sanitary sewers, are submitted for the City's review in the future Scoped Block Plan and Draft Plan of Subdivision applications.

Stormwater Management

The DE Department is satisfied that the Subject Lands can be adequately serviced to allow for appropriate stormwater management control. The Owner shall address all DE comments to enable the acceptance of the SWM design in a future Draft Plan of Subdivision application(s), to the satisfaction of the City.

Stormwater flow from the Subject Lands is proposed to be accommodated by upgrading/retrofitting an existing irrigation pond currently being used by the existing Copper Creek Golf Club (File OP.17.008) to become a complete stormwater management pond ('SWMP'). The Owner proposes that the Copper Creek Golf Club continue to draw water for irrigation purposes from the upgraded SWMP through an agreement with the City. The City has reviewed the proposal and affirms that the SWMP shall be conveyed into municipal ownership through the subdivision agreement for the Subject Lands with conditions the Copper Creek Golf Club to draw irrigation water from the City-owned SWMP.

The Owner shall note that any easements or land required to facilitate the SWMP shall be conveyed to the City as part of a future subdivision agreement. The City also requires a Mutual Servicing Agreement between the Owner of the Subject Lands and the Owner of the East Kleinburg Development Lands (File OP.17.008) to allow for stormwater flow to be directed to the SWMP located on the Subject Lands.

Grading Design

A detailed evaluation of the grading design will be conducted in the future Draft Plan of Subdivision application to be submitted for the City's review. The grading design shall conform to City standards and the proposed stormwater management design presented within the Application.

Noise

A detailed evaluation of the noise and vibration impacts ('Noise Study') is required at the future Draft Plan of Subdivision application(s). The Noise Study and recommended mitigation measures shall conform to City and Provincial standards and incorporate the preliminary design measures presented within this Application.

Environmental Engineering

Phase One and Two Environmental Site Assessment (ESA) reports for the Subject Lands were submitted and reviewed by DE.

The Phase Two ESA identified petroleum hydrocarbon compound impacts at one borehole location exceeding the applicable Ministry of the Environment, Conservation, and Parks ('MECP') standards. All other soil and groundwater samples met the applicable MECP standards. Given that soil impacts were identified within the Subject Lands, an MECP Record of Site Condition ('RSC') covering the entire lands within the plan and filed on the Environmental Site Registry in accordance with Ontario Regulation 153/04 shall be required as part of subsequent development application stages.

The DE Department is satisfied with the ESA documentation submitted at this time. Further ESA work will be required at the future Draft Plan of Subdivision stage, including the application of a Holding Symbol "(H)" on the future zoning amendment application to ensure updated ESA reports, remediation, and filing of a RSC is undertaken by the Owner.

Transportation Engineering

The DE Department advises that Streets 'A' and 'B', as shown on Attachment 3, shall be recognized as minor collector roads and should have enough right-of-way width to accommodate active transportation requirements. The configuration of the proposed intersection of Kirby Road and Street 'A' will be established at the Scoped Block Plan and Draft Plan of Application stages.

The configuration of the local roads (Streets 'C', 'D', 'E', 'F', 'G', 'H' and 'I') and public laneway (Public Lane 'A') shall meet typical City standards. The cul-de-sac proposed at the terminus of Street 'I' is proposed on neighbouring lands (5841 Kirby Road) for which no development application has been submitted to the City at this time. Should the landowners of 5841 Kirby Road decide to submit the required development applications to determine the potential to redevelop their lands, the configuration of Street 'I' shall adhere to typical City standards.

A traffic signal and jog elimination are proposed at the intersection of Regional Road 27 and Kirby Road. Regional Road 27 is an arterial road under the jurisdiction of York Region. Kirby Road is under the jurisdiction of the City and is identified as a 36 m wide minor arterial road, as shown on Schedule 9 "Future Transportation Network" of VOP 2010. The proposed traffic signal and jog elimination will be determined through the Scoped Block Plan and Draft Plan of Subdivision Application stages through the submission of a signal warrant analysis to the satisfaction of York Region and the City.

The Owner is required to provide a Transportation Assessment Report, Transportation Demand Management recommendations, signal warrant analysis, a revised Traffic

Impact Study, and detailed design of the local road network and external intersecting streets. The DE Department is satisfied in principle with the design schematic presented for the Application. A detailed evaluation of the transportation studies and design will be conducted in the future Scoped Block Plan and Draft Plan of Subdivision Applications.

The DE Department notes that the implementing Official Plan Amendment should enable revisions to the road configuration shown on the concept plan, where necessary, based upon the forthcoming detailed reports to be received with the future Scoped Block Plan and Draft Plan of Subdivision application. A condition to this effect is included in the Recommendations of this report.

The Urban Design Department has no objection to the Application subject to the submission of additional information at the Scoped Block Plan and Draft Plan of Subdivision stages

The Urban Design Department has no objection to the Application, subject to the following information and documents being provided at the Scoped Block Plan and Draft Plan of Subdivision stages:

- a) The Owner is required to prepare urban design guidelines, should the Application be approved. The urban design guidelines shall include, but not be limited to, the following:
 - Outline the experience of place, how it functions and how it connects
 - Active transportation and its relationship to and compatibility with the surrounding neighbourhood context
 - A master landscape plan
 - Coordination of urban design/streetscape elements, including fencing treatments and street tree planting
 - Architectural control design guidelines
 - Low impact development and sustainable design practices/guidelines
 - Justification for the proposed rear lotting on Regional Road 27
 - Design interface along streets;
- b) The Owner is required to provide a tree preservation study to the satisfaction of the City at the Scoped Block Plan / Draft Plan of Subdivision Application stage, should the Application be approved. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation;

- c) Tree compensation options, including but not limited to, a Tree Protection Agreement in accordance with the Vaughan Council enacted Tree By-law 052-2018 and the City's Tree Protection Protocol, will be reviewed by the City and TRCA at the Draft Plan of Subdivision stage, if the Application is approved;
- d) The Owner is required to prepare a detailed edge management plan study for the perimeter of the open space lands at the Block Plan / Draft Plan of Subdivision Application stage. The study shall include an inventory of all existing trees within an 8 m zone inside the staked edges, and areas where the open space edges are disturbed, assessment of significant trees to be preserved and proposed methods of edge management and/or remedial planting shall be included;
- e) Community entry/gateway feature enhancements shall be articulated with heritage-inspired streetscape elements (e.g. heritage-themed planting and built-form);
- f) The design concept for the new community should have regard for core features by providing an appropriate public interface and with sustainable community design;
- g) As a new development that respects and reinforces the existing character of the local area, consideration shall be made for a community design that celebrates the agricultural connection of the lands in terms of landscape architecture and in the selection of architectural material and landscape structures; and
- h) Low impact development and sustainable design components shall be delineated within the streetscape design elements.

The Urban Design, Cultural Heritage Department has no objection to the Application

The Subject Lands are not designated under the Ontario Heritage Act, are not included in the City of Vaughan Register of Property of Cultural Heritage Value, and are not noted as a property of interest to the Cultural Heritage Division, as per the City of Vaughan Heritage Inventory. Therefore, there are no cultural heritage concerns regarding the Subject Lands.

A Stage 1 - 2 Archaeological Assessment and clearance letter from the Ministry of Culture, Tourism and Sport was submitted and reviewed by the Urban Design, Cultural Heritage Department. The Subject Lands are clear of any further archaeological concern. Standard archaeological clauses will be included in conditions of Draft Plan of Subdivision approval, should the Application be approved.

The Parks Development Department has no objection to the Application

The Owner has submitted a Community Services and Facilities Impact Brief ('CSFIB') using a 2.5 km radius study area ('CSFIB Study Area') from the centre of the Subject Lands and identifies whether additional services and facilities are required as a result of the Application.

In addition to parkland, there is an existing network of active transportation facilities within the CSFIB Study Area including on- and off-road cycling and multi-use recreational trails that connect the Subject Lands to existing and future parkland. The City has identified future multi-use recreational trails adjacent to the Subject Lands (the Vaughan Super Trail) that will improve the existing trail network.

The Parks Development Department has no objection to the Application subject to the following comments:

- a) The Owner is required to complete a Parks and Open Space Master Plan during the Scoped Block Plan / Draft Plan of Subdivision stages for all proposed parks and open space trails within the Development Concept and the adjacent lands subject to Official Plan Amendment File OP.17.008. The Master Plan will identify the size, configuration and location of park and trail facilities to ensure that the City's facility provision standards are consistent with the 2018 Active Together Master Plan ('ATMP');
- b) The Owner is required to prepare a trail feasibility plan that identifies the location of future city-wide and local multi-use recreational trails within the Development Concept. The Pedestrian and Bicycle Master Plan identifies community multi-use recreational trails located to the south and east of the Subject Lands. Planned local trails shall connect to the proposed network and link to the Vaughan Super Trail, which is planned to run through an existing residential subdivision to the south of the Subject Lands. Any local pedestrian pathways will be reviewed in consideration of the Vaughan Super Trail Concept endorsed by Vaughan Council on April 2017, and the Pedestrian and Bicycle Master Plan 2007 and 2012 update; and
- c) The Owner shall build upon their CSFIB through the submission of a Community Services and Facilities Impact Study ('CSFIS') consistent with the City's CSFIS guidelines is required at the Scoped Block Plan / Draft Plan of Subdivision application stage.

The Toronto and Region Conservation Authority ('TRCA') has no objection to the Application

The Subject Lands are located within the Humber River watershed. There are several natural features and hazards on or adjacent to the Subject Lands, including but not limited to, the East Humber River valley corridor, tributaries of the East Humber River and the Main Humber River, provincially significant wetlands ('PSWs') forming part of the East Humber River Wetland Complex, regulatory storm flood plain, woodlands, and the regionally significant Humber River Valley Area of Natural and Scientific Interest ('ANSI'), and the East Humber River Environmentally Significant Area ('ESA'). The Development Concept is located on the western tableland portions of these sites outside of the natural features and hazards which comprise the larger Natural System.

The physical top of bank/dripline of vegetation was staked with TRCA staff on December 1, 2016. The TRCA, on July 16, 2018 provided comments on the first submission of the Application. TRCA staff also attended meetings with City staff and the Owner on October 31, 2018, and November 9, 2018, to discuss comments provided on the first submission of the Application.

On May 3, 2019, the TRCA provided further comments on the revised submission of the Application. Specific comments related to the Application identified on July 16, 2018, were addressed through the resubmission of the Application, while the TRCA advise that certain comments will be addressed as a part of the future Scoped Block Plan and Draft Plan of Subdivision processes.

The TRCA has advised that the Staked Limit shown on Attachment 3 is sufficient. The TRCA has no objection to the proposed 10 m VPZ to the valley and woodland features. Adjustments to the final development limits may occur in response to agency and departmental comments, including those provided by TRCA, prior to draft plan approval through the forthcoming Scoped Block Plan process. The TRCA has no objection to the Application.

The York Region District School Board ('YRDSB') will require a school site on the lands to the south (File OP.17.008) to service the Subject Lands

The Application has been circulated to the YRDSB and York Catholic District School Board ('YCDSB') for review and comment. The YCDSB does not require a school site for the Subject Lands. The YRDSB advises that a public elementary school site is required for the lands located south of the Subject Lands that is subject to Official Plan Amendment File OP.17.008 in order to service this Application.

The various utility companies have no objection to the Application

Alectra Utilities Corporation has no objection to the Application and advises that the Development Concept must meet the minimum clearances from their underground electrical distribution systems. It is the Owner's responsibility to contact Alectra and discuss all aspects of the Development Concept with respect to electrical supply, transformer locations, and temporary service requirements.

Enbridge Gas has no objection to the Application and has advised that it is the Owner's responsibility to contact Enbridge Gas with respect to the installation and clearance requirements for service and metering facilities.

Financial Impact

Not Applicable.

Broader Regional Impacts/Considerations

The Subject Lands are located adjacent to Regional Road 27, an arterial road under the jurisdiction of York Region. YROP policies apply to the Subject Lands as discussed in the YROP section of this report.

York Region, on May 3, 2019, provided comments on the Application. Comments regarding YROP conformity, Greenbelt Plan transition, transportation, servicing, and requirements for future development applications, should the Application be approved, are identified throughout this report and in the York Region's comments shown on Attachment 8.

York Region has identified that the Application is a routine matter of local significance. In accordance with YROP policy 8.3.8, the Application does not adversely affect Regional planning policies or interests. Pursuant to York Region's Council authorization specified in York Region By-law A-0265-1999-017, the Application is exempt from approval by York Region Council. This allows the implementing Official Plan Amendment to come into effect following its adoption by the City of Vaughan and the expiration of the required appeal period, should the Application be approved.

The Owner is required to provide a 36 m wide right-of-way for the portion of Regional Road 27 adjacent to the Subject Lands. In addition, interconnections between properties or existing communities will be required to reduce the number of accesses on Regional roads, and will be identified at the Scoped Block Plan and Draft Plan of Subdivision Application stage.

York Region Environmental Services have provided preliminary comments on the Application, as shown on Attachment 8, with technical comments to be addressed at the Draft Plan of Subdivision Application stage, should the Application be approved.

York Region advise that the Development Concept for the Application will require water and wastewater servicing allocation from the City of Vaughan. If the City of Vaughan does not grant the Development Concept the required allocation from the Region's existing capacity assignments to date, then the Development Concept may require additional infrastructure based on conditions of future capacity assignment, and may include the following:

- West Vaughan Sewage Servicing - 2028 expected completion
- Other projects as may be identified in future studies.

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.

The Owner has prepared a Pre and Post Development Site Specific Water Balance Assessment prepared by WSP Canada Inc., dated February 28, 2017, to address Water Balance Requirements. The Subject Lands are located within a Significant Groundwater Recharge Area and Wellhead Protection Area Q (WHPA-Q) and the CTC Source Protection Plan water quantity recharge maintenance policy will apply. At the Draft Plan of subdivision Application stage, the Owner is required to maintain recharge as demonstrated through a hydrogeological study that shows the existing (i.e. pre-development) water balance can be maintained in the future (i.e. post-development).

York Region has advised that detailed comments from York Region Transit/Viva will be provided as part of the Draft Plan of Subdivision Application stage, should the Application be approved.

Conclusion

The Development Planning Department has reviewed Official Plan Amendment File OP.17.007 in consideration of the PPS, Growth Plan, Greenbelt Plan, York Region and City Official Plan policies, the comments received from City Departments, external public agencies, the public, and the surrounding area context.

The Development Planning Department is of the opinion that the Application is consistent with the Provincial Policy Statement, 2014, conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, and is consistent with the transition policies of the Greenbelt Plan. The Application conforms to the YROP and meets the "Community Area" policies of VOP 2010.

The Development Planning Department recommends that the Application be approved, subject to the Recommendations in this report.

For more information, please contact: Mark Antoine, Senior Planner, Development Planning Department, Extension 8212

Attachments

1. Context and Location Map
2. Proposed Land Use - File OP.17.007
3. Development Concept Plan
4. VOP 2010 Schedule 1 - Urban Structure
5. VOP 2010 Schedule 13 - Land Use
6. OPA 601 (Kleinburg-Nashville Community Plan) - Schedule 'A' Land Use
7. Written Submissions
8. York Region Comments

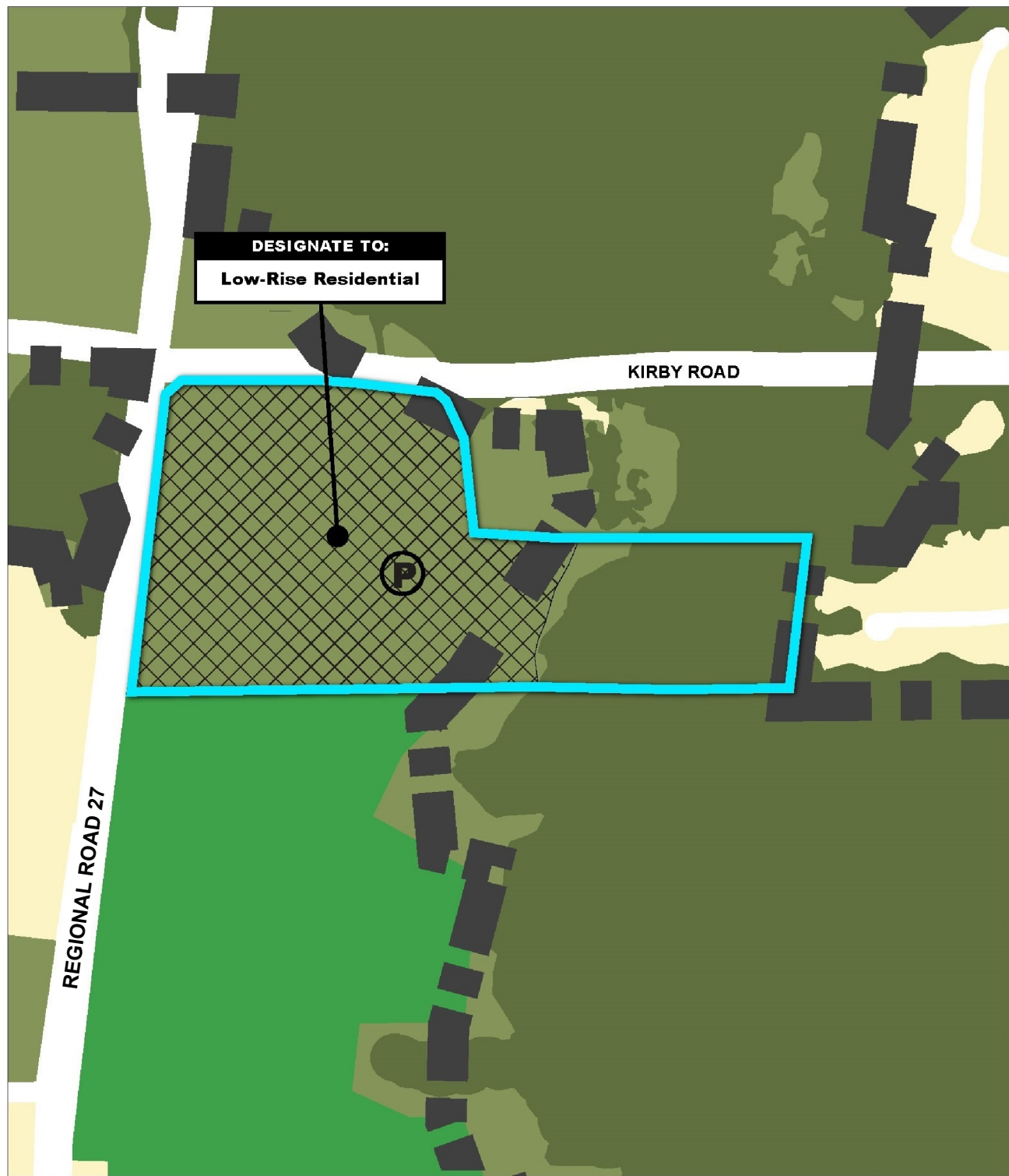
Prepared by

Mark Antoine, Senior Planner, ext. 8212

Carmela Marrelli, Senior Manager of Development Planning, ext. 8791

Mauro Peverini, Director of Development Planning, ext. 8407

/LG



Proposed Land Use - File OP.17.007

Location: Part of Lot 30, Concession 8

Applicant: Kirby 27 Developments Limited

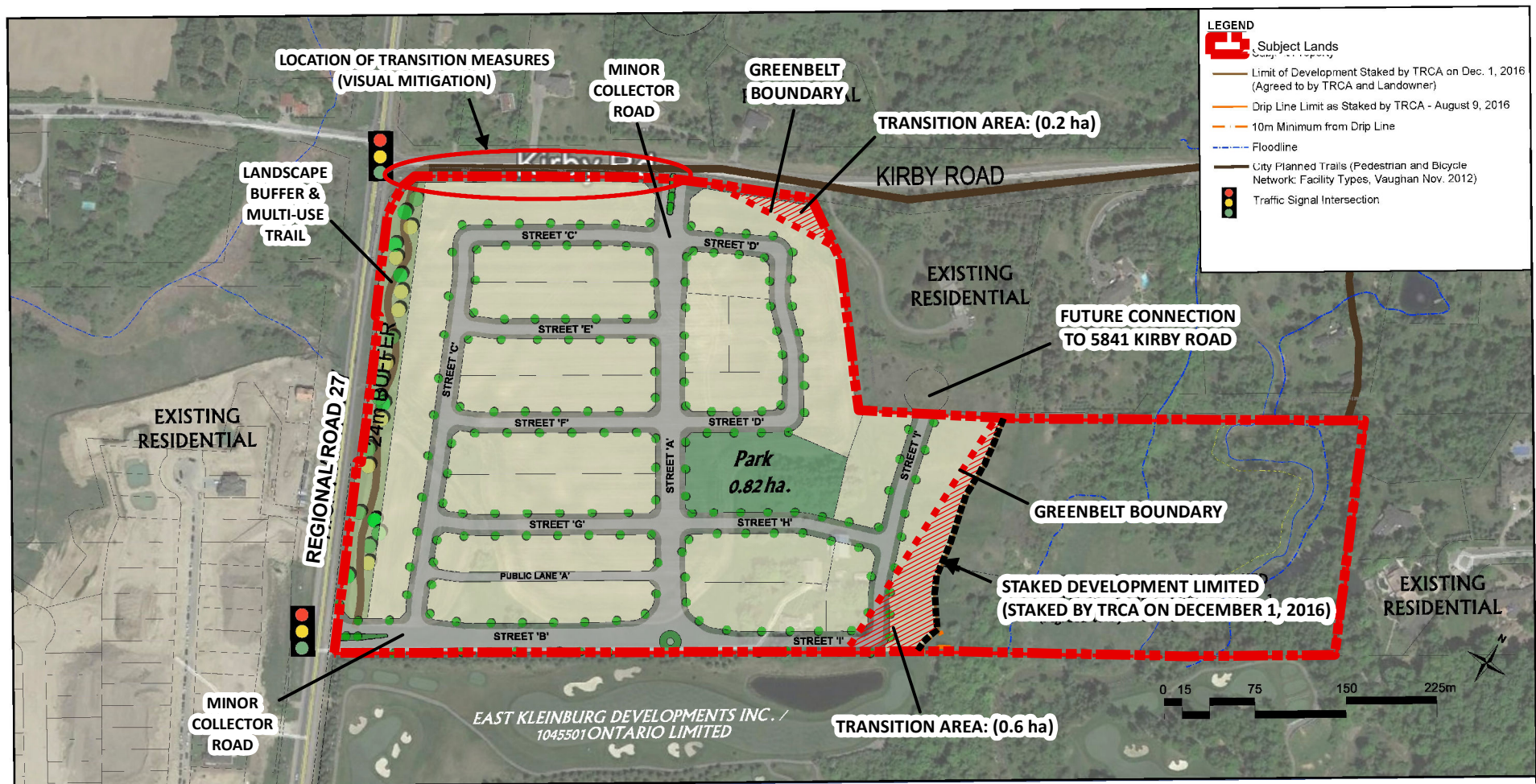


Attachment

FILE:
OP.17.007

DATE:
June 4, 2019

2



Land Use	Area (ha)	Units	Public Road by R.O.W.	Approximate Density Calculations
Low-Rise Residential	10.32	Low-Rise Residential	24.5m = 360m / 1,181'	Total People: 977
Park	0.82	Approximately 279	17.5m = 1,774m / 5,820'	Total Jobs: 29
Buffer	0.91		8.0m = 184m / 604'	Total People and Jobs: ⁽¹⁾⁽²⁾ 1006
Roads	5.19			Total Developable Area: ⁽³⁾⁽⁴⁾ 18.64 ha.
NHS	6.31			Total Units/ Hectare: 15
TOTAL	23.55		TOTAL = 2,217m / 7,274'	Total People and Jobs/ Hectare: 54

Development Concept Plan

LOCATION:
Part of Lot 30, Concession 8

APPLICANT: Kirby 27 Developments Limited

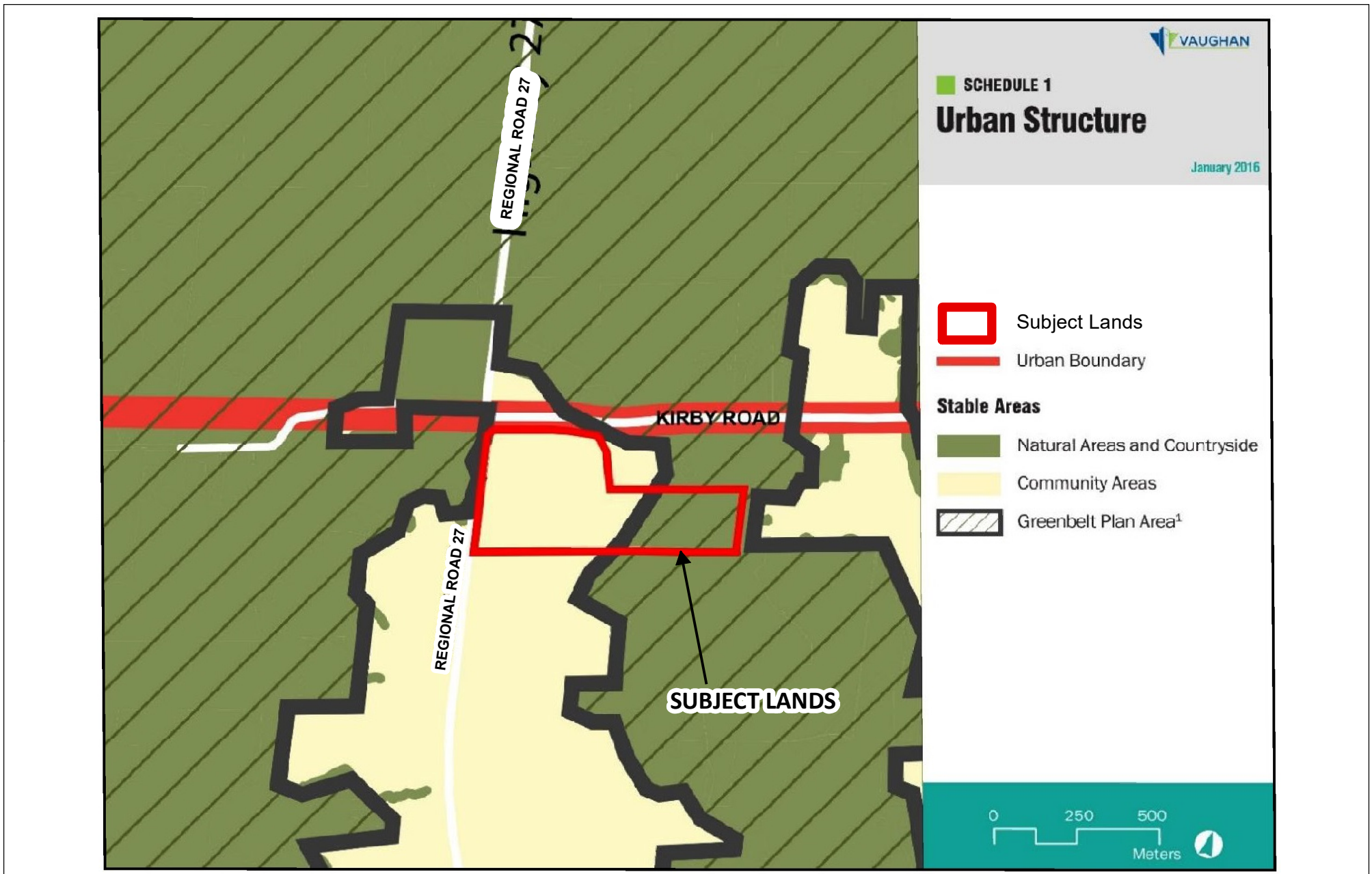


Attachment

FILE:
OP.17.007

DATE:
June 4, 2019

3



VOP 2010 Schedule 1 - Urban Structure

Attachment

LOCATION:
Part of Lot 30, Concession 8

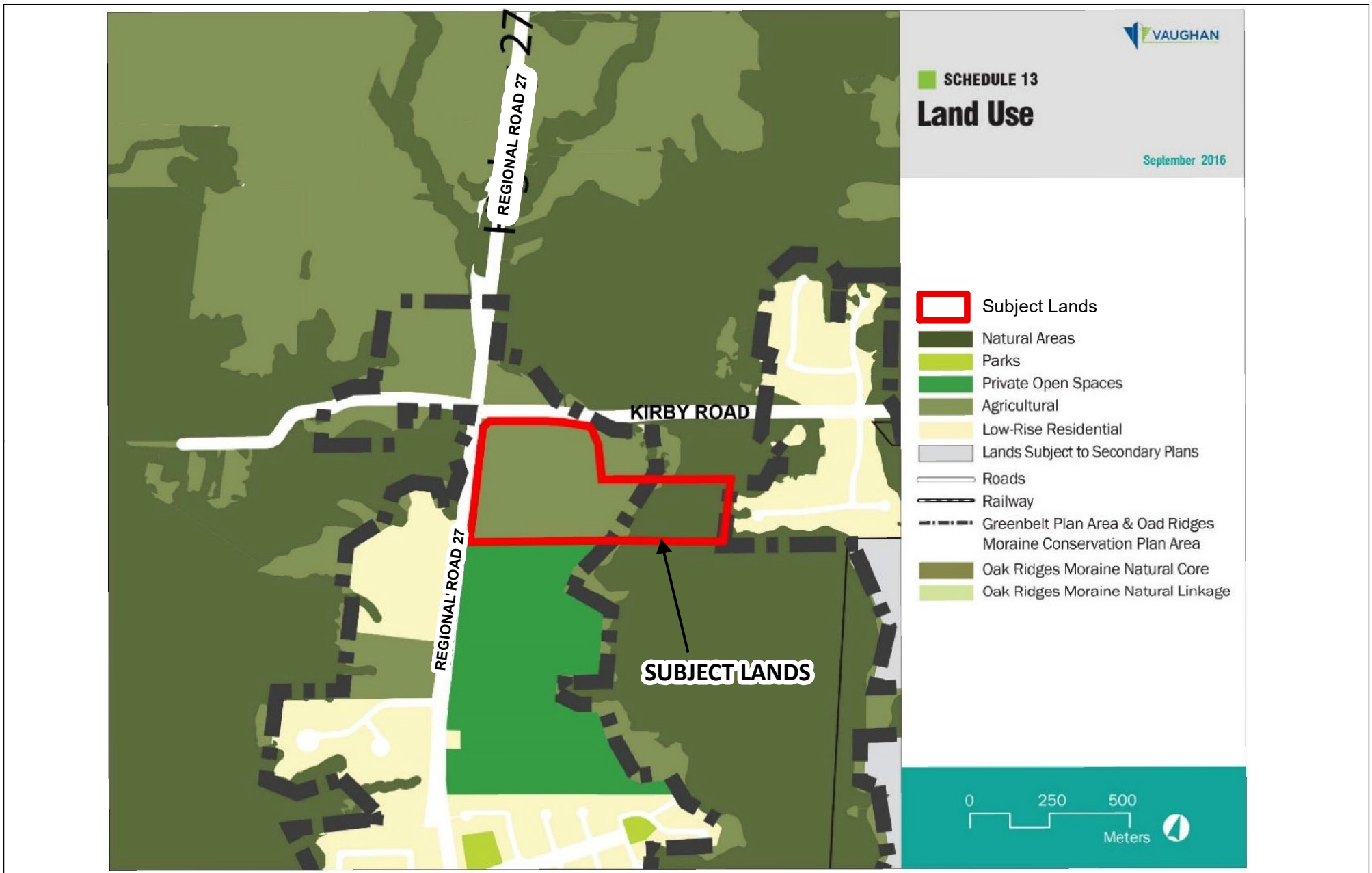
APPLICANT: Kirby 27 Developments Limited



FILE:
OP.17.007

DATE:
June 4, 2019

4



VOP 2010 Schedule 13 - Land Use

LOCATION:
Part of Lot 30, Concession 8

APPLICANT: Kirby 27 Developments Limited

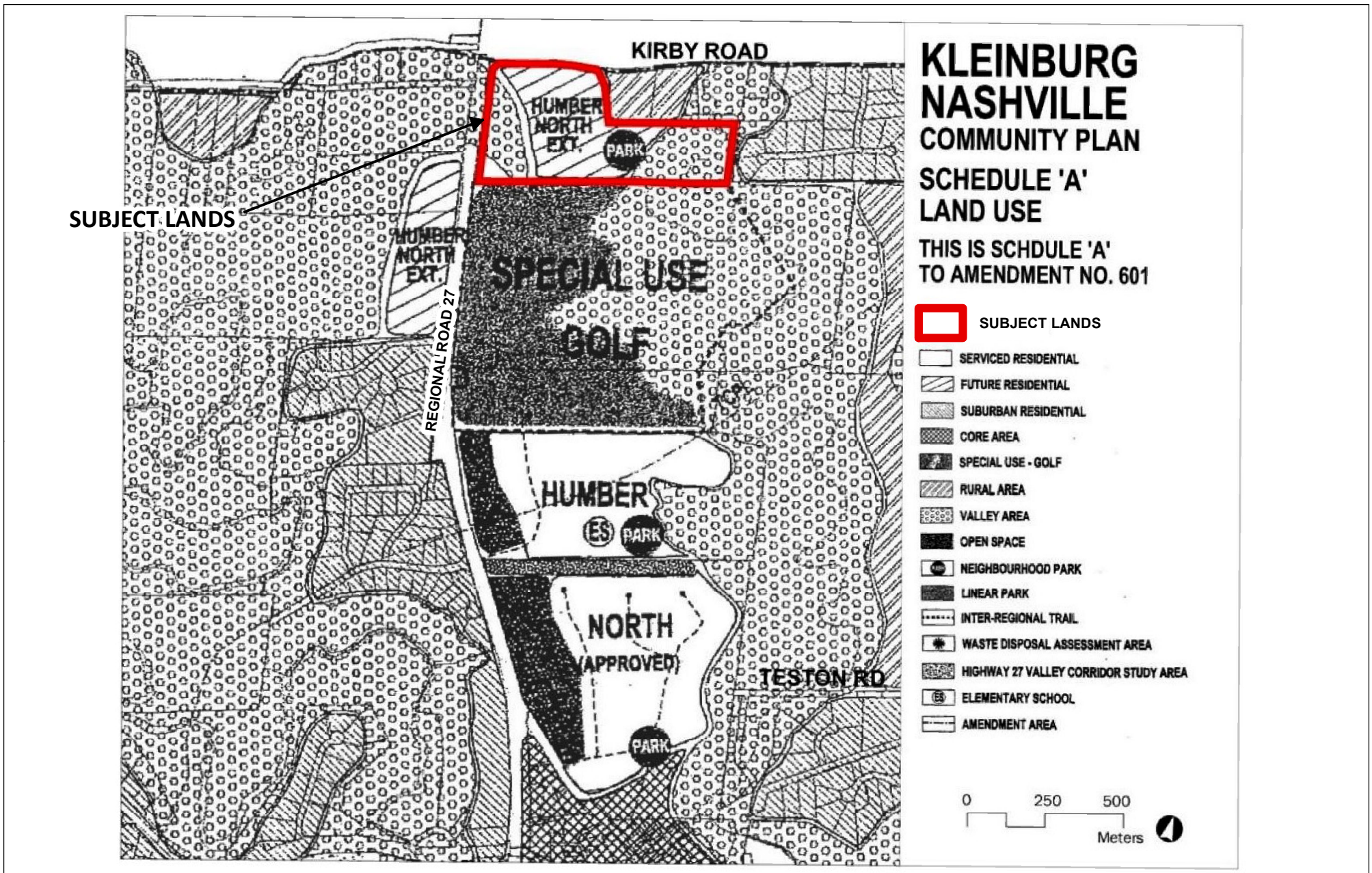


Attachment

FILE:
OP.17.007

DATE:
June 4, 2019

5



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

LOCATION:
Part of Lot 30, Concession 8

APPLICANT: Kirby 27 Developments Limited



Attachment

FILE:
OP.17.007

DATE:
June 4, 2019

6

Attachment 7a

PUBLIC HEARING
COMMUNICATION

C1

Date: Feb 5/19 ITEM NO. 122

January 30, 2019

City of Vaughan
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Attention: Mark Antoine, Senior Planner OR

To Whom it may Concern

Hello:

My name is Constantine Afentakis. I received your letter about

Property 11363 Regional Road 27
File # OP.17.007 and

Property 11063 and 11197 Regional Road 27
File # OP.17.008

Basically you are proposing a meeting to tell me (us) about your plans to destroy another section of this beautiful land!

We all know that this is a done deal, all you are trying to do with your letter and your meetings is to throw dust in our eyes, and tell us how beautiful this is going to be for us!

Since you are giving me the opportunity to reply, here are my thoughts.

This part of our earth you plan to destroy by covering it with cement will never see the daylight. A land that produces local food for us, birds, flowers, butterflies, find home here, trees that produce oxygen, a land full of life is going to live in darkness for millions of years. In my opinion, it is the funeral of this land.

Did it ever occur to you, Mr. Developer, and you politicians?? that the ground is the lungs of the earth? What will happen if you keep covering it with cement and put weight on it (so fast) every single day? How long will it last before it explodes? And all this for what? For Mr. Developers to put more money into your big pockets, well, more property taxes so you can spend it unwisely as usual. It is sad, really sad. Politicians, what politicians, a joke!: As Plato said, "If you never enter politics in your life you will be always governed by people worse than yourself."

All about money!

Listen to ABBA's song sometime!

Please explain to me what "Entering the Green Belt" means?? How big is the Green Belt, and why do you call it "Green Belt"? Is it supposed to be protected?? From construction?

Since your mind has been made up already and nothing will stop you, what remains only are some questions by me, a concerned citizen that loves nature in our neighbourhood so I can say at least I did something about it.

Questions

1. Which road is going to carry this heavy traffic? A very tired, poor, old, exhausted, sad looking, already busy Hwy 27? One lane highway? What a joke! I demand an answer whether a study was conducted on this issue.
2. Was an environmental study done? Did you notice there is a river nearby? Take a walk and look at all the garbage people are throwing near the bridge. Did you consider of this river being flooded if the water has no place to go? With all your cement where are you going to put it? I demand an answer if an environmental study has been done?

In conclusion, this is what you will be doing:

1. Kill a beautiful part of our earth
2. Increase traffic so driving to work will be a nightmare (already is).
3. Increase pollution
4. Increase noise
5. Upset people that live around this area for a long time and love it
6. Collect a lot of property taxes money
7. Fill Mr. Developers' big pockets with more cash.

Mr. Developers, do something different. You are already multimillionaires. Buy a section of earth and protect it, let it be, give it as a gift to our earth, but to do that you must love this earth and have a vision. Imagine for a minute, if you do that the happiness you will feel deep inside your heart.

As the late Hawking said, "We are in danger of destroying ourselves by our greed and stupidity. We cannot remain looking inwards at ourselves on a small and increasingly polluted area of our overcrowded planet."

Mr. Developers and politicians put your signature on this deal.
"I participated in destroying (killing) this beautiful part of our earth."

Shame, shame, shame.

C. Afentakis
[REDACTED] Kirby Road
Kleinburg, ON

Attachment 7b

Subject:

FILE OP.17.007 AND OP.17.008 - HEARING SUBMISSIONS

**PUBLIC HEARING
COMMUNICATION**

C2

Date: Feb 5/19 ITEM NO. 142

From: Robert Lenz [REDACTED]
Sent: February-04-19 8:57 AM
To: DevelopmentPlanning@vaughan.ca
Cc: [REDACTED]
Subject: FILE OP.17.007 AND OP.17.008 - HEARING SUBMISSIONS

Good day, please find a list of requests and comments from property owners at [REDACTED] Kirby Road regarding the development applications OP.17.007 and OP.17.008, Kirby 27 Developments Limited and East Kleinburg Developments Inc./1045501 Ontario Inc for councils consideration at the upcoming Committee of the Whole (Public Hearing) February 5, 2019.

1. Elimination of Street "B" intersection at north end of property with Kirby Road. With regards to safety, location is very poor for this intersection to be placed here and will cause vehicular accidents in the future as the road is crested by a blind hill to the west and a blind curve approaching from a lower elevation to the east. Cars entering and exiting will not have sufficient sight line and time to negotiate oncoming traffic. Also, traffic congestion on Kirby is already unacceptable at rush hour times, this road can not handle additional traffic traveling on it.
2. Property at [REDACTED] Kirby Road be allowed at the developers expense and property owners approval, noise, barrier and light intrusion prevention measures to safeguard the existing property if an intersection is allowed at Street "B" and Kirby Road. Possible items could include as additions to the property noise solutions through increased vegetation, fencing, headlamp absorption alternatives so head lamps from vehicles are not shining onto the property, traffic control to stop cars that may drive straight through the intersection.
3. Developer to safeguard and guarantee the continued, satisfactory and uninterrupted use of well water supply to all adjacent properties.
4. Creation of a buffer zone along north end of property adjacent to Kirby Road to allow proper accommodation of City Planned Trails (Pedestrian and Bicycle Network: Facility Types, Vaughan Nov. 2012) as is allowed for along west side of the property adjacent to Highway No. 27.
5. All new residences to be fully detached in keeping with the current area style.
6. Street "A" at Highway No. 27 should be controlled by signals for safety.
7. Pedestrian walkways leading from inside the new neighbourhood to access the trail around the development in the buffer zone.

Sincerely,

Robert Lenz and Family

[REDACTED] Kirby Road

Brutto Consulting

999 Edgeley Blvd - Unit 6
Vaughan, ON, L4K 5Z1

(416) 453-6197

Email: cbritto@bruttoconsulting.ca

February 5th, 2019

Mr. Jason Schmidt-Shoukri

Deputy City Manager, Planning and Growth Management

City of Vaughan

2141 Major Mackenzie Drive

Vaughan, ON L6A 1T1

Re: 11363 & 11063/11191 Highway 27, City of Vaughan
File No. OP.17.007 and OP.17.008

Dear Mr. Schmidt-Shoukri:

We are the Planning Consultants for Humberplex Developments Inc. who are owners of property to the immediate south of the subject applications.

We have had an opportunity to review the materials that were available via the City's website. This letter outlines our questions and concerns arising from our review to date of the applications that are before the Committee of the Whole Public Hearing of February 5th 2019. We will be providing further input as the approval process continues. Our comments are noted below and do not appear in any particular order but we have outlined our concern with the Transitional Policies of the Greenbelt Plan first in this submission.

1. The applicant has gone to great lengths to justify why the lands which are partially within the Greenbelt Plan enjoy transitional status under the Plan. The proponent indicates that OPA 601 was in place prior to the approval of the Greenbelt Plan (December 16, 2014).

In such cases the proponent advises that the lands are not required to conform to the Greenbelt Plan. The key reference in the Greenbelt plan is Section 5.2.1. Careful consideration needs to be applied to the interpretation of Section 5.2.1. The heading of this section reads "Decisions on Applications Related to Previous Site-Specific Approvals".

It is important to note that OPA 601 was not a site-specific approval. OPA 601 is a comprehensive Community Plan in which the subject lands are located. OPA 601 designates the Golf Course lands as Special Use-Golf. Within that designation there is a provision that limited residential development may occur provided the development does not detract from the major use of the lands as a golf course.

There has been a liberal use of the transitional provisions in the Greenbelt Plan which requires a more rigorous review by staff.

2. Comment Number 1 leads to some misgivings about the future status of environmental features on the properties. The proposal stretches the interpretation of the need to conform to the Greenbelt Plan to the benefit of the applicant for development purposes rather than embracing an environment first approach to development.

This misgiving is heightened by the proponent's request to maintain the valley lands associated with the Humber River Valley with OP.17.007 in private ownership. It begs the question; what entity is best suited to be the stewards of environmental protection on these two sites? It is noteworthy to observe that there are already a significant number of golf holes within the Humber River Valley associated with the Golf Course.

Is the retention of the easterly lands within the OP.17.007 intended to keep open the possibility that additional golf associated uses are intended for that land? We ask Council and the TRCA to subject this request to a further and fulsome review. Is it not the policy of the City and the TRCA to maintain environmental lands in the public trust?

3. We note that a considerable amount of technical work has been undertaken on the subject applications. There appears to be a distinct lack of communication about the whole process. There has been no formal outreach to our Client and others in the neighbourhood that are most affected by this proposal; that is, the Boulevard neighbourhood to the immediate south of the subject applications.

This development is a major departure from the existing development on site. Particularly in respect of the golf course lands. There was no indication in OPA 601 or VOP 2010 that the tableland portions of the golf course would be considered for such dense residential development. Section 9.2.2.17 clearly provides; inter alia, that:

"a. Private open Spaces shall consist of cemeteries and golf courses, which shall contribute to the overall open space network, and the former Keele Valley Landfill and form Township of Vaughan Landfill Sites."

Property owners along the southerly boundary of the proposal have very serious concerns in respect of the subject development proposal, having relied on VOP 2010 and OPA 601 as important and valid planning documents directing land use in Kleinburg-Nashville as part of their due diligence undertakings. There is a need for clarity and certainty in respect of the interpretation of the Greenbelt Plan transitional policies.

4. While the applicant relies considerably on OPA 601 in their interpretation of Greenbelt Plan transitional status, the applicant fails to adhere to the basic land use tenants of OPA 601. OPA 601 envisaged future residential development of the lands associated with OP.17.008. It is clear from OPA 601 that there would be modest residential growth on those lands.

The application that is before Committee cannot be described as modest. In fact, quite the opposite when a request is being made for a midrise building on the golf course lands. It is apparent that the

applicant is cherry picking policies in OPA 601 to its apparent advantage in recusing these lands from the Greenbelt Plan while proposing significant residential development which OPA 601 advised would be modest - thereby ignoring this policy direction.

5. It is noteworthy to point out that OPA 601 envisaged limited residential development within the area of the current golf course and that this type of development should not detract from the major use of the site as a golf course. OPA 601 is clear. Residential uses should be ancillary to the golf course.

The proponent's Planning Justification Report for OP.17.008 omits critical language from OPA 601. The consultants planning report states at page 49 that the subject site was identified for Special Use-Golf with permissions for residential uses (the word *limited* not included in planners' statement). As noted above, the policy speaks to "limited" residential development. This begs the question of the validity of the Planning Justification Reports as it pertains to this item and the use of OPA 601 to justify the transitional status relative to the Greenbelt Plan. We ask staff to carefully consider all matters pertaining the transitional status and the use of OPA 601 for the sole purpose of justifying significant residential density on site.

6. It is highly noteworthy to advise that OPA 601 makes its way into the very Official Plan Amendments that the proponent seeks to have approved. References to OPA 601 within the proposed amendment speak to not only Greenbelt transitional status but also indicates as follows "The development proposal meets the general intent of the Special Use-Golf and Valley Area land use provisions of OPA 601". This statement requires rigorous scrutiny. A major residential development was not envisaged on the subject lands in OPA 601 or VOP 2010. We do not agree that the proposal meets the general intent of OPA 601 as it relates to the subject applications.
7. This leads us to the adoption of VOP 2010. The City Official Plan 2010 is consistent with OPA 601. It designates the property, Schedule 13, as Private Open Space in respect of its development as a golf course. If there was an intent to redevelop the golf course for the type of intensive residential uses currently proposed, it ought to have been reviewed as such during the processing of the VOP 2010. This was not the case. That would have been the ideal time as the VOP 2010 underwent a City-wide comprehensive review.

The proposal that is before the Committee should be subject to a municipal wide review given the scale of the proposed development and the major departures from the current designation. The City is being asked, without a comprehensive city-wide review, to approve two Official Plan Amendments that would result in revisions to:

Schedule 1 Urban Structure,
Schedule 2 Natural Heritage Network,
Schedule 3 ESAs and ANSIs,
Schedule 13 Land Use,
Schedule 14 c Areas Subject to Site Specific Plans (Volume 2 of VOP 2010).

8. VOP 2010 underwent a vigorous municipal wide review and was subject of many public consultations and reports that came before Council. As part of the VOP 2010 planning exercise the City was required to identify areas of Intensification to satisfy Provincial intensification targets. *The area of Kleinberg-Nashville is not identified as an area of intensification.*

Intensification areas are noted as:

**Vaughan Metropolitan Area,
Regional Intensification Corridors like Highway 7 and Yonge Street,
Primary Centers,
Primary Intensification Corridors such as Jane Street and Major Mackenzie Drive,
Key Development Areas which are Intensification Corridors that link and complement planning
for Primary and Local Centers and Local Centers.**

We ask that careful consideration be undertaken in respect of the City intensification policies as it relates to the subject sites. The land use designation contained in VOP 2010 for the golf course was considered to be appropriate for the use existing on site.

9. The amendments that are being sought would permit golf course uses into the Natural Area according to the planning reports prepared by the applicant. Golf course uses could include clubhouse facilities, maintenance buildings and driving ranges. The applicant advises simply that the expansion or relocation of the clubhouse further into the "Natural Areas" *is not contemplated*. This is no guarantee that it would not happen as the applicant will continue to rely on the Greenbelt transition policies if its transition policy interpretation were to prevail.
10. VOP 2010 provides that should a Private Open Space (golf course included) cease to exist, appropriate alternate land use shall be determined through an Official Plan Amendment process and be subject to an area specific study.

In reviewing the documents that have been posted on the website, we see no evidence of an area specific study being undertaken. The City is being asked to process two proposed Official Plan amendments without the benefit of an area specific study. That study should involve the entire community of Kleinburg-Nashville.

Also, the proponent is seeking to undertake a Scoped Block Plan subsequent to the approval of the proposed Official Plan Amendment. We believe that this planning process is flawed. Approving the proposed Official Plan Amendment(s) first invalidates the Scoped Block Plan process which would follow. A scoped Block Plan is contemplated and there is no valid reason for scoping the process.

It is noteworthy to advise that these applications can be deemed to be Major Development in light of the area in which the development is contemplated. The development of these lands will have far reaching implications on the community as a whole. It is far too simplistic to scope the Block Plan without proper regard for implications on the wider community. The scoped Block Plan process is fundamentally flawed from the perspective of proper community planning.

11. In reviewing the proposed Official Plan Amendments, we note that they will not be finally determinative of the ultimate density or built form on the subject properties. If the proposed Official Plan Amendments are approved as currently constituted, there is no clear mechanism for controlling the number, type and location of units that could be built on this site.

The Concept Plans that are included in the Planning Justification Reports do not and will not form part of the Official Plan Amendments. The Scoped Block Plan is not a *Planning Act* mandated process. The next *Planning Act* mandated process will be the Plans of Subdivision and Rezoning's. There is no control on the number of units if the plans of subdivision are consistent with the Land Use Schedules that form part of the Official Plan Amendment.

The majority of the subject properties are proposed to be designated as Low-Rise Residential. This designation permits Detached Houses, Semi-Detached Houses, Townhouses and Public and Private Institutional Buildings. In the event that these Official Plan Amendments are approved as they are currently constituted each of these built forms will be permitted anywhere on the respective sites. As indicated, the Concept Plan does not form part of the Official Plan Amendment.

There is a great deal of uncertainty as to the type of units, number of units or the location of where each of the built forms will be situated. This is being deferred to the Plan of Subdivision and Zoning stages. Regarding the Mid-Rise Mixed Use proposed designation. There is a great deal of uncertainty as to what could be built in that location and what impacts it may have on the community and whether this is the appropriate location for this type of intensification.

The Planning Consultant indicates in letters to the City dated December 5th 2018, as it relates to Population and Density the following:

The development, including the golf course, will have an estimated population of 1,500 people, 360 jobs and will achieve a density of approximately 10 units per hectare and approximately 41 residents and jobs per hectare. The population and density for the proposed development may change through the planning process as layout, unit type and yield are determined in conformity with the VOP 2010 and this Official Plan Amendment (OPA)

In our opinion, the applications as currently constituted are premature. The process has been non-inclusive as it pertains to the most affected residents to the south of the golf course. There are significant implications to the environment resulting from inconsistent applications of the Greenbelt Plan.

There is a request to maintain in private ownership the lands associated with the Humber River Valley which is not consistent with the typical process whereby these lands are deeded to a public entity. Stewardship of natural environmental lands should rest with a public authority. There is a clear direction in the proposal that any golf course related uses could be located within the natural environmental area. There exists only a notation in the proponents Planning Justification Report that advises that at this time no further golf course related development is contemplated in the natural environmental area. This provides no assurance that golf course related uses will not be placed in the natural environmental area. Full protection of the natural environmental area is a mainstay of VOP 2010.

There is a lack of clarity in the density and location of unit types built into the proposed Official Plan Amendments. The impacts of approving the Official Plan Amendments as currently constituted will only be determined at the stage of the Plans of Subdivision and Rezoning. It is conceivable that the ultimate plans of subdivision could propose many more residential units than are currently illustrated as the plans are conceptual in nature.

In closing, there are many concerns that arise from the two Official Plan Amendment applications that are before this Committee. First and foremost is the proper interpretation of the Greenbelt Plan transitional policies. Vaughan is understood to be a City where plans are well vetted and expressed to the Public in a comprehensive fashion. These applications raise many questions and concerns that should be addressed by City Planners and other experts that are reviewing the reports and plans. There is a common theme in the reports that is disturbing as it relates to certainty in protecting the natural environment area which is a vested right for all of the residents of Vaughan.

On behalf of our Client we would like to ensure that this communication forms part of the record for this Public Meeting. We respectfully ask to receive directly any correspondence of decisions of Council arising from these two applications. We would invite and appreciate an opportunity to meet with City staff, the TRCA and the Province as well as the Proponent at any mutually convenient time.

Yours truly,



Claudio P. Brutto, MCIP, RPP
President
Brutto Consulting

cc. Mark Antoine (Mark.Antoine@vaughan.ca), Senior Project Planner, City of Vaughan

cc. Humberplex Developments Inc., Client

cc. Gerard C. Borean, J.D. (gborean@parenteborean.com), Client Solicitor

Presentation to Committee of the Whole Public Hearing

February 5th, 2019

Brutto Consulting on behalf of Humberplex Developments Inc.

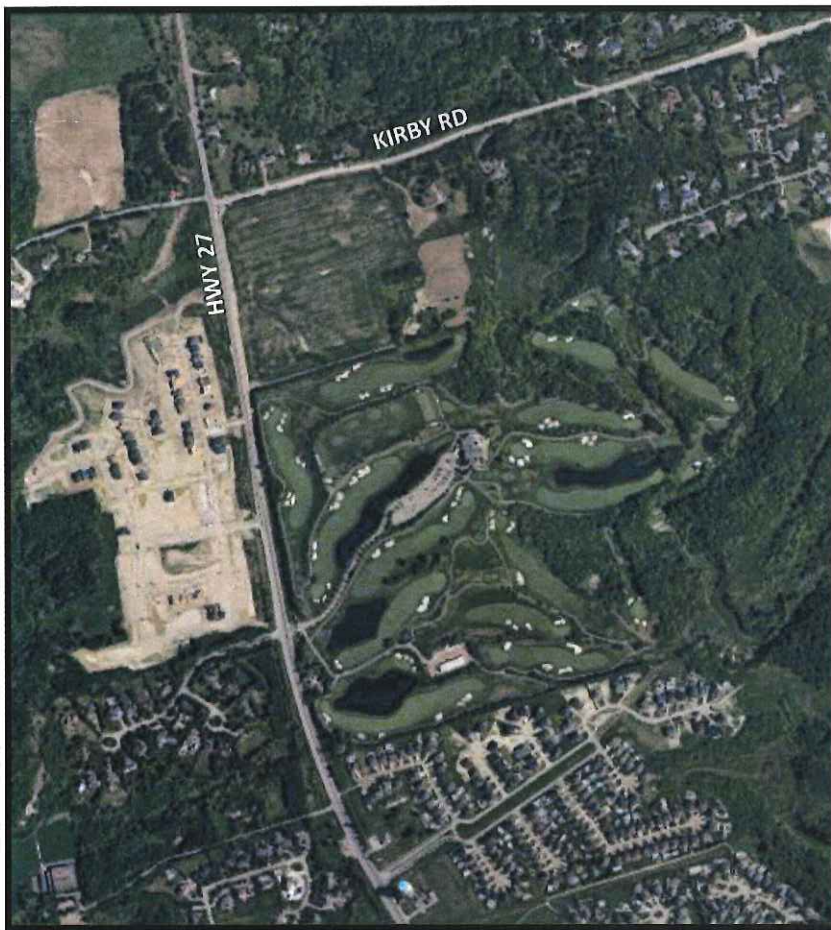
11363 & 11063/11191

Highway 27, City of Vaughan

File No. OP.17.007 and OP.17.008



Major Development for Kleinburg-Nashville



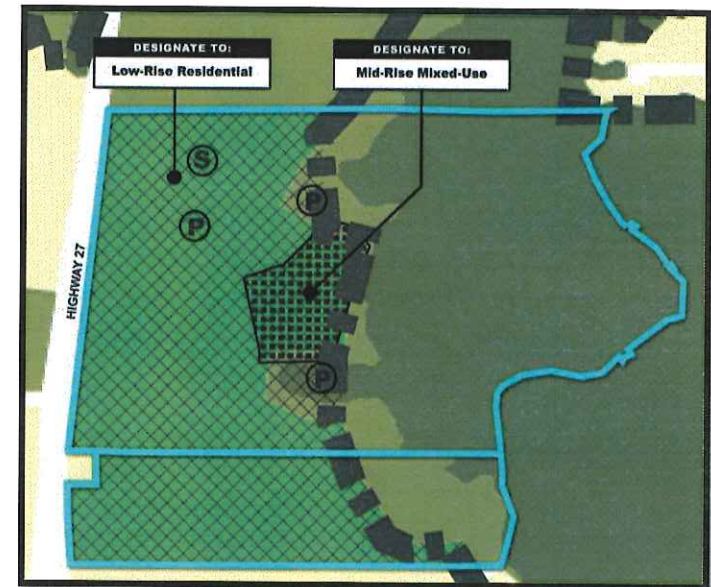
BEFORE



AFTER

OP Schedule Amendments

- The City is being asked to approve two Official Plan Amendments that would result in revisions to:
 - 1) Schedule 1 - Urban Structure
 - 2) Schedule 2 - Natural Heritage Network
 - 3) Schedule 3 - Environmentally Sensitive Areas (ESAs) and Areas of Natural Scientific Interest (ANSIs)
 - 4) Schedule 9 - Future Transportation Network
 - 5) Schedule 13 - Land Use
 - 6) Schedule 14c - Areas Subject to Site Specific Plans



Greenbelt (2017) Transition Policies

5.2.1 Decisions on Applications Related to Previous Site-Specific Approvals

Where an official plan was amended prior to December 16, 2004 to specifically designate land use(s), this approval may continue to be recognized through the conformity exercise addressed in section 5.3 and any further applications required under the *Planning Act* or the *Condominium Act, 1998* to implement the official plan approval are not required to conform with this Plan.

Where a zoning by-law was amended prior to December 16, 2004 to specifically permit land use(s), this approval may continue to be recognized through the conformity exercise described in section 5.3, and any further applications required under the *Planning Act* or the *Condominium Act, 1998* to implement the use permitted by the zoning by-law are not required to conform with this Plan.

Applications to further amend the site-specific official plan or zoning by-law permissions referred to above for uses similar to or more in conformity with the provision of this Plan are also permitted. All such applications should, where possible, seek to achieve or improve conformity with this Plan.

THIS IS SCHEDULE 'A' TO AMENDMENT NO. 601

ADOPTED THE ____ DAY OF ____, 2001

SIGNING OFFICERS

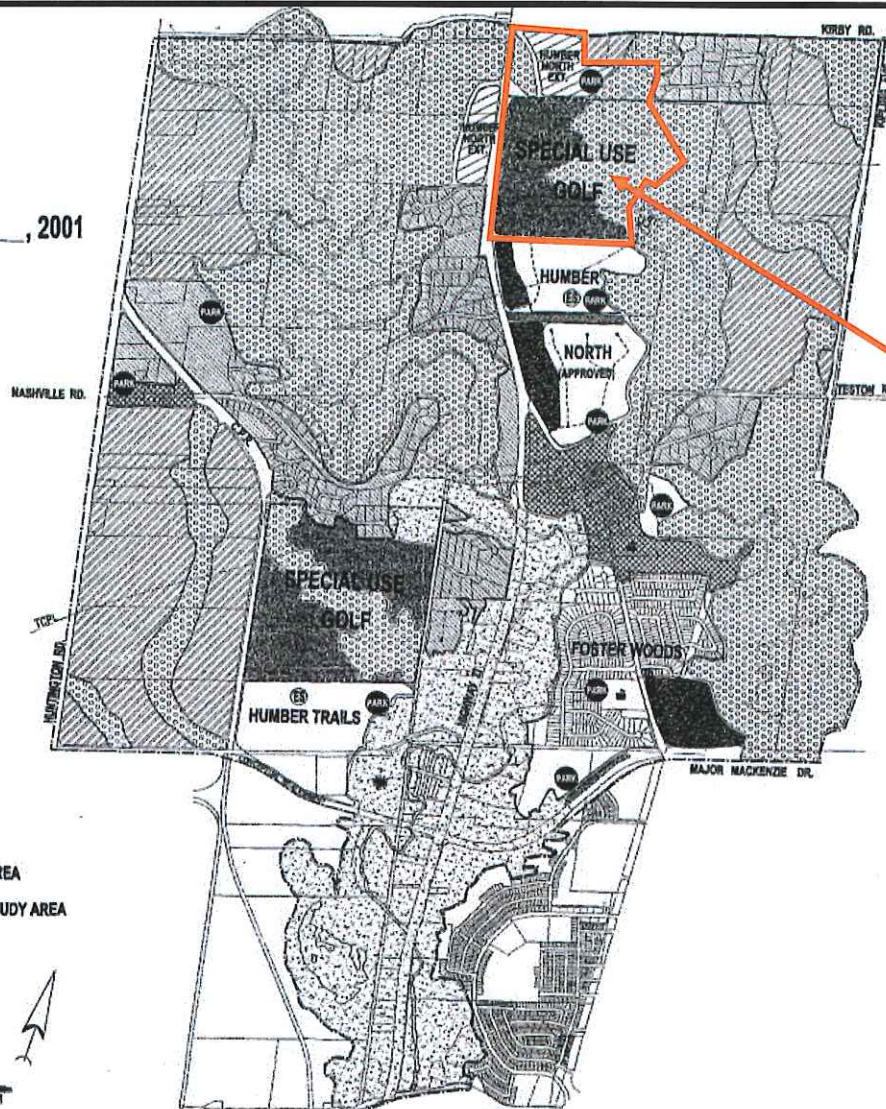
MAYOR

CLERK

LEGEND

-  SERVICED RESIDENTIAL
-  FUTURE RESIDENTIAL
-  SUBURBAN RESIDENTIAL
-  CORE AREA
-  SPECIAL USE - GOLF
-  RURAL AREA
-  VALLEY AREA
-  OPEN SPACE
-  NEIGHBOURHOOD PARK
-  LINEAR PARK
-  INTER-REGIONAL TRAIL
-  WASTE DISPOSAL ASSESSMENT AREA
-  HIGHWAY 27 VALLEY CORRIDOR STUDY AREA
-  ELEMENTARY SCHOOL
-  AMENDMENT AREA

SCALE



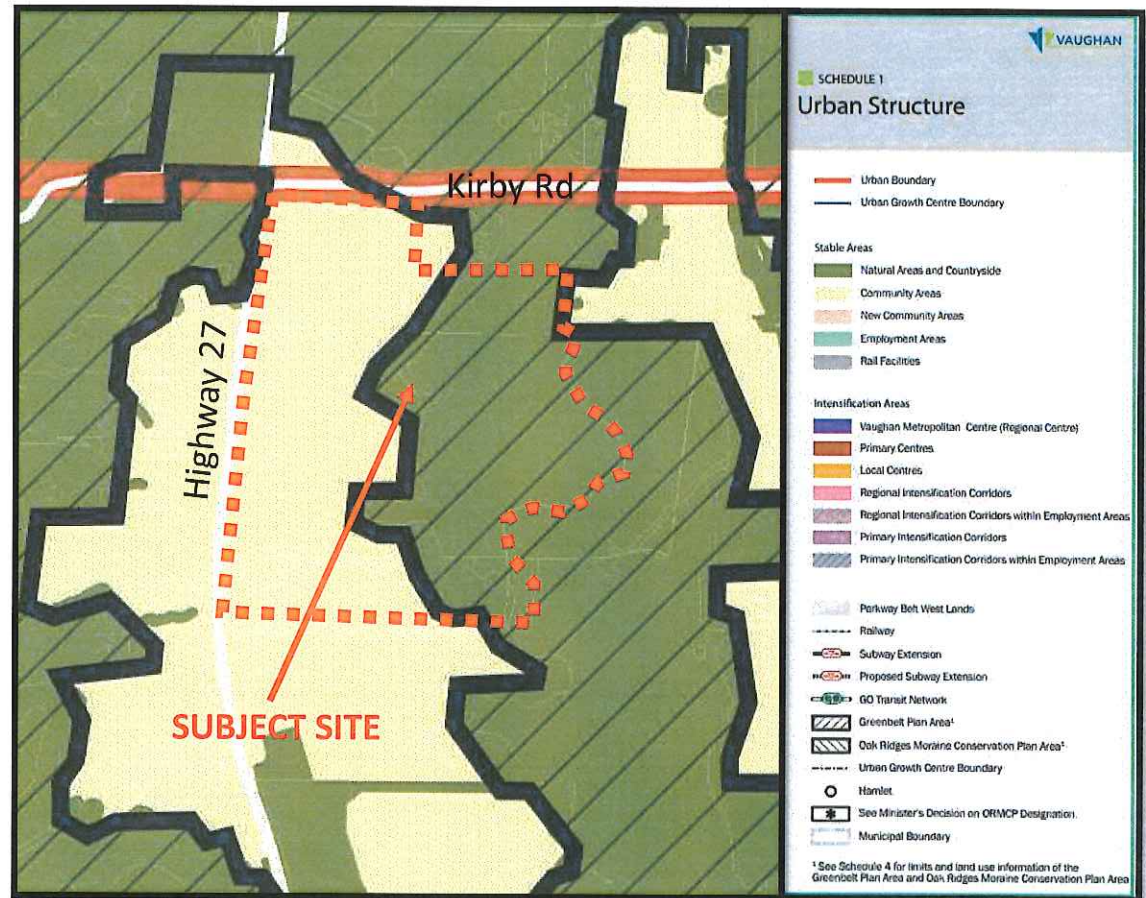
KLEINBURG NASHVILLE COMMUNITY PLAN

SCHEDULE 'A' LAND USE

SUBJECT SITE

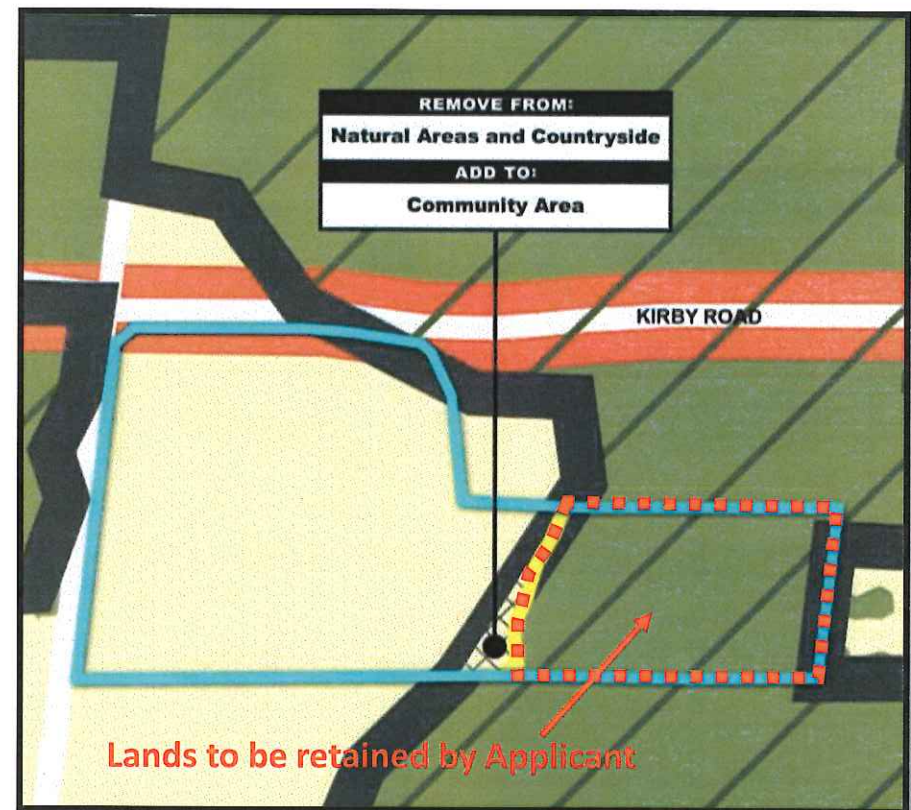
Intensification Areas of VOP (2010)

- The Subject Properties are not within the “Intensification Areas” of the VOP (2010).
- Kleinburg-Nashville is not identified as an Intensification Area.
- The VOP 2010 notes the following Intensification Areas:
 - Vaughan Metropolitan Centre;
 - Regional Intensification Corridors like Highway 7 and Yonge Street;
 - Primary Centers;
 - Primary Intensification Corridors such as Jane Street and Major Mackenzie Drive;
 - Key Development Areas which are Intensification Corridors that link and complement planning for Primary and Local Centers and Local Centers.
- The properties are considered “**Stable Areas**” and are designated “**Natural Areas and Countryside**” and “**Community Areas**” under Schedule 1 – Urban Structure of the VOP (2010).



Retaining Valley lands in Private Ownership (OP.17.007)

- As part of OP. 17.007 the applicant is proposing to retain the eastern part of the site generally associated with the Humber River Valley consisting of approximately 16 acres.
- It is general policy that environmental lands be transferred to a public body, either the City or the Toronto Region Conservation Authority (TRCA).
- The eastern portion of the of the Subject Lands designated “Natural Areas and Countryside” are proposed to be retained by the applicant.
- It is unclear to what the intent is in keeping this portion of the lands.



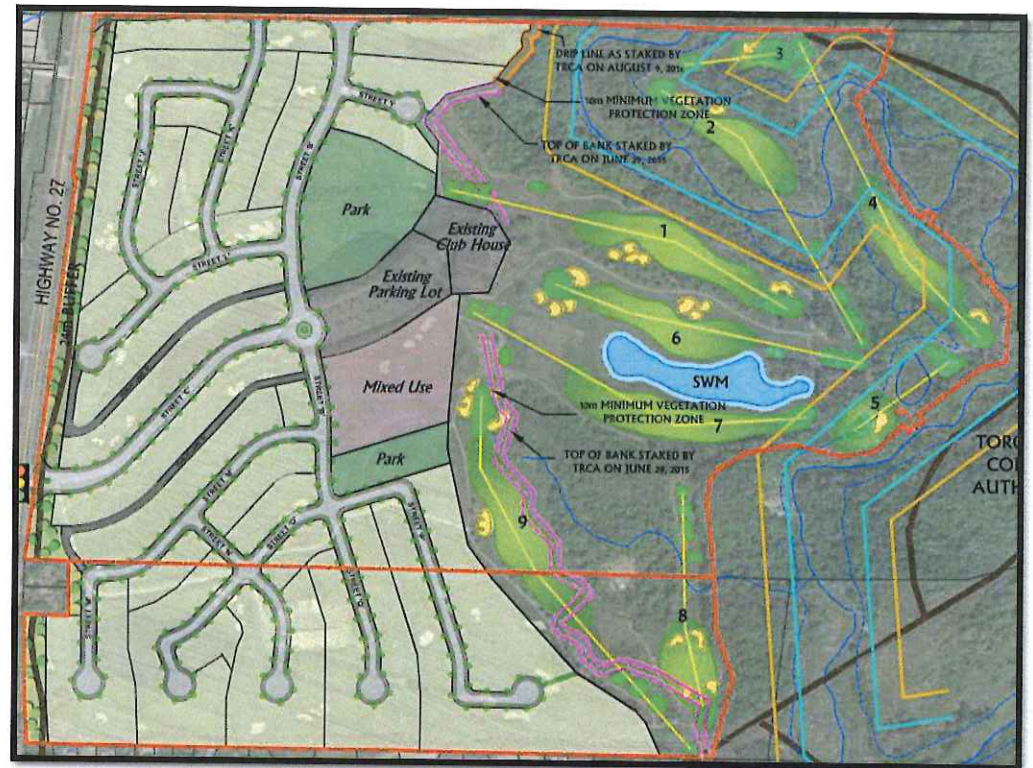
Community Outreach

- There has been **no formal outreach** to the immediate local community to the south that we are aware of, yet a considerable amount of technical work has been undertaken on the subject applications.
- This development is a major departure from the existing development on site. Particularly in respect of the golf course lands.
- There was no indication in OP 601 or VOP (2010) that the tableland portions of the golf course would be considered for such dense residential development.
- The development of these lands will have far reaching implications on the community as a whole.



Golf Course Uses in Natural Area

- The applicant advises simply that the expansion or relocation of the clubhouse further into the “Natural Areas” is not contemplated.
 - This is no guarantee that it would not happen.



Proposed Golf Course Uses in Natural Area

Prematurity

- Should **Private Open Space** (golf courses included) be re-designated, the VOP (2010) requires that appropriate alternate land uses be determined through an Official Plan Amendment process and be subject to an **Area Specific Study**.
- The City is being asked to process two Official Plan Amendments **without** the benefit of an Area Specific Study.
- The Official Plan Amendment applications also do not include a cap on density.
 - The proposed residential uses may range from single detached home to townhouses and **up to 12 storey buildings**
- The development of these lands will have far reaching implications on the community as a whole. It is far too simplistic to include only the subject lands without proper regard for implications on the wider community.
- The proposed OPAs are premature and fundamentally flawed from the perspective of proper community planning.

POPULATION & DENSITY

The development will have an estimated population of 780 people, 20 jobs and will achieve a density of approximately 11 units per hectare and approximately 43 residents and jobs per hectare. The population and density for the proposed development may change through the planning process as layout, unit type and yield are determined in conformity with the VOP 2010 and this Official Plan Amendment (OPA).

OFFICIAL PLAN AMENDMENT

Amendments to Schedules 9 and 13 in Volume 1, Schedule 14-C in Volume 2, and to site-specific policies in Volume 2, Chapter 13 of the City of Vaughan's Official Plan are required to implement the proposed redevelopment of the site.

LAND USE

The "Low-Rise Residential" Official Plan designation proposed for the lands will permit ground related built form such as single detached dwelling units and townhouses, as well as parks and stormwater management facilities.

Extract from Addendum to Planning Opinion Report for OP.17.007 (Dec 5th, 2018)

POPULATION & DENSITY

The development, including the golf course, will have an estimated population of 1,500 people, 360 jobs and will achieve a density of approximately 10 units per hectare and approximately 41 residents and jobs per hectare. The population and density for the proposed development may change through the planning process as layout, unit type and yield are determined in conformity with the VOP 2010 and this Official Plan Amendment (OPA).

OFFICIAL PLAN AMENDMENT

Amendments to Schedules 9 and 13 in Volume 1, Schedule 14-C in Volume 2, and to site-specific policies in Volume 2, Chapter 13 of the City of Vaughan's Official Plan are required to implement the proposed redevelopment of the site.

LAND USE

The "Low-Rise Residential" Official Plan designation proposed for the lands will permit ground related built form such as single detached dwelling units and townhouses. "Mid-Rise Mixed-Use" permits mid-rise mixed-use buildings up to a max height of 12 stories.

Extract from Addendum to Planning Opinion Report for OP.17.008 (Dec 5th, 2018)

Concluding Comments

- Validity of applying Greenbelt Plan Transition Policies
- Disposition of Valleylands (Public vs. Private)
- Communications with most affected community
- Significant changes to VOP 2010
- Approval of Official Plan Amendments prior to full consideration of densities and built form is premature
- The first order in the planning process should be the determination of Transition Policies



April 30, 2019

Via e-mail to Mauro.peverini@vaughan.ca

Mauro Peverini
Director of Development Planning
City of Vaughan
2141 Major Mackenzie Dr.
Vaughan ON L6A 1T1

Dear Mr. Peverini,

**Re: 11363 & 11063/11191 Highway 27
File No. OP.17.007 and OP.17.008
City of Vaughan**

Donnelly Law represents Humberplex Developments Inc. ("Humberplex"), the landowner immediately adjacent to the subject applications known as the Copper Creek application (the "Subject Lands"). Please accept this letter as our introduction as co-counsel with Mr. Gerry Borean of Parente Borean LLP.

We wish to be informed of any new developments with respect to the on-going evaluation of the application, and reiterate the request to meet with the City and Toronto and Region Conservation Authority ("TRCA") to discuss the file, first articulated in the email of Mr. C Brutto, dated February 5, 2019.

It is our understanding a number of residents are in the process of incorporating in order to represent their interests before the City of Vaughan ("Vaughan"), York Region ("York"), relevant agencies, and Province of Ontario.

Humberplex has retained a number of experts to examine the application arising from the unanswered questions remaining after the February 5, 2019 Committee of the Whole Public Hearing. Specifically, Humberplex is not satisfied the technical and planning work undertaken to date justifies the introduction of

approximately 630 dwellings and associated infrastructure in and around the Greenbelt.

Residents routinely see a number of wildlife traversing the valley onto the golf course lands and surrounding woodlands e.g. deer, coyote, turkeys, fox, amphibians, etc. There are a great number of species-at-risk associated with the nearby branch of the Humber River.

Of great concern to Humberplex is that the development proposal at the proposed density introduces new land uses in protected valley lands in the Greenbelt for infrastructure, including a stormwater management pond. Humberplex is conducting a peer review of the Environmental Impact Study to ensure that vulnerable species such as the red side dace are protected. The Greenbelt Plan does not permit infrastructure in Natural Areas such as is being proposed.

In addition, concerns have been raised but not answered regarding possible future uses of Greenbelt Natural Areas for an expanded clubhouse and other development requiring paving and the introduction of impermeable surfaces in close proximity to sensitive water features.

The proposal also appears to not conform with an important policy in Vaughan Official Plan Amendment 601, which applies directly to the Copper Creek lands. OPA 601 designated the area "Special Use Golf" that created an important open space and recreational amenity in the agricultural and rural areas north of the Village of Kleinberg.

Residential uses should be ancillary to the golf course. The designation allowed only "limited residential development of a minor nature" and contemplated a very modest population estimate for redevelopment of the Subject Lands, to a maximum of 570 people.

The development proposal yields a population estimate of 2,273 people, or approximately four times the density prescribed by OP 601.

Kleinberg-Nashville is not identified as an area of intensification in the Vaughan Official Plan, 2010 ("VOP").

As a landowner, Humberplex is acutely concerned regarding inappropriate development that does not conform to the VOP.

VOP Section 2.2.3 identifies the communities of Woodbridge, Kleinburg, Maple, Thornhill, Concord, and the new communities of Vellore and Carrville as contributing to a unique sense of place for the City and establish the Vaughan identity. Part of that identity is a landscape dominated by trees, open space,

wide lots and generous backyards that permit the maximum greenspace and foliage.

The predominate feature of these communities is their contribution to a modest scale of development that does not overwhelm its surroundings.

New communities must attempt to do the same. Section 2.2.3 also indicates that:

“...Vaughan's existing Community Areas are characterized by predominantly Low-Rise Residential housing stock, with local amenities including local retail, community facilities, schools and parks, and they provide access to the City's natural heritage and open spaces.

The policies of this Plan will protect and strengthen the character of these areas. As the City grows and matures, these Community Areas will remain mostly stable.

However, incremental change is expected as a natural part of maturing neighbourhoods. This change will be sensitive to, and respectful of, the existing character of the area”.

The proposed developments will not protect or strengthen the character of the area and represents a form of development that is not sensitive to, or respectful of, the existing character of the area.

The proposals fundamentally lack an appropriate transition with the adjacent lands by incorporating undersized lots and introduces new building types and larger building mass than what is found within the surrounding neighbourhood.

This has functional, aesthetic and environmental consequences. It is the unnecessary introduction of infrastructure and impermeable surfaces that exceeds the prescribed amounts. Intensification has its place, but not here.

We understand that Vaughan has exceeded its provincially mandated target for intensification. The benefit of this outcome is a reduction in the need for intensification outside of designated areas. In other words, intensification as proposed in the development application is unnecessary.

Furthermore, OP 601 pre-dates the Greenbelt Plan. To benefit from the transition provision under s. 5.2.1 of the Plan, a landowner cannot significantly increase the density or intensity of development. This opinion is shared by a number of senior planners familiar with the Greenbelt Plan.

As you are aware, the re-development of major open spaces in Vaughan is a very controversial subject in Vaughan. Residents are becoming increasingly

concerned that the lack of a stricter Open Space protection policy is undermining important natural and cultural heritage landscapes like golf courses that abut the Humber River.

Mostly, residents are concerned that the conversion of these open spaces were never contemplated in the Block Plans that are to guide development and inform prospective property buyers with respect to the landscape in which they make, for many, their most significant investment in purchasing a home. As you are no doubt aware, Council has been asked previously to adopt an Interim Control By-law ("ICBL") to study the issue of loss of greenspace.

Presently, Council appears to be dealing with each new development application on an *ad hoc* basis. Our client is concerned regarding the loss of open space and respectfully submits that Council should plan for the preservation of greenspace in a comprehensive manner.

Compounding this concern is the uncertainty surrounding the number, type and location of new units in this sensitive area. This uncertainty further undermines the technical work conducted in order satisfy public agencies that the environment is being protected.

My client reiterates its position that it is premature to approve the development at this time. In addition, given the interest and concern of residents, a meeting should be held with the City and TRCA representatives in order to answer these questions and those posed by Mr. C. Brutto previously.

Please do not hesitate to contact me at 416-572-0464, or by e-mail to david@donnellylaw.ca , cc'ing alexandra@donnellylaw.ca, should you have any questions or comments concerning this correspondence.

Yours truly,

A handwritten signature in blue ink, appearing to read 'D. Donnelly', with a long horizontal line extending from the end of the signature.

David R. Donnelly

cc. Jason Schmidt-Shoukri, City of Vaughan
John MacKenzie, TRCA
G. Borean

Attachment 8



Corporate Services

May 3, 2019

Mr. Mauro Peverini
Director of Development Planning
The City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

Attention: Mark Antoine, Senior Planner

Re: Kirby 27 Developments Limited
City of Vaughan
Your File No.: OP.17.007
York Region File No.: LOPA.17.V.0036

This is in response to your request for comments for the above-captioned Official Plan Amendment ("OPA") application. The subject site is approximately 23.55 hectares (58.19 acres) in size, and is located on lands municipally known as 11363 Highway 27, which is at the southeast corner of Highway 27 and Kirby Road. Highway 27 is a Regional road and Kirby Road is under the City of Vaughan's jurisdiction.

The proposed development consists of a residential neighbourhood with approximately 200 low-rise residential units and a public park, on the tableland portion of the subject lands.

Purpose and Effect of the Proposed Official Plan Amendment

The new Vaughan Official Plan 2010 ("VOP 2010") is the in-force Plan applicable to the subject site. Schedule 1 – Urban Structure, of the VOP 2010, identifies the site within the Community Area and Greenbelt Plan Area. Schedule 13 – Land Use designates the subject site "Agriculture", and "Natural Area" within the Greenbelt Plan Area.

The purpose of the proposed OPA is to amend the VOP 2010, specifically, Volume 1, Schedules 9 and 13, and Volume 2, Schedule 14-C and Chapter 13 Site Specific Policies to bring the subject property into conformity with the Vaughan Official Plan, the York Region Official Plan (2010) and Provincial Policy pertaining to the site by re-designating the current land use from "Agricultural" and "Natural Areas" to "Low-Rise Residential" and "Natural Areas".

According to the applicant's addendum planning justification report, prepared by Malone Given Parsons Ltd., dated December 5, 2018, the subject lands are transitioned

from the Greenbelt Plan through application of Greenbelt Plan policy 5.2.1. This is made possible by bringing forward relevant policies from OPA 601, as amended, which was in force on the subject lands prior to the Greenbelt Plan, into the VOP 2010. York Region Community Planning staff agrees with this approach, as the natural heritage features are appropriately protected from development. The limits of development are determined through detailed environmental assessments completed to the satisfaction of the Toronto and Region Conservation Authority.

Conformity with the York Region 2010 Official Plan

The subject site is designated “Towns and Villages” and “Greenbelt Protected Countryside” by Map 1 – Regional Structure of the York Region 2010 Official Plan (“ROP 2010”). Map 2 – Greenlands shows the natural heritage features as “Regional Greenland System”. Map 3 – Environmental Significant Areas and Areas of Natural and Scientific Interest shows that there are “Environmental Significant Areas” within the Regional Greenland System. Map 5 – Woodlands shows that there are also “Woodlands” within the Regional Greenlands system. Map 8 – Agricultural and Rural Area shows that the lands within the Greenbelt Plan are “Agricultural Area”. Map 14- Highly Vulnerable Aquifers shows that there are areas of “Highly Vulnerable Aquifers” generally within the Regional Greenland System.

Regional Official Plan policies found in Section 2.1 – Regional Greenlands System, states that Regional Greenlands are to be protected and enhanced, and new development and site alteration in the vicinity of the System is to be controlled (Policy 2.1.1). The Regional Official Plan also directs local Official Plans to establish and protect greenlands systems from development and site alteration (Policy 2.1.4) and to more specifically identify and integrate the System into community design (Policy 2.1.5). The boundaries and the extent of the Regional Greenland System, as shown on Map 2 of the Regional Official Plan, are approximate. Refinements to the boundaries may occur through approved planning applications supported by appropriate technical studies (Policy 2.1.7).

The proposed Official Plan Amendment generally conforms to the York Region Official Plan. The natural heritage features are being protected from development and the tableland portions of the subject site are proposed to be designated to accommodate development of a new community.

Exemption from York Region Approval

Based on our review and assessment, this proposed OPA appears to be a routine matter of local significance. Furthermore, in accordance with Regional Official Plan policy 8.3.8, the proposed Amendment does not adversely affect Regional planning policies or interests.

Pursuant to Council authorization specified in By-law A-0265-1999-017, this application is hereby exempted from approval by Regional Council. However, this exemption from Regional approval is granted on the basis of TRCA's approval of the limits of development. This allows the Amendment to come into effect following its adoption by the City of Vaughan and the expiration of the required appeal period.

Technical Comments from Regional Circulation

The following summarizes technical comments received from the various commenting Regional Branches and Departments.

Environmental Services

Regional staff from Water Resources do not have comments on the OPA application, but provide comments for subsequent development applications. The applicant is advised that the property is located within a Significant Groundwater Recharge Area and WHPA-Q. As such the CTC Source Protection Plan water quantity recharge maintenance policy will apply. The proponent will be required to maintain recharge as demonstrated through a hydrogeological study that shows the existing (i.e. pre proposed development) water balance can be maintained in the future (i.e. post proposed development). Water Resources acknowledges that the proponent has prepared a Pre and Post Development Site Specific Water Balance Assessment (prepared by WSP Canada Inc., dated February 28, 2017) to address the CTC Source Protection Plan Water Balance Requirements. The contact person for the scoping and review of the water balance for Source Protection Plan conformity is Don Ford at TRCA.

The applicant is advised that Low Impact Development (LID) measures are encouraged to be applied to the site. As per York Region Official Plan policy 2.3.37, developments should maximize infiltration through integrated treatment approach techniques to minimize stormwater volume and contaminant loads. This should include, but not be limited to, techniques such as rainwater harvesting, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover. The use of the following resource is encouraged: Low Impact Development Stormwater Management Planning and Design Guide and is available using the following link: <http://www.creditvalleyca.ca/low-impact-development/low-impact-development-support/stormwater-management-lid-guidance-documents/low-impact-development-stormwater-management-planning-and-design-guide/>

Regional staff from Infrastructure Asset Management (water and wastewater) advises that the residential development proposed within the application will require water and wastewater servicing allocation from the City of Vaughan. If the City of Vaughan does not grant this development the required allocation from the Region's existing capacity

assignments to date, then the development may require additional infrastructure based on conditions of future capacity assignment, which may include:

- West Vaughan Sewage Servicing – 2028 expected completion
- Other projects as may be identified in future studies.

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.

Based on the FSR provided, the wastewater and water servicing are summarized below.

Wastewater

The wastewater servicing for the proposed development relies on a new City of Vaughan wastewater pump station that discharges to the existing City of Vaughan sanitary sewer on Highway 27.

Water

The WSP's water analysis report needs to be revised. It should reflect the existing and planned water system conditions in that area. Their system understanding, as demonstrated in the report and used in their design and analysis, is not correct. As such, we advise WSP to use correct system boundary information in the analysis. Typically they should get the system information from the City of Vaughan. However, we are amenable to meet with the consultant if needed. The applicant is advised to contact Jhapendra Pokhrel, Water and Wastewater Modelling Engineer, at 1-877-464-9675 ext. 75512, for further assistance.

Transportation Services

Transportation staff have no objections to the proposed OPA application with regards to the land use.

The following Regional comments shall be addressed to the satisfaction of the Region prior to the subsequent development applications for the proposed development.

Technical Comments on the TIS

1. A review of the supporting Traffic Impact Study dated March 2017 indicates that the report used the old Guidelines (August 2007) for preparing Transportation Impact Study. It should be noted that effective January 1, 2017, all transportation impact study report must be consistent the Region's Transportation Mobility Plan Guidelines for Development Application (November 2016). As such, the Transportation Study shall be revised and submitted for further review.

2. The traffic count data shall be updated with the latest traffic counts. The traffic volume data was collected in May 2015. The Region does not accept traffic volume data more than three years old.
3. The Study shall analyse peak hours including weekend peak hours as Highway 27 is a preferred route of cottage-traffic to and from the north.
4. The Study shows peak direction future traffic volumes of +1600 during peak hours on Highway 27. This section of Highway 27 between Major Mackenzie Drive and Kirby Road is predominantly a two lane section. Implementation of signalized intersection to provide access to the proposed development will further decrease the capacity on Highway 27. Improvements such as widening of Highway 27 to four lanes between Major Mackenzie Drive and Kirby Road may be required to accommodate traffic generated by the proposed development. The revised study shall address this concern. The revised Study shall assess and identify the required improvements of Highway 27 between Major Mackenzie Drive and Kirby Road.
5. The Study area shall also include the intersection of Nashville Road and Highway 27 in the intersection operation capacity analysis.
6. The Study shall also recommend the pedestrian and cyclists facilities required on Highway 27 to accommodate and encourage alternative modes of transportation from the proposed development.
7. The revised report format shall be consistent with the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016), which includes the table of content, figures and list of table. Table 10 of the Guidelines should be filled out and attached to the final report.
8. The Study shall include existing and future level of service analysis for automobile, walking, cycling and transit modes of transportation, as outlined in the Region's Transportation Mobility Plan Guidelines.
9. A TDM checklist which is similar to Table 13 of the Transportation Mobility Plan Guidelines shall be provided that summarizes the programs and measures, responsibility of the Owner, and the estimated costs for these recommendations.
10. The TDM Plan shall provide at later stages of the development a communication strategy to communicate and notify the Region and the City of Vaughan to effectively deliver the Information Packages and pre-loaded PRESTO Cards to

residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards, if applicable.

The Region will provide additional comments on the revised Traffic Impact Study when it is submitted for review.

Preliminary Comments for Subsequent Development Application for this site

The following preliminary consolidated comments are provided for subsequent development applications. These comments are not an approval and are subject to modification. It is intended to provide information to the applicant regarding the Regional requirements that have been identified to date. More detailed comments will be provided through the Draft Plan of Subdivision application and/or at the subsequent Site Plan application.

Transportation Planning

1. Provide a basic 36 metre right-of-way for this section of Highway 27. As such, all municipal setbacks shall be referenced from a point 18.0 metre from the centerline of construction of Highway 27 and any lands required for additional turn lanes at the intersections will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.
2. Agree in the Subdivision Agreement to provide interconnections with adjacent developments or existing communities in order to consolidate and reduce the number of accesses onto Regional roads (as per the Regional Official Plan Policy 7.2.53), where appropriate.
3. Agree in the Subdivision Agreement that the proposed development access be provided via local streets, shared driveways and interconnected properties to maximize the efficiency of the Regional street system (as per the Regional Official Plan Policy 7.2.53), where appropriate.
4. Provide direct pedestrian and cycling connections to the boundary roadways and adjacent developments to facilitate active transportation. A drawing shall be provided to illustrate the pedestrian and cycling connections and facilities, to the satisfaction of the Region.
5. Address all Regional comments provided in regards to the supporting Transportation Study dated March, 2017 prepared by Poulos and Chung, to the satisfaction of York Region.

Development Engineering

1. Street A connects to Hwy 27 such that adequate daylight triangles cannot be provided until the adjacent property to the south developments. Currently there is no timing to this south development. The applicant will need to adjust the draft plan of subdivision or make arrangements with the adjacent property owner to the south to convey 15m x 15m daylight triangles for Street A.
2. Signals will not be permitted unless the signals warrants are met.
3. The traffic report needs to be revised to recommend geometry for the proposed intersections.
4. We have no comments regarding the servicing for the subject property.

YRT/Viva

Detailed comments will be provided as part of the Draft Plan of Subdivision and/or subsequent Site Plan application.

For inquiries pertaining to comments provided by Transportation Planning, YRT/Viva, and Capital Planning and Delivery, please contact Shahid Matloob at 1-877-464-9675 ext. 75080.

For inquiries pertaining to comments provided by Development Engineering, please contact Trevor Catherwood at 1-877-464-9675 extension 75753.

For inquiries pertaining to Regional planning please contact Augustine Ko at 1-877-464-9675 ext. 71524.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Karen Whitney', is written over a light blue horizontal line.

Karen Whitney, M.C.I.P., R.P.P
Director of Community Planning and
Development Services

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