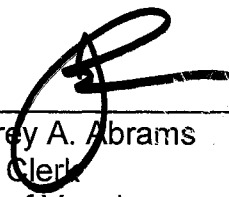


I, JEFFREY A. ABRAMS, City Clerk of the Corporation of the City of Vaughan, in the Regional Municipality of York, do hereby certify that attached is a true copy of Amendment Number 699 to the Official Plan of the Vaughan Planning Area, which was approved by the Regional Municipality of York, with modifications, on the 18th day of June, 2010.



Jeffrey A. Abrams
City Clerk
City of Vaughan

DATED at the City of Vaughan
this 12th day of October, 2010.

Attachment 1

VAUGHAN OFFICIAL PLAN AMENDMENT NO. 699

SCHEDULE OF MODIFICATIONS

Amendment No. 699 is hereby modified:

1. By deleting “the registration of any Draft” and replacing it with “draft approval of a” from the following locations:
 - 1.1 Part I, Section E), on page 5;
 - 1.2 Part III, Section 1. iv); on page 9;
 - 1.3 Part IV, Section 8, specifically from the new subsection 4.3.2.4 4) i), on page 23;
 - 1.4 Part IV, Section 8, specifically from the new subsection 4.3.2.4 4) ii), on page 23;
 - 1.5 Part IV, Section 8, specifically from the new subsection 4.3.2.5 4) i), on page 26;
 - 1.6 Part IV, Section 8, specifically from the new subsection 4.3.2.5 4) ii), on page 26;
 - 1.7 Part IV, Section 8, specifically from the new subsection 4.3.2.6 4) i), on page 31;
 - 1.8 Part IV, Section 8, specifically from the new subsection 4.3.2.6 4) ii), on page 31;
 - 1.9 Part IV, Section 8, specifically from the new subsection 4.3.2.6 4) iv), on page 32;
 - 1.10 Part IV, Section 8, specifically from the new subsection 4.3.2.7 4) i), on page 37;
 - 1.11 Part IV, Section 8, specifically from the new subsection 4.3.2.7 4) ii), on page 38;
 - 1.12 Part IV, Section 8, specifically from the new subsection 4.3.2.7 4) iv), on page 39;
 - 1.13 Part IV, Section 9, specifically from the new subsection 4.5.2.4 1), on page 41;
 - 1.14 Part IV, Section 9, specifically from the new subsection 4.5.2.4 3), on page 45;
and,
 - 1.15 Part IV, Section 9, specifically from the new subsection 4.5.2.4 4), on page 46.
2. By deleting “Environmental Assessment” from the following locations:
 - 2.1 Part I, Section F) 4), on page 6;
 - 2.2 Part III, Section 1. v) d), on page 9;
 - 2.3 Part III, Section 5. iv), on page 18;
 - 2.4 Part IV, Section 8, specifically from the new subsection 4.3.2.6 4) iii) d), on page 32;
 - 2.5 Part IV, Section 8, specifically from the new subsection 4.3.2.7 4) iii) d), on page 39;

- 2.6 Part IV, Section 9, specifically from the new subsection 4.5.2.4 4) iv), on page 47;
- 2.7 Part IV, Section 20, specifically from the new subsection 5.2.2 1) iv), on page 52;
3. By adding the following text to Part III, Section 5 on page 17, after the phrase, "including the delineation of land uses,":

"valley and stream corridors,";
4. By renumbering the subsection from 4.3.2.6 on Page 34 to 4.3.2.7;
5. In Part IV, Section 9, on page 41, specifically from the new subsection 4.5.2.4 1) ii) a):
 - 5.1 By deleting the following text:

"the Terms of Reference for the Master Environmental and Servicing Plan (MESP) and";
 - 5.2 By adding the following text after the word "features":

"within and beyond the Nashville Heights Community, baseline conditions, predicted changes, mitigation and any compensation, to";
 - 5.3 By adding the following text after the phrase "approved by the":

"City in consultation with"
 - 5.4 By adding the following text after the phrase "Humber River Watershed Plan,":

"including the";
 - 5.5 By adding the following text after the last sentence:

"The Terms of Reference for the Master Environmental and Servicing Plan (MESP) shall be reviewed and approved by the City and the TRCA prior to the initiation of the MESP;"
6. By deleting the text in Part IV, Section 9, on page 42, specifically from the new subsection 4.5.2.4 1) ii) c) and replace the text with the following:

"as a minimum, the valley and stream corridor boundaries be 10 metres inland from the greater of the following: physical top of the valley feature; stable top of bank, where geotechnical concerns exist; limits of flooding on the property in a Regulatory Storm Event; predicted meander belt; and, limits of significant vegetation which is contiguous with the valley/stream corridor;"

7. In Part IV, Section 9 on page 42, specifically in the new subsection 4.5.2.4 1) ii) d):
 - 7.1 By inserting a period (".") after TRCA;
 - 7.2 By deleting "; and," and
 - 7.3 By adding the following new sentence:
 - "e) Where a Natural Heritage System has been defined for the area, these lands should also be designated in an appropriate open space designation, and be conveyed to the City or TRCA; and,";
8. By adding the following new subsection to Part IV, Section 9 on page 42, specifically to the new subsection 4.5.2.4 1) ii):
 - "f) The Humber River Watershed Plan (June 2008) results indicated the potential for significant changes to flood flows and potential risks to downstream areas; therefore, an updated hydrologic study is required to evaluate the effects on flooding of proposed new developments and to confirm the level of stormwater control needed before permitting urban type land uses beyond those identified in existing official plans. The hydrologic study will be completed on a watershed scale and will be directed by the TRCA.

As the hydrologic study for the watershed will not be completed until 2011 or 2012, in order to allow development to proceed in the Nashville Heights Community, the MESP should consider a reasonable conservative outcome of the hydrologic study which may require new development to detain and over-control the entire runoff volume from the Regional Storm event. As an approach to resolve the stormwater management criteria on an interim basis, the MESP should identify methods and designate areas of sufficient size to contain stormwater management facilities of a size and volume to perform this function, with the understanding that smaller facilities may be required once the hydrologic study is complete. The sizing of temporary stormwater management facilities in the MESP shall be consistent with current standards and the approval of other stormwater management facilities in OPA #601, and should be supported with analysis and calculations conducted that demonstrate that over-control of the Regional Storm event volume can be achieved, to the satisfaction of the City in consultation with the TRCA.

As the final alignments of Highway 427 and Major Mackenzie Drive have yet to be determined and have been protected through the identification of the Major Mackenzie Drive Special Study Area, except for temporary stormwater management ponds and public infrastructure and uses, no development shall be permitted in this area until such time as the alignments of Highway 427 and Major Mackenzie Drive are determined and it has been demonstrated that additional lands within the area are not required for stormwater management control. Notwithstanding this approach, the MESP shall consider the implementation of

stormwater management techniques throughout the entire Block Plan that contribute to achieving this overall goal.

Except for the creation of lots, blocks or other parcels that are to be used for stormwater management and other public uses, the hydrologic study for the watershed must be completed prior to the registration of any draft plan of subdivision application or site development application for the lands as shown on Figures A1 and A2 and identified as the Major Mackenzie Drive Alignment Special Study Area. All draft plans of subdivision or site plans shall be redline revised, if needed, to reflect the conclusions of the hydrologic study with accompanying reports to be submitted to the satisfaction of the TRCA.”;

9. By deleting the entire subsection from Part IV, Section 9, on page 43, specifically from the new subsection 4.5.2.4 1) v) d) and then remunerate the subsequent list as appropriate;
10. By adding the following text to Part IV, Section 9, on page 43, specifically at the end of the new subsection 4.5.2.4 1) v) f):

“and,”

11. By adding the following new subsection to Part IV, Section 9, on page 43, specifically to the new subsection 4.5.2.4 1) v):

“g) the realignment of Huntington Road, located north of Major Mackenzie Drive, east of the existing Huntington Road, will be connected in a continuous manner to the existing Huntington Road. The new realignment of Huntington Road shall be up to a 36 metre right-of-way (ROW).

The section of Huntington Road, beyond the new realignment shall be protected for up to a 36 metre ROW. This ROW width and any potential realignment options beyond the boundary of the Kleinburg-Nashville Community Plan area, shall be determined through the environmental assessment process or a subsequent transportation study as required through the Block Plan process, to the satisfaction of the City and Region.”

12. By deleting the following text from Part IV, Section 9, on page 44, specifically from the new subsection 4.5.2.4 2):

“a Prior to final approval of any Draft Plan of Subdivision or Site Plan,”;

13. By adding the following text to Part IV, Section 9, on page 46, specifically to the new subsection 4.5.2.4 4), after the phrase, “including the delineation of land uses,”:

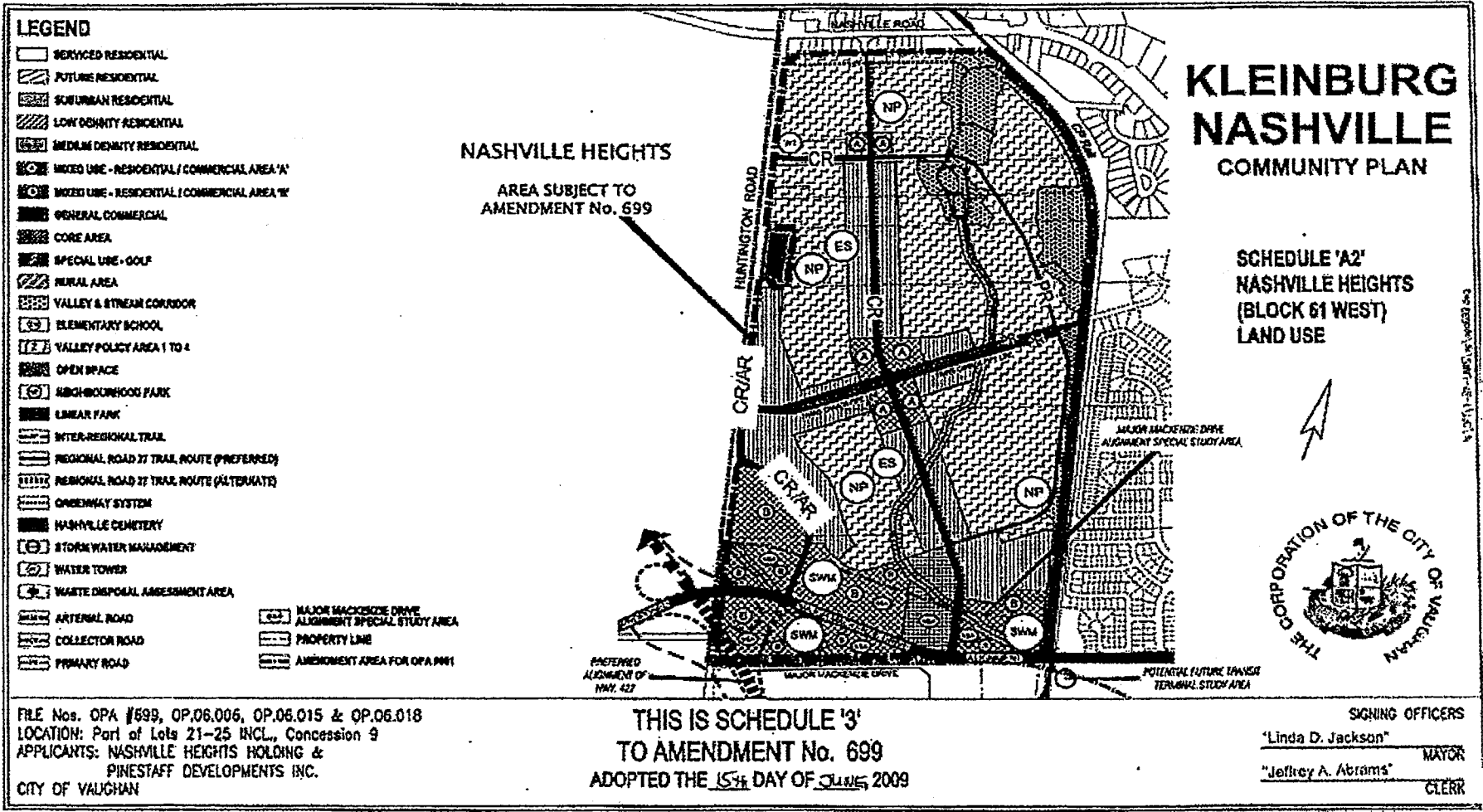
“valley and stream corridors,”;

14. In Part IV, Section 17, on page 50, specifically to the new subsection 4.11.2.5, renumber subsections "5) and 6)" to "6) and 7)", respectively.
15. By adding the following new subsection to Part IV, Section 17, on page 50, specifically to the new subsection 4.11.2.5:

"5) Through an Environmental Assessment process, a future GO Station may be established in the vicinity of the intersection of Major Mackenzie Drive and the CP Railway. An Urban Design Plan may be prepared for the lands in proximity to a future GO Station, which demonstrates compatibility with the surrounding community, and achieves the sustainability community objectives with an overall design and density supportive of a future GO Station."
16. By adding the following new subsection to Part IV, Section 17, on page 50, specifically to the new subsection 4.11.2.5:

" 8) A warning clause shall be included in all Offers of Purchase and Sale, or Lease, and registered on title for all lots/blocks for all prospective buyers for any Draft Plan of Subdivision or Site Plan Development Application, stating that a potential Provincial controlled access highway maybe located on lands west of Huntington Road, north of Major Mackenzie Drive.";
17. By deleting the following text from Part IV, Section 20, on page 53, specifically from the new subsection 5.2.2 5) 3):

"a Prior to final approval of any Draft Plan of Subdivision or Site Plan,";
18. By deleting Schedule '3' and replacing it with the Schedule '3', attached herewith and revising Schedule '2' in a similar fashion by deleting the Highway 427 extension and Huntington Road re-alignment information that is beyond the amendment area of OPA 699.
19. By adding Appendix III, attached herewith.



LEGEND

- SERVICED RESIDENTIAL
- FUTURE RESIDENTIAL
- SUBURBAN RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MIXED USE - RESIDENTIAL / COMMERCIAL AREA 'A'
- MIXED USE - RESIDENTIAL / COMMERCIAL AREA 'B'
- GENERAL COMMERCIAL
- CORE AREA
- SPECIAL USE - GOLF
- RURAL AREA
- VALLEY & STREAM CORRIDOR
- ELEMENTARY SCHOOL
- VALLEY POLICY AREA 1 TO 4
- OPEN SPACE
- NEIGHBORHOOD PARK
- LINEAR PARK
- INTER-REGIONAL TRAIL
- REGIONAL ROAD 27 TRAIL ROUTE (PREFERRED)
- REGIONAL ROAD 27 TRAIL ROUTE (ALTERNATE)
- ON-ROADWAY SYSTEM
- NASHVILLE CEMETERY
- STORM WATER MANAGEMENT
- WATER TOWER
- WASTE DISPOSAL ASSESSMENT AREA
- ARTERIAL ROAD
- COLLECTOR ROAD
- PRIMARY ROAD
- MAJOR MACKENZIE DRIVE ALIGNMENT SPECIAL STUDY AREA
- PROPERTY LINE
- AMENDMENT AREA FOR OPA 699

**KLEINBURG
NASHVILLE
COMMUNITY PLAN**

**SCHEDULE 'A2'
NASHVILLE HEIGHTS
(BLOCK 61 WEST)
LAND USE**



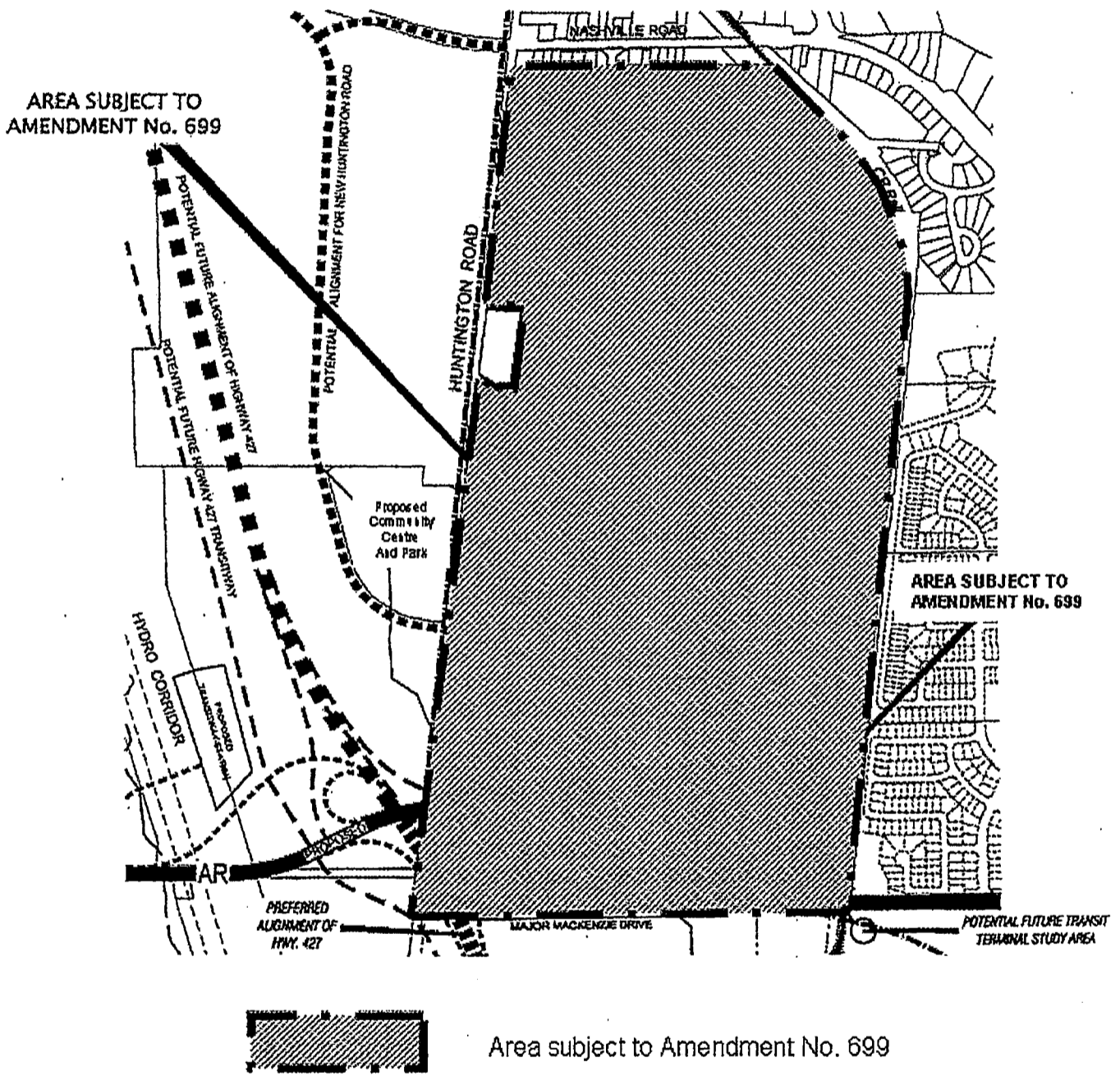
FILE Nos. OPA 699, OP.06.006, OP.06.015 & OP.06.018
 LOCATION: Part of Lots 21-25 INCL., Concession 9
 APPLICANTS: NASHVILLE HEIGHTS HOLDING &
 PINESTAFF DEVELOPMENTS INC.
 CITY OF VAUGHAN

**THIS IS SCHEDULE '3'
TO AMENDMENT No. 699
ADOPTED THE 15th DAY OF JUNE 2009**

SIGNING OFFICERS
 "Linda D. Jackson" MAYOR
 "Jeffrey A. Abrams" CLERK

APPENDIX III

CONTEXT MAP OFFICIAL PLAN AMENDMENT No. 699



**AMENDMENT NUMBER 699
TO THE OFFICIAL PLAN
OF THE VAUGHAN PLANNING AREA**

The following text to Amendment Number 699 and Schedules "1", "2", "3" and "4" of the Official Plan of the Vaughan Planning Area constitute Amendment Number 699.

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

I PURPOSE

The purpose of this Amendment is to amend the provisions of the Official Plan of the City of Vaughan Planning Area respecting Official Plan Amendment (OPA) #601, the Kleinburg-Nashville Community Plan, as amended, to provide policies to facilitate a proposed residential, mixed-use residential-commercial and commercial development on the lands subject shown as "Area Subject to Amendment No. 699" on Schedule "1" attached hereto.

The subject Amendment will facilitate the following with respect to the lands shown as "Area Subject to Amendment No. 699" on Schedule "1" attached hereto:

A) redesignate a portion of the lands identified as "Area Subject to Amendment #699" on Schedule "1" from "Rural Area" and "Valley and Stream Corridor" to:

1) "Low Density Residential" to permit a density of a minimum of 15 units per net residential hectare to a maximum of 25 units per net residential hectare and the following uses:

- i) detached dwellings;
- ii) semi-detached dwellings;
- iii) street townhouse dwellings;
- iv) duplex, triplex and fourplex dwellings, limited to a maximum building height of four (4) storeys;
- v) other permitted housing forms, limited to a maximum building height of four (4) storeys for buildings containing more than three (3) dwelling units, and to not exceed the permitted maximum density for the "Low Density Residential" designation;
- vi) schools;
- vii) parks and open spaces;
- viii) home occupation; and,
- ix) private home daycare.

2) "Medium Density Residential" to permit a density of a minimum of 25 units per net residential hectare to a maximum of 150 units per net residential hectare and the following uses:

- i) detached dwellings;
- ii) semi-detached dwellings;
- iii) street townhouse dwellings;
- iv) block street townhouse dwellings;

- v) multiple dwellings, to not exceed the permitted maximum density for the "Medium Density Residential" designation;
 - vi) apartment dwellings in buildings, limited to a maximum building height of ten (10) storeys;
 - vii) hospice associated with a hospital or other regulated medical health care/support facility;
 - viii) schools;
 - ix) parks and open spaces;
 - x) home occupation; and,
 - xi) private home daycare.
- 3) "Mixed-Use Residential-Commercial" to permit a density of a minimum of 25 units per net residential hectare for "Area A" and a minimum of 35 units per net residential hectare for "Area B", with both "Area A" and "Area B" permitted up to a maximum of 150 units per net residential hectare and the following uses:
- i) street townhouse dwellings;
 - ii) block street townhouse dwellings;
 - iii) multiple dwellings, to not exceed the permitted maximum density for the "Mixed-Use Residential-Commercial Area A" designation and "Mixed-Use Residential-Commercial Area B" designation;
 - iv) apartment dwellings in buildings, limited to a maximum building height of ten (10) storeys;
 - v) retail store;
 - vi) personal service shop;
 - vii) business or professional office;
 - viii) hospice associated with a hospital or other regulated medical health care/support facility;
 - ix) day nursery;
 - x) private home daycare;
 - xi) schools;
 - xii) parks and open spaces;
 - xiii) home occupation; and,
 - xiv) commercial uses (i.e., retail store, personal service shop, and business or professional office uses) in a building that includes residential dwelling units, provided the commercial uses and residential uses are not on the same floor, and

the gross floor area for the commercial use(s) shall be determined in the implementing zoning by-law.

- 4) "General Commercial" to permit the following uses:
 - i) residential uses permitted in the "Mixed-Use Residential-Commercial Area B" designation, subject to the policies for the "Mixed-Use Residential-Commercial Area B" designation;
 - ii) supermarket;
 - iii) pharmacy;
 - iv) retail store;
 - v) eating establishment;
 - vi) eating establishment, convenience;
 - vii) eating establishment, take-out;
 - viii) eating establishment, convenience with drive-through;
 - vi) bank or financial institution;
 - vii) business or professional office; and,
 - viii) automobile service station or gas bar uses.

- 5) "Mixed-Use Residential-Commercial Area B"; "General Commercial"; "Valley and Stream Corridor" and "Stormwater Management Facility" within the "Major Mackenzie Drive Alignment Special Study Area", where the final land uses are to coincide with the realignment of Major Mackenzie Drive.

- B) redesignate a portion of the lands identified as "Area Subject to Amendment #699" on Schedule "1" from "Rural Area" to "Valley and Stream Corridor".

- C) permit on a portion of the lands identified as "Area Subject to Amendment #699" on Schedule "1" the following uses:
 - 1) "Elementary School";
 - 2) "Neighbourhood Park";
 - 3) "Linear Park";
 - 4) "Greenway System";
 - 5) "Stormwater Management Pond Facility";
 - 6) "Water Tower/Reservoir"; and,
 - 7) "Nashville Cemetery".

D) amend "Table A - Kleinburg-Nashville Community Plan Population Estimates" as shown on Schedule "6" attached hereto by:

- 1) providing a future population for the Fully Serviced-Block 61 West of "8,000" people for "Nashville Heights" for the lands identified as "Nashville Heights" as shown on Schedules "A" and "A2" attached hereto as Schedules "2" and "3" respectively; and,
- 2) increasing the Fully Serviced Population Estimate for the Kleinburg - Nashville Community Plan from a total of "7,600" people to "15,600" people, resulting from a future population of 8,000 people for the "Nashville Heights" Neighbourhood within the Block 61 West Plan.

E) require that prior to draft approval of a Draft Plan of Subdivision Application or Site Development Application, where the lands were not within a registered Plan of Subdivision, the following reports shall be submitted to the City, and all reports shall include the lands between the west side of Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427 right-of-way, as well as the proposed site for a community centre/park, which must include a facility fit design to be approved by the City, in their analysis including the land use concept plans, that the following matters, but not limited to, be addressed through the Block Plan process and shall include the:

- 1) Block Plan Report and Block Plan Land Use Schedule;
- 2) Master Environmental and Servicing Plan;
- 3) Phase I Environmental Site Assessment, and where required, a Phase II Environmental Site Assessment;
- 4) Transportation Analysis/Study;
- 5) Travel Demand Management Plan/Study;
- 6) Traffic/Transit Management and Sidewalk/Walkway Master Plan;
- 7) Pedestrian and Bicycle Master Plan;
- 8) Noise and Vibration Impact/Mitigation Report;
- 9) Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
- 10) Parks and Open Space Plan;
- 11) Sustainability Report;
- 12) Development Phasing/Infrastructure Staging Plan;
- 13) Archaeological Assessment/Cultural Heritage Resource Assessment; and,
- 14) Urban Design Guidelines.

- F) require that the final uses within the Major Mackenzie Drive Alignment Special Study Area, including the delineation of land uses, valley and stream corridors, road network and stormwater management facilities coincide with:
- 1) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;
 - 2) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;
 - 3) the City-wide Vaughan Transportation Master Plan, and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the Huntington Road realignment; and,
 - 4) the York Region Transportation Master Plan Update.
- G) require, through the finalization of the Block Plan process and Draft Plan of Subdivision process, that the following matters for the Major Mackenzie Drive Alignment Special Study Area, but not limited to, shall be refined, in consultation with, the Ministries of Municipal Affairs and Housing and/or Transportation, York Region, and Toronto and Region Conservation Authority, to the satisfaction of the City:
- 1) the delineation of land uses;
 - 2) the delineation and design of the road network;
 - 3) the limits of development;
 - 4) the proposed realignment of the watercourses;
 - 5) the delineation location and design of the stormwater management pond facilities; and,
 - 6) the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans.

- H) require that the final delineation of the land uses are subject to any changes necessary to accommodate the final design, and that should the proposal proceed to the Draft Plan of Subdivision stage, pre-sales of dwelling units will not be permitted for the lands within the Major Mackenzie Drive Alignment Study Area affected by the Environmental Assessments, prior to the determination of the final alignment of Major Mackenzie Drive and extension of Highway 427; and,
- I) indicate that that a potential future GO Train Commuter Station and Local Commuter Bus Station, and associated infrastructure may be located on properties at the south-east intersection of Major Mackenzie Drive and the CP Railway, in of Part of Lot 20, Concession 9, City of Vaughan.

II LOCATION

The lands subject to this Amendment, hereinafter referred to as the "Subject Lands", comprise approximately 184.6 ha, are shown on Schedules "1", "2", "3" and "4", attached hereto, as "Area Subject to Amendment No. 699". The Subject Lands are located on the east side of Huntington Road and west side of the CP Railway, between Nashville Road and Major Mackenzie Drive, being in Part of Lots 21 to 25 inclusive, Concession 9, City of Vaughan.

III BASIS

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

1. The Subject Lands, as shown on Schedule "1" attached hereto, are designated "Rural Area" and "Valley and Stream Corridor" by OPA #601 (Kleinburg-Nashville Community Plan). An amendment to the Official Plan is required to:
 - i) redesignate the Subject Lands to permit the following designations and uses to develop a residential, mixed-use residential-commercial and commercial community with the supporting institutional, community and park/open space uses:
 - a) "Low Density Residential" to permit a density of a minimum of 15 units per net residential hectare to a maximum of 25 units per net residential hectare, including duplex, triplex and fourplex dwellings, limited to a maximum building height of four (4) storeys, and other permitted housing forms, limited to a maximum building height of four (4) storeys for buildings containing more than three (3) dwelling units;

- b) "Medium Density Residential" to permit a density of a minimum of 25 units per net residential hectare to a maximum of 150 units per net residential hectare, including apartment dwellings in buildings, limited to a maximum height of ten (10) storeys, where buildings that are five (5) or more storeys are subject to location criteria and the submission of a sun/shadow study, and a hospice use associated with a hospital or other regulated medical health care/support facility;
 - c) "Mixed-Use Residential-Commercial" to permit a density of a minimum of 25 units per net residential hectare in "Area A" and a minimum of 35 units per net residential hectare in "Area B", with both "Area A" and "Area B" permitted up to a maximum of 150 units per net residential hectare, including commercial uses (i.e., retail store, personal service shop and business or professional office uses) in a building that includes residential dwelling units, provided the commercial uses and residential uses are not on the same floor, and including apartment dwellings in buildings, limited to a maximum height of ten (10) storeys, where buildings that are five (5) or more storeys are subject to location criteria and the submission of a sun/shadow study;
 - d) "General Commercial" to permit commercial uses, and residential uses, which are subject to the "Mixed-Use Residential-Commercial Area B" designation's policies;
 - e) "Mixed-Use Residential-Commercial Area B"; "General Commercial"; "Valley and Stream Corridor" and "Stormwater Management Facility" within the "Major Mackenzie Drive Alignment Special Study Area", where the final land uses are to coincide with the realignment of Major Mackenzie Drive; and,
 - f) "Valley and Stream Corridor";
- ii) permit on a portion of the lands identified as "Area Subject to Amendment #699" on Schedule "1" the following uses:
- a) "Elementary School";
 - b) "Neighbourhood Park";
 - c) "Linear Park";
 - d) "Greenway System";
 - e) "Stormwater Management Pond Facility";
 - f) "Water Tower/Reservoir"; and,
 - g) "Nashville Cemetery";
- iii) amend the population figures of OPA #601 to reflect the increased population that would result from this amendment to the Official Plan;

- iv) include a policy requiring that prior to draft approval of a Draft Plan of Subdivision or Site Development Application, where the lands were not within a registered Plan of Subdivision, that the following matters, but not limited to, be refined through the Block Plan process:
 - a) the delineation of land uses;
 - b) the delineation and design of the road network;
 - c) the limits of development;
 - d) the proposed realignment of the watercourses;
 - e) the delineation and design of the stormwater management pond facilities; and,
 - f) the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans;

- v) include a policy requiring that the final uses within the Major Mackenzie Drive Alignment Special Study Area, including the delineation of land uses, valley and stream corridors, road network and stormwater management facilities coincide with:
 - a) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;

 - b) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;

 - c) the City-wide Vaughan Transportation Master Plan, and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the Huntington Road realignment; and,

 - d) the York Region Transportation Master Plan Update;

- vi) include a policy requiring, through the finalization of the Block Plan process and Draft Plan of Subdivision process, that the following matters for the Major Mackenzie Drive Alignment Special Study Area, but not limited to, shall be refined, in consultation with, the Ministries of Municipal Affairs and Housing and/or Transportation, York Region, and Toronto and Region Conservation Authority, to the satisfaction of the City:
 - a) the delineation of land uses;
 - b) the delineation and design of the road network;
 - c) the limits of development;
 - d) the proposed realignment of the watercourses;
 - e) the delineation and design of the stormwater management pond facilities; and,
 - f) the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans;

- vii) include a policy specifying that the Subdivision Owner(s) shall enter into an agreement, prior to any Draft Plan of Subdivision approval, which shall state that the pre-sales of lots and/or blocks for dwelling units, within the Major Mackenzie Drive Alignment Study Area affected by the Environmental Assessments, will not be permitted for the lands, until:
 - a) an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive, the extension of Highway 427, the associated grade separation of the CP Railway Line, and the preferred location for Huntington Road and the collector roads intersecting with Major Mackenzie Drive; and,

 - b) York Region will consider a phased or partial release of the lots and/or blocks, when the Environmental Assessment or a Feasibility Study (undertaken by the City of Vaughan and/or the Subdivision Owner(s)) has identified, in consultation with York Region, to the satisfaction of the City, that particular lots and/or blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive;

- viii) include a policy stating that that a potential future GO Train Commuter Station and Local Commuter Bus Station, and associated infrastructure may be located on properties at the south-east intersection of Major Mackenzie Drive and the CP Railway, in of Part of Lot 20, Concession 9, City of Vaughan; and,

ix) include policies in the Block Plan to require that sustainable community objectives shall be implemented through neighbourhood designs that: support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development.

2. The Official Plan designates the Subject Lands, on Schedule "1", "Rural Area" and "Valley and Stream Corridor" by OPA #601, which permits primarily agricultural uses, and maintains valley and open space uses. The Subject Lands require an amendment to permit a residential, mixed-use residential-commercial and commercial community. The Regional Municipality of York (York Region or Region) has identified that the subject lands are within the "Towns and Villages" designation of the "Urban Area" of the Regional Official Plan as the lands are within the boundaries of the Kleinburg-Nashville Community Plan, and therefore, in accordance with the Regional Official Plan, proposed growth is to be directed to the Urban Area, which is considered to be a "Settlement Area" in accordance with the Provincial Policy Statement.

The proposal meets the objectives of providing for a range of land uses in a manner that promotes efficient land use and development patterns to support a livable and healthy community. The proposal is providing for land uses and densities that have not been provided in the Kleinburg-Nashville Community Plan such as "Medium Density Residential", "Mixed-Use Residential-Commercial" and "General Commercial" with densities ranging from 15 units per net residential hectare to 150 units per net residential hectare.

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

"1.1.1 Healthy, livable and safe communities are sustained by (in part):

- b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet the long-term needs;
- f) improving accessibility for persons with disabilities and the elderly by removing and/or preventing land use barriers which restrict their full participation in society; and,

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.”

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

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

- a) Densities and a mix of land uses which:
 - 1) efficiently use land and resources;
 - 2) are appropriate for, and efficiently use, the infrastructure and public service facilities, which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and,”

“1.1.3.7 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

In conjunction with the PPS, the Province’s *Growth Plan for the Greater Golden Horseshoe (Places To Grow)* also includes policies to support the development of land in an efficient manner, as indicated in the following policies of the “Managing Growth” Policy 2.2.2 (in part):

“2.2.2.1 Population and employment growth will be accommodated by –

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

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

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

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

The amendment to the Official Plan also redesignates the Subject Lands to provide for the following range of housing and density, as well as commercial, institutional and community uses:

- i) “Low Density Residential” to permit a density of a minimum of 15 units per net residential hectare to a maximum of 25 units per net residential hectare, which includes uses as: detached dwellings; semi-detached dwellings; street townhouse dwellings; duplex, triplex, and fourplex dwellings, limited to a maximum building height of four (4) storeys; and other permitted housing forms, limited to a maximum building height of four (4) storeys for buildings containing more than three (3) dwelling units;
- ii) “Medium Density Residential” to permit a density of a minimum of 25 units per net residential hectare to a maximum of 150 units per net residential hectare, which includes uses as: detached dwellings; semi-detached dwellings; street townhouse dwellings; block street townhouse dwellings; multiple dwellings; apartment dwellings in buildings, limited to a maximum height of ten (10) storeys; and a hospice use associated with a hospital or other regulated medical health care/support facility;
- iii) “Mixed-Use Residential-Commercial” to permit a density of a minimum of 25 units per net residential hectare in “Area A” and a minimum of 35 units per net residential hectare in “Area B”, with both “Area A” and “Area B” permitted up to a maximum of 150 units per net residential hectare, which includes: street townhouse dwellings; block street townhouse dwellings; multiple dwelling; apartment dwellings in buildings, limited to a maximum height of

ten (10) storeys; and hospice associated with a hospital or other regulated medical health care/support facility;

- iv) "Mixed-Use Residential-Commercial" in "Area A" and "Area B" to permit commercial uses as: retail store; personal service shop; and business or professional office uses, in a building that includes residential dwelling units, provided the commercial uses and residential uses are not on the same floor, and including apartment dwellings in buildings, limited to a maximum height of ten (10) storeys;
- v) "General Commercial" to permit the commercial uses as: supermarket; pharmacy; retail store; eating establishment; eating establishment, convenience; eating establishment, take-out; eating establishment, convenience with drive-through; bank or financial institution; and business or professional office uses, and residential uses which are subject to the "Mixed-Use Residential-Commercial Area B" designation's policies; and,
- vi) "Valley and Stream Corridor".

The amendment to the Official Plan also identifies on the Subject Lands the following range of institutional and community uses:

- i) "Elementary School";
- ii) "Neighbourhood Park";
- iii) "Linear Park";
- iv) "Greenway System";
- v) "Stormwater Management Pond Facility";
- vi) "Water Tower/Reservoir"; and,
- vii) "Nashville Cemetery".

The range of densities and housing for residential development provides the policy framework to allow various housing opportunities, in keeping with the objectives of the PPS and Places to Grow, which have not been provided within the existing designations in the Kleinburg-Nashville Community Plan. The proposal also includes the integration of employment uses within the Residential and Mixed-Use Residential-Commercial areas (e.g., small-scale retail, small-scale business and professional office uses), and provides for residential uses within the General Commercial area (e.g., street townhouse dwelling units and apartment units in buildings up to a maximum of ten (10) storeys, retail stores, restaurants and financial institutions). Further, institutional uses such as a hospice associated with a hospital or other regulated medical health care/support facility and elementary schools, along with

parks, and pedestrian and bicycling pathways are being proposed. The range of residential uses and densities, and employment and institutional uses provide the opportunities to establish a compact, transit-supportive community focused on the efficient use of land. This Amendment provides development that is in accordance with the managed growth and settlement area policies in the PPS and Places to Grow.

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

The "Infrastructure and Public Service Facilities" Policy 1.6 of the PPS requires the provision of servicing infrastructure as follows (in part):

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

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

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

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

The Amendment, in providing the servicing, transportation and community infrastructure to support the future development, is in keeping with the infrastructure policies of the PPS and Places To Grow, which have similar policy initiatives.

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

3. The Subject Lands are designated "Towns and Villages" by the Region of York Official Plan, and are located within the boundary of a community plan, being OPA #601, which permits urban uses. Map 6 - Agriculture and Rural Area to the Regional Official Plan indicates that these lands are designated "Agricultural Policy Area". However, Sub-section 5.2 "Community Building" of the Regional Official Plan acknowledges that the Region's Official Plan requires updating to incorporate the urban areas of the local municipalities into the Regional Official Plan's designated "Urban Areas", and therefore, an amendment to the Regional Official Plan is not required. The Subject Lands, which are designated "Rural Area", are within the City's urban area. Accordingly, the proposal to redesignate the subject lands to permit a range of residential, commercial and employment uses utilizing a range of densities, would be appropriate and in keeping with the Regional "Community Building" policies in Sub-section 5.2.1 with respect to directing growth to the urban areas, and providing efficient and mixed-use compact communities.

Furthermore, the City, through the comprehensive review of the supporting Block Plan and Draft Plan of Subdivision Applications, which are required to implement this Amendment, will address the Region's policies in Sub-section 5.2.7 to undertake a comprehensive review that includes providing for a range of housing at densities that are transit supported, establishing pedestrian and bicycle linkages within and external to the community, and promoting urban design criteria to establish attractive buildings, landscaping and public streetscapes. The location of the Subject Lands adjacent to Major Mackenzie Drive, the railway and valleylands provides the opportunity to implement the Region's sustainable community objectives by facilitating a development, which could connect to the broader community with respect to transit along Major Mackenzie Drive, including the potential future GO Train Commuter Station and Local Commuter Bus Station at the south-east intersection of Major Mackenzie Drive and the CP Railway, in of Part of Lot 20, Concession 9, City of Vaughan, and energy

alternatives and efficiencies within building designs. The opportunities for a sustainable community will be examined in greater detail through the review of the Block Plan and Draft Plan of Subdivision Applications. Policies are included in this Amendment to address sustainability objectives.

4. In accordance with Sub-section 6.7 "Water and Sewer Strategies" of the Regional Official Plan and Sub-section 4.12 Servicing of OPA #601, both which require the provision of water and sewer services, and the allocation and the phasing of water supply and sanitary sewer capacity for new development, the City is currently undertaking the Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community. The EA is to identify servicing infrastructure improvements (i.e., water supply and sanitary sewer services) in order to accommodate the planned and proposed growth in the Kleinburg-Nashville Community, in keeping with the with infrastructure policies of the PPS and Places To Grow. The City is also undertaking the Storm Drainage and Stormwater Management Master Plan Study, in support of the on-going City-wide Official Plan Review, to recommend the final stormwater management scheme for the City, including the Nashville Heights lands, to plan for and accommodate growth, which includes the Nashville Heights proposal for an increased population of 8,000 people in approximately 2,400 to 2,800 residential units within the Kleinburg-Nashville Community. Water supply and sewage servicing capacity has not been allocated beyond the current approved population within OPA #601 by the Region. Formal allocation of water supply and sewage servicing capacity will be required by Council, in conjunction with the Draft Approval of Plans of Subdivision.

5. Sub-section 6.1 "Road Network" of the Regional Official Plan outlines the Region's objectives to plan and protect road corridors to support future urban and rural area transportation requirements, which includes vehicular, railway, cycling and pedestrian modes. Sub-section 4.11 "Transportation" of OPA #601 outlines the objectives of ensuring that the transportation infrastructure is provided to support the overall community. As part of the Block Plan process, a Transportation Analysis/Study, Travel Demand and Management Plan/Study, Traffic/Transit Management and Sidewalk/Walkway Master Plan, and Pedestrian and Bicycle Master Plan shall be required prior to the finalization of any Draft Plan of Subdivision Application or Site Development Application where the lands were not within a Plan of Subdivision.

A portion of the Subject Lands are identified as being within the "Major Mackenzie Drive Alignment Special Study Area", where the final uses, including the delineation of land uses, valley and stream corridors, road network and stormwater management facilities, will not be established until the following occurs, in accordance with the transportation and infrastructure policies of the PPS and Places to Grow, and the transportation policies of the Region Official Plan and OPA #601:

- i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;
 - ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;
 - iii) the City-wide Vaughan Transportation Master Plan, and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the protection of the future Huntington Road realignment on the east side of Huntington Road; and,
 - iv) the York Region Transportation Master Plan Update.
6. The City, in conjunction with the Region, will pursue the need and/or justification for potential realignment and improvements of Huntington Road between the ultimate realignment of Major Mackenzie Drive and Nashville Road, and potential realignment of Nashville Road. As such the pre-sales of dwelling units within the Major Mackenzie Drive Alignment Study Area will not be permitted until the following has occurred, of which, policies will be included in this Official Plan Amendment to address this requirement:
- i) an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line, in consultation with York Region, to the satisfaction of the City, and the preferred location for Huntington Road and the collector roads intersecting with Major Mackenzie Drive; and,
 - ii) York Region will consider a phased or partial release of the lots and blocks identified above, when the Environmental Assessment or a Feasibility Study (undertaken by the City and/or the Owner) has identified, in consultation with York Region, to the satisfaction of the City, that particular lots and blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive.
7. The following supporting reports were submitted in support of this Amendment:
- i) Nashville Heights (Block 61 West) Official Plan Amendment Planning Justification, dated April 2008, by Malone Given Parsons Limited;

- ii) Natural Environment, dated April 2008, by Beacon Environmental;
- iii) Servicing Infrastructure, dated March 2008, by Schaeffers Consulting Engineers;
- iv) Transportation Master Plan, dated April 2008, by Poulos & Chung Limited;
- v) Interim Report on the 2005 Stage 1-2 Archaeological Assessment, dated February 2006, by AMICK Consultants Limited; and,
- vi) Preliminary Hydrogeological Investigation, dated April 9, 2008, by Terraprobe Limited.

The supporting documentation concluded that the proposed development represents good planning since the development is consistent with the policies of the PPS and Places to Grow; and conforms to the Region of York Official Plan.

- 8. The statutory Public Hearing was held on June 3, 2008. The recommendation of the Committee of the Whole to receive the Public Hearing report on June 3, 2008, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on June 11, 2008. On February 3, 2009, Council ratified the January 13, 2009 Committee of the Whole recommendation, to approve proposal for Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) and Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.).
- 9. The Regional Municipality of York is required to approve this Amendment to the Official Plan. The Region of York has reviewed the proposal, and all requirements of the Region shall be satisfied.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

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

- 1. Deleting Schedule "A" to OPA #601, as amended, and substituting therefor Schedule "A" attached hereto as Schedule "2", thereby redesignating the Subject Lands shown as "Area Subject to Amendment No. 699" on Schedule "1", attached hereto, from "Rural Area" and "Valley and Stream Corridor" to "Low Density Residential"; "Medium Density Residential"; "Mixed-Use Residential-Commercial Area A"; "Mixed-Use Residential-Commercial Area B"; "General Commercial"; "Valley and Stream Corridor" and "Major Mackenzie Drive Alignment Special Study Area" which includes "Mixed-Use Residential-Commercial Area B", "General Commercial" and "Valley and Stream Corridor"; and identifying "Stormwater Management Pond Facility"; "Elementary School"; "Neighbourhood Park"; "Greenway System"; "Stormwater Management Pond Facility"; "Water Tower/Reservoir" and "Nashville Cemetery";

2. Adding Schedule "A2", attached hereto as Schedule "3" to identify the "Major Mackenzie Drive Alignment Special Study Area", which is subject to the Highway 427 Environmental Assessment (EA) Corridor Study Area; Western Vaughan Transportation Individual Environmental Assessment (IEA); City-wide Vaughan Transportation Master Plan; and to have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the York Region Transportation Master Plan Environmental Assessment Update; and,
3. Deleting "Table A - Kleinburg-Nashville Community Plan Population Estimates" to OPA #601, as amended, and substituting therefor "Table A - Kleinburg-Nashville Community Plan Population Estimates" attached hereto as Schedule "6" to indicate the following:
 - 3.1 Adding the reference to "Block 61 West - Nashville Heights";
 - 3.2 Indicating that the phasing for Nashville Heights, as shown on Schedule "A" within Block 61 West, if any, shall be addressed at the Block Plan Stage and/or Draft Plan of Subdivision Stage, based on the availability of the water supply and sanitary services for Nashville Heights as shown on Schedule "A" attached hereto as Schedule "2"; and,
 - 3.3 Amending "Table A - Kleinburg-Nashville Community Plan Population Estimates" as shown on Schedule "4" attached hereto by:
 - i) adding the population in the amount of "8,000" people for the Fully Serviced Population Estimate for "Block 61 West - Nashville Heights" for the lands identified as "Nashville Heights", as shown on Schedule "A", attached hereto as Schedule "2";
 - ii) increasing the Fully Serviced Population Estimate from "7,600" people to "15,660" people, resulting from an increase of 8,000 people to "Block 61 West - Nashville Heights"; and,
 - iii) increasing the Total Fully Serviced and Private/Partial Services Population Estimate from "8,635" people to "16,635" people, resulting from an increase of 8,000 people to "Block 61 West - Nashville Heights".
4. Deleting paragraph 1) of Sub-section 4.1.2, Community Planning Policies, and substituting therefor the following paragraph:

"1) The planned population of the community shall be approximately 16,635 people."

5. Adding the following to Sub-section 4.1.2, Community Planning Policies, after paragraph 4):

"5) Growth shall be staged and phased, based on the availability of the water supply and sanitary services for the Nashville Heights Neighbourhood."

6. Deleting Sub-section 4.3.1, Community Boundaries and Growth, and substituting therefor the following Sub-section:

"This plan provides for Suburban Residential, Village Residential, Future Residential, Low Density Residential, Medium Density Residential, Mixed-Use Residential-Commercial Area A and Area B, General Commercial, Institutional, and Park Areas, as identified on Schedule "A", which are intended to provide a variety of residential and commercial environments within the community. Such developments are to be integrated, over time, with the overall community in a controlled and sequenced manner, which will protect and enhance the natural environment."

7. Adding the following Sub-section after Sub-section 4.3.1.1, Calculation of Residential Density:

"4.3.1.2 Calculation of Residential Density for Nashville Heights

The area included in the calculation of Residential Density for the lands identified as "Nashville Heights", as shown on Schedule "A", shall be based on a net residential hectare, which includes the lands for local and primary roads, the lands for dwelling units, and stormwater management pond facilities, but excluding lands associated with protected natural features such as woodlots, valleylands and wetlands and the Nashville Cemetery. Density shall be calculated on a Block Plan basis, and the Draft Plans of Subdivision and Site Plans shall conform."

8. Adding the following after Sub-section 4.3.2.3, Schools:

"4.3.2.4 Low Density Residential Areas

1) The Plan recognizes the Low Density Residential Areas within the Block 61 West Planning Area for Nashville Heights within the Nashville Community, where development is to be compatible with the scale and character of the existing community. The Low Density Residential Areas are predominantly residential in character with a range of lot sizes and building forms. Urban design and sustainability policies shall be implemented to create

pedestrian friendly neighbourhoods that support walking, cycling and transit; park, linear park and greenway systems; and elementary schools, as well as connect to the broader community.

The Population Estimates are shown on Table A.

- 2) The designated "Low Density Residential" Areas shall permit a residential density ranging from a minimum of 15 units per net residential hectare to a maximum of 25 units per net residential hectare.

- 3) A) The permitted uses shall include:
 - detached dwellings;
 - semi-detached dwellings;
 - street townhouse dwellings;
 - duplex, triplex and fourplex dwellings, limited to a maximum building height of four (4) storeys;
 - other permitted housing forms, limited to a maximum building height of four (4) storeys for buildings containing more than three (3) dwelling units, and to not exceed the permitted maximum density for the "Low Density Residential" designation;
 - schools;
 - parks and open spaces;
 - home occupation; and,
 - private home daycare.

- B) The location of buildings with three (3) or more dwelling units within the "Low Density Residential" designation shall be in accordance with the following criteria:
 - i) adjacent to more intensive land uses;
 - ii) fronts or be adjacent to an arterial road or a primary road;
 - iii) mitigates noise sources such as arterial roads or highways;
 - iv) requires the submission of a sun/shadow study;
 - v) compatible with the surrounding land uses; and,
 - vi) provides an appropriate transition with the adjacent land uses including, but not limited to, the tiering of buildings (vertical and horizontal setbacks at the upper storeys, angular planes from the property lines, and placement of

buildings to minimize shadow impacts and micro-climate conditions),
buffering and landscaping.

- 4) Lands designated "Low Density Residential" shall be subject to the following:
- i) Prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, that the following matters, but not limited to, shall be addressed through the Block Plan process pursuant to Sub-section 5.2.2 Growth Management and Implementation - All Residential Areas, and shall include:
 - a) Block Plan Report and Block Plan Land Use Schedule;
 - b) Master Environmental and Servicing Plan;
 - c) Phase I Environmental Site Assessment, and where required, a Phase II Environmental Site Assessments;
 - d) Transportation Analysis/Study;
 - e) Travel Demand Management Plan/Study;
 - f) Traffic/Transit Management and Sidewalk/Walkway Master Plan;
 - g) Pedestrian and Bicycle Master Plan;
 - h) Noise and Vibration Impact/Mitigation Report;
 - i) Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
 - j) Parks and Open Space Plan;
 - k) Sustainability Report;
 - l) Development Phasing/Infrastructure Staging Plan;
 - m) Archaeological Assessment/Cultural Heritage Resource Assessment; and,
 - n) Urban Design Guidelines.
 - ii) Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a registered Plan of Subdivision, that the following matters, but not limited to, shall be refined through the Block Plan process:
 - a) the delineation of land uses;
 - b) the delineation and design of the road network;
 - c) the limits of development;
 - d) the proposed realignment of the watercourses;

- e) the delineation and design of the stormwater management pond facilities; and,
 - f) the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans.
- iii) Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City.
 - iv) As a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.
 - v) Wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity, aesthetics, proper flood and erosion control and other functions, and that the appropriate buffers be provided, in consultation with the Toronto and Region Conservation Authority, to the satisfaction of the City. As a condition of development approval, wooded areas determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.
- 5) The residential uses within the “Low Density Residential” designation shall be serviced by full municipal services including water supply and sanitary sewers, and shall require the formal allocation of water supply and sewage servicing capacity by Council.
 - 6) Development within the “Low Density Residential” designated areas shall be subject to Architectural Control. All development shall proceed in accordance with the Council approved Architectural Design Guidelines.

4.3.2.5 Medium Density Residential Areas

- 1) The Plan recognizes the Medium Density Residential Areas within the Block 61 West Planning Area for Nashville Heights within the Nashville Community, where development is

generally located along arterial, collector and primary roads. The Medium Density Residential Areas are predominantly residential, with a range of lot sizes and building forms, including buildings up to a maximum of ten (10) storeys in height, and provide a transition to the surrounding Low Density Residential Areas. Urban design and sustainability policies shall be implemented to create pedestrian friendly neighbourhoods that support walking, cycling and transit; park, linear park and greenway systems; and elementary schools, as well as connect to the broader community.

The Population Estimates are shown on Table A.

2) The designated "Medium Density Residential" Areas shall permit a residential density ranging from a minimum of 25 units per net residential hectare to a maximum of 150 units per net residential hectare.

3) A) The permitted uses shall include:

- detached dwellings;
- semi-detached dwellings;
- street townhouse dwellings;
- block street townhouse dwellings;
- multiple dwellings, to not exceed the permitted maximum density for the "Medium Density Residential" designation;
- apartment dwellings in buildings, limited to a maximum height of ten (10) storeys;
- hospice associated with a hospital or other regulated medical health care/support facility;
- schools;
- parks and open spaces;
- home occupation; and,
- private home daycare.

B) The location of buildings with five (5) or more storeys within the "Medium Density Residential" designation shall be in accordance with the following criteria:

- i) directly abut Huntington Road;
- ii) mitigates noise sources such as arterial roads or highways;
- iii) requires the submission of a sun/shadow study; and,

- iv) provides an appropriate transition with the adjacent land uses including, but not limited to, the tiering of buildings (vertical and horizontal setbacks at the upper storeys, angular planes from the property lines, and placement of buildings to minimize shadow impacts and micro-climate conditions), buffering and landscaping.
- 4) Lands designated "Medium Density Residential" shall be subject to the following:
- i) Prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, that the following matters, but not limited to, shall be addressed through the Block Plan process pursuant to Sub-section 5.2.2 Growth Management and Implementation - All Residential Areas, and shall include:
 - a) Block Plan Report and Block Plan Land Use Schedule;
 - b) Master Environmental and Servicing Plan;
 - c) Phase I Environmental Site Assessment, and where required, a Phase II Environmental Site Assessment;
 - d) Transportation Analysis/Study;
 - e) Travel Demand Management Plan/Study;
 - f) Traffic/Transit Management and Sidewalk/Walkway Master Plan;
 - g) Pedestrian and Bicycle Master Plan;
 - h) Noise and Vibration Impact/Mitigation Report;
 - i) Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
 - j) Parks and Open Space Plan;
 - k) Sustainability Report;
 - l) Development Phasing/Infrastructure Staging Plan;
 - m) Archaeological Assessment/Cultural Heritage Resource Assessment; and,
 - n) Urban Design Guidelines.
 - ii) Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a Plan of Subdivision, that the following matters, but not limited to, shall be refined through the Block Plan process:
 - a) the delineation of land uses;

- b) the delineation and design of the road network;
 - c) the limits of development;
 - d) the proposed realignment of the watercourses;
 - e) the delineation and design of the stormwater management pond facilities;
and,
 - f) the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans.
- iii) Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City.
 - iv) As a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.
 - v) Wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity, aesthetics, proper flood and erosion control and other functions, and that the appropriate buffers be provided, in consultation with the Toronto and Region Conservation Authority, to the satisfaction of the City. As a condition of development approval, wooded areas determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.
- 5) The residential uses within the "Medium Density Residential" designation shall be serviced by full municipal services including water supply and sanitary sewers, and shall require the formal allocation of water supply and sewage servicing capacity by Council.
 - 6) Development within the "Medium Density Residential" designated areas shall be subject to Architectural Control. All development shall proceed in accordance with the Council approved Architectural Design Guidelines.

4.3.2.6 Mixed-Use Residential-Commercial "Area A" and "Area B"

- 1) The Plan recognizes the Mixed-Use Residential-Commercial Areas which includes "Area A"

and "Area B" within the Block 61 West Planning Area for Nashville Heights within the Nashville Community, where development is generally located along arterial, collector and primary roads. The Mixed-Use Residential-Commercial Areas are generally residential, with a range building forms, including buildings up to a maximum of ten (10) storeys in height, and limited commercial uses in a building that includes residential dwelling units, provided the commercial uses and residential uses are not on the same floor. Urban design and sustainability policies shall be implemented to create pedestrian friendly neighbourhoods that support walking, cycling and transit; park, linear park and greenway systems; and elementary schools, as well as connect to the broader community.

The Population Estimates are shown on Table A.

- 2) The designated "Mixed-Use Residential-Commercial Area A" and "Mixed-Use Residential-Commercial Area B", and "Mixed-Use Residential-Commercial Area B" within the "Major Mackenzie Drive Alignment Special Study Area" shall permit a residential density for "Area A" ranging from a minimum of 25 units per net residential hectare up to a maximum of 150 units per net residential hectare, and shall permit a residential density for "Area B" ranging from a minimum of 35 units per net residential hectare up to a maximum of 150 units per net residential hectare.

- 3) A) The permitted uses shall include:
 - street townhouse dwellings;
 - block street townhouse dwellings;
 - multiple dwellings, to not exceed the permitted maximum density for the "Mixed-Use Residential-Commercial Area A" and "Mixed-Use Residential-Commercial Area B" designations;
 - apartment dwellings in buildings, limited to a maximum height of ten (10) storeys;
 - retail store;
 - personal service shop;
 - business or professional office;
 - hospice associated with a hospital or other regulated medical health care/support facility;
 - day nursery;
 - private home daycare;
 - schools;

- parks and open spaces; and,
- home occupation.

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

- i) commercial uses (i.e., retail store, personal service shop, and business or professional office uses) in a building that includes residential dwelling units, provided the commercial uses and residential uses are not on the same floor, and the gross floor area for the commercial use(s) shall be determined in the implementing zoning by-law; and,
- ii) limit the maximum height of the buildings within the "Mixed-Use Residential-Commercial" designation to not exceed a height of ten (10) storeys;

C) The location of buildings with five (5) or more storeys, in accordance with Sub-paragraph 3)B)ii above within the "Mixed-Use Residential-Commercial Area A" and "Mixed-Use Residential-Commercial Area B" designations, shall be in accordance with the following criteria:

- i) directly abuts Huntington Road or Major Mackenzie Drive;
- ii) mitigates noise sources such as arterial road or highways;
- iii) requires the submission of a sun/shadow study; and,
- iv) provides a transition to the detached, semi-detached, street townhouse, block townhouse and multiple dwellings (to not exceed the permitted maximum density for the "Mixed-Use Residential-Commercial Area A" and "Mixed-Use Residential-Commercial Area B" designations), which may include, but not limited to the tiering of buildings (vertical and horizontal setbacks at the upper storeys, angular planes from the property lines, and placement of buildings to minimize shadow impacts and micro-climate conditions), buffering and landscaping.

D) The automobile service station or gas bar uses shall be permitted within the "Mixed-Use Residential-Commercial Area A" and "Mixed-Use Residential-Commercial Area B" and "Mixed-Use Residential-Commercial Area B" within the "Major Mackenzie Drive Alignment Special Study Area" designation subject to the following criteria:

- i) allow only the sale of automobile fuel, oil, lubricant and other related products, and the minor provision of repair and maintenance service;
 - ii) may provide a convenience retail store, to not exceed a maximum gross floor area of 280 m², which may include a convenience eating establishment with a drive-through to not exceed 25% of the convenience retail store's gross floor area;
 - iii) prohibit a drive-through associated with a convenience eating establishment or a car wash to be located between a building and a street, or between a building and a highway and the associated highway egress and ingress ramps;
 - iv) regulate the pump island and carwash locations, and outside storage, if permitted, in the implementing zoning by-law;
 - v) may require a noise study for car washes abutting a Residential or a Mixed-Use Residential-Commercial Area;
 - vi) automobile service station or gas bar uses shall be developed pursuant to an approved site plan, which demonstrates an appropriate lot and/or block size and configuration, proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with adjacent lands;
 - vii) automobile service station or gas bar buildings and sites shall have a design, appearance and scale that shall be consistent with the existing and intended character of the surrounding community, with consideration given to the aesthetic design;
 - viii) limit the number of automobile service stations or gas bars to not exceed a maximum of one at the intersection of one at the intersection of Huntington Road or Major Mackenzie Drive and a collector road, or Huntington Road or Major Mackenzie Drive and a primary road, and not to exceed a maximum of two automobile service stations or gas bars for the Nashville Heights Community; and,
 - ix) design criteria shall be established in the Urban Design Guidelines and Architectural Control Guidelines for automobile service station or gas bar, and carwash buildings, as well as the provision of a minimum separation distance.
- 4) Lands designated "Mixed-Use Residential-Commercial Area A", "Mixed-Use Residential-Commercial Area B" and "Mixed-Use Residential-Commercial Area B" within the "Major Mackenzie Drive Alignment Special Study Area" shall be subject to the following:

i) Prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, that the following matters, but not limited to, shall be addressed through the Block Plan process pursuant to Sub-section 5.2.2 Growth Management and Implementation - All Residential Areas, and shall include:

- a) Block Plan Report and Block Plan Land Use Schedule;
- b) Master Environmental and Servicing Plan;
- c) Phase I Environmental Site Assessment, and where required, a Phase II Environmental Site Assessment;
- d) Transportation Analysis/Study;
- e) Travel Demand Management Plan/Study;
- f) Traffic/Transit Management and Sidewalk/Walkway Master Plan;
- g) Pedestrian and Bicycle Master Plan;
- h) Noise and Vibration Impact/Mitigation Report;
- i) Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
- j) Parks and Open Space Plan;
- k) Sustainability Report;
- l) Development Phasing/Infrastructure Staging Plan;
- m) Archaeological Assessment/Cultural Heritage Resource Assessment; and,
- n) Urban Design Guidelines.

ii) Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a registered Plan of Subdivision, that the following matters, but not limited to, shall be refined through the Block Plan process:

- a) the delineation of land uses;
- b) the delineation and design of the road network;
- c) the limits of development;
- d) the proposed realignment of the watercourses;
- e) the delineation and design of the stormwater management pond facilities;
and,
- f) the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards

and service plans.

- iii) The final uses within the Major Mackenzie Drive Alignment Special Study Area, including the delineation of land uses, valley and stream corridors, road network and stormwater management facilities shall coincide with:
 - a) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;
 - b) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;
 - c) the City-wide Vaughan Transportation Master Plan, and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the Huntington Road realignment; and,
 - d) the York Region Transportation Master Plan Update.

- iv) Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a registered Plan of Subdivision, that the following matters for the Major Mackenzie Drive Alignment Special Study Area, but not limited to, shall be refined, in consultation with, the Ministries of Municipal Affairs and Housing and/or Transportation, York Region, and Toronto and Region Conservation Authority, to the satisfaction of the City:
 - a) the delineation of land uses;
 - b) the delineation and design of the road network;
 - c) the limits of development;
 - d) the proposed realignment of the watercourses;
 - e) the delineation and design of the stormwater management pond facilities;
and,
 - f) the delineation and design of internal and perimeter transit services and

related amenities consistent with the current YRT/Viva Service standards and service plans.

- v) The Subdivision Owner(s) shall enter into an agreement, prior to any Draft Plan of Subdivision approval, which shall state that the pre-sales of lots and/or blocks for dwelling units, within the Major Mackenzie Drive Alignment Study Area affected by the Environmental Assessments, will not be permitted for the lands, until:
 - a) an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive, the extension of Highway 427, the associated grade separation of the CP Railway Line, and the preferred location for Huntington Road and the collector roads intersecting with Major Mackenzie Drive; and,
 - b) York Region will consider a phased or partial release of the lots and/or blocks, when the Environmental Assessment or a Feasibility Study (undertaken by the City of Vaughan and/or the Subdivision Owner(s)) has identified, in consultation with York Region, to the satisfaction of the City, that particular lots and/or blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive;

- vi) Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City.

- vii) As a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.

- viii) Wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity, aesthetics, proper flood and erosion control and other functions, and that the appropriate buffers be provided, in consultation with the Toronto and Region Conservation Authority, to the satisfaction of the City. As a condition of development approval, wooded areas determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.

- 5) The residential uses within the “Mixed-Use Residential-Commercial Area A”, “Mixed-Use Residential-Commercial Area B” and “Mixed-Use Residential-Commercial Area B” located within the Major Mackenzie Drive Alignment Special Study Area” designation shall be serviced by full municipal services including water supply and sanitary sewers, and shall require the formal allocation of water supply and sewage servicing capacity by Council.
- 6) Development within the “Mixed-Use Residential-Commercial Area A”, “Mixed-Use Residential-Commercial Area B” and “Mixed-Use Residential-Commercial Area B” within the “Major Mackenzie Drive Alignment Special Study Area” designated areas shall be subject to Architectural Control. All development shall proceed in accordance with the Council approved Architectural Design Guidelines.

4.3.2.7 General Commercial Area

- 1) The Plan recognizes the General Commercial Areas within the Block 61 West Planning Area for Nashville Heights within the Nashville Community, where development is generally located along arterial, collector and primary roads. The General Commercial Areas allow for residential, with a range building forms, including buildings up to a maximum of ten (10) storeys in height, mixed-use residential-commercial and commercial uses to serve the local community. Urban design and sustainability policies shall be implemented to create pedestrian friendly neighbourhoods that support walking, cycling and transit; park, linear park and greenway systems; and elementary schools, as well as connect to the broader community.

The Population Estimates are shown on Table A.

- 2) The designated “General Commercial” Areas and “General Commercial” Areas within the “Major Mackenzie Drive Alignment Special Study Area” shall permit a residential density ranging from a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare.
- 3) A) The permitted uses shall include:
 - residential uses permitted in the “Mixed-Use Residential-Commercial Area B” designation subject to the policies for the “Mixed-Use Residential-Commercial Area B” designation;

- supermarket;
- pharmacy;
- retail store;
- eating establishment;
- eating establishment, convenience;
- eating establishment, take-out;
- eating establishment, convenience with drive-through;
- banks or financial institution; and,
- business or professional office.

B) The commercial uses shall be permitted within the "General Commercial" designation subject to the following criteria:

- i) development of a General Commercial area shall be in accordance with a comprehensive design scheme, approved by the City, which shall provide for the development and redevelopment of the area, and shall lay out the general orientation and configuration of major buildings and structures, and parking areas, together with access points, traffic circulation, pedestrian circulation, landscaping and buffering;
- ii) outdoor storage and display of merchandise may be permitted, but only in locations where their exposure will not detract from the general character of the area, and provided such uses and storage display areas are properly landscaped;
- iii) building setbacks, compatible lighting, visual screening, planting and/or fencing shall be provided between commercial uses and residential uses; and,
- iv) appropriate provision shall be made for pedestrian and bicycle trails wherever the Greenway System traverses a commercial centre.

C) The automobile service station or gas bar uses shall be permitted within the "General Commercial" designation subject to the following criteria:

- i) allow only the sale of automobile fuel, oil, lubricant and other related products, and the minor provision of repair and maintenance service;
- ii) may provide a convenience retail store, to not exceed a maximum gross floor area of 280 m², which may include a convenience eating establishment

- with a drive-through to not exceed 25% of the convenience retail store's gross floor area;
- iii) prohibit a drive-through associated with a convenience eating establishment or a car wash to be located between a building and a street;
 - iv) regulate the pump island location, and outside storage, if permitted, in the implementing zoning by-law;
 - v) may require a noise study for car washes abutting a Residential or a Mixed-Use Residential-Commercial Area;
 - vi) automobile service station or gas bar uses shall be developed pursuant to an approved site plan, which demonstrates an appropriate lot and/or block size and configuration, proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with adjacent lands;
 - vii) automobile service station or gas bar buildings and sites shall have a design, appearance and scale that shall be consistent with the existing and intended character of the surrounding community, with consideration given to the aesthetic design;
 - viii) limit the number of automobile service stations or gas bars to not exceed a maximum of one at the intersection of one at the intersection of Major Mackenzie Drive and a collector road, or Major Mackenzie Drive and a primary road, and not to exceed a maximum of two automobile service stations or gas bars for the Nashville Heights Community; and,
 - ix) design criteria shall be established in the Urban Design Guidelines and Architectural Control Guidelines for automobile service station or gas bar, and carwash buildings, as well as the provision of a minimum separation distance.

D) The drive-through facility for an eating establishment, convenience with drive-through shall be subject to the following criteria:

- i) the appropriateness of permitting an eating establishment, convenience with drive-through shall be determined at the implementing zoning by-law stage; and,
- ii) prohibit a drive-through associated with an eating establishment, convenience with drive-through to be located between a building and a street.

- iii) design criteria shall be established in the Urban Design Guidelines and Architectural Control Guidelines for drive-through facilities, which shall include provisions for the location, screening and landscaping of the drive-through facilities.
- 4) Lands designated "General Commercial" Areas and "General Commercial Areas within the Major Mackenzie Drive Alignment Special Study Area" shall be subject to the following:
- i) Prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, that the following matters, but not limited to, shall be addressed through the Block Plan process pursuant to Sub-section 5.2.2 Growth Management and Implementation - All Residential Areas, and shall include:
 - a) Block Plan Report and Block Plan Land Use Schedule;
 - b) Master Environmental and Servicing Plan;
 - c) Phase I Environmental Site Assessment, and where required, a Phase II Environmental Site Assessment;
 - d) Transportation Analysis/Study;
 - e) Travel Demand Management Plan/Study;
 - f) Traffic/Transit Management and Sidewalk/Walkway Master Plan;
 - g) Pedestrian and Bicycle Master Plan;
 - h) Noise and Vibration Impact/Mitigation Report;
 - i) Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
 - j) Parks and Open Space Plan;
 - k) Sustainability Report;
 - l) Development Phasing/Infrastructure Staging Plan;
 - m) Archaeological Assessment/Cultural Heritage Resource Assessment; and
 - n) Urban Design Guidelines.
 - ii) Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a registered Plan of Subdivision, that the following matters, but not limited to, shall be refined through the Block Plan process:
 - a) the delineation of land uses;

- b) the delineation and design of the road network;
 - c) the limits of development;
 - d) the proposed realignment of the watercourses;
 - e) the delineation and design of the stormwater management pond facilities;
and,
 - f) the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans.
- iii) The final uses within the Major Mackenzie Drive Alignment Special Study Area, including the delineation of land uses, valley and stream corridors, road network and stormwater management facilities shall coincide with:
- a) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;
 - b) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;
 - c) the City-wide Vaughan Transportation Master Plan, and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the Huntington Road realignment; and,
 - d) the York Region Transportation Master Plan Update.
- iv) Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a registered Plan of Subdivision, that the following matters for the Major Mackenzie Drive Alignment Special Study Area, but not limited to, shall be refined, in consultation with, the Ministries of Municipal Affairs and Housing and/or Transportation, York Region, and Toronto and Region Conservation Authority, to the satisfaction of the City:

- a) the delineation of land uses;
 - b) the delineation and design of the road network;
 - c) the limits of development;
 - d) the proposed realignment of the watercourses;
 - e) the delineation and design of the stormwater management pond facilities;
and,
 - f) the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans.
- v) The Subdivision Owner(s) shall enter into an agreement, prior to any Draft Plan of Subdivision approval, which shall state that the pre-sales of lots and/or blocks for dwelling units, within the Major Mackenzie Drive Alignment Study Area affected by the Environmental Assessments, will not be permitted for the lands, until:
- a) an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive, the extension of Highway 427, the associated grade separation of the CP Railway Line, and the preferred location for Huntington Road and the collector roads intersecting with Major Mackenzie Drive; and,
 - b) York Region will consider a phased or partial release of the lots and/or blocks, when the Environmental Assessment or a Feasibility Study (undertaken by the City of Vaughan and/or the Subdivision Owner(s)) has identified, in consultation with York Region, to the satisfaction of the City, that particular lots and/or blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive;
- vi) Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City.
- vii) As a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.

- viii) Wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity, aesthetics, proper flood and erosion control and other functions, and that the appropriate buffers be provided, in consultation with the Toronto and Region Conservation Authority, to the satisfaction of the City. As a condition of development approval, wooded areas determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.
- 5) The residential uses within the “General Commercial” Area and “General Commercial” Area within the “Major Mackenzie Drive Alignment Special Study Area” designation shall be serviced by full municipal services including water supply and sanitary sewers, and shall require the formal allocation of water supply and sewage servicing capacity by Council.
- 6) Development within the “General Commercial” designated area and “General Commercial” designated area within the “Major Mackenzie Drive Alignment Special Study Area” shall be subject to Architectural Control. All development shall proceed in accordance with the Council approved Architectural Design Guidelines.”
9. Adding the following after Sub-section 4.5.2.3, Future Residential Area:

“4.5.2.4 Nashville Heights Area

Block 61 West

- “1) The lands identified as “Nashville Heights” on Schedule “A” includes lands that are designated “Low Density Residential”; “Medium Density Residential”; “Mixed-Use Residential-Commercial Area A; “Mixed-Use Residential-Commercial Area B”; “General Commercial”; and “Major Mackenzie Drive Alignment Special Study Area” which includes “Mixed-Use Residential-Commercial Area B” and “General Commercial” designations for residential and commercial uses.

The lands identified as “Nashville Heights on Schedule “A” shall be planned to achieve a minimum density of 50 residents and jobs per hectare.

Development of the Nashville Heights Area shall require a comprehensive review through the Block Plan process, which includes Master Environmental and Servicing Plan (MESP) process in accordance with the requirements of OPA #601 (Kleinburg-Nashville Community Plan) and this Amendment, and the undertaking of Environmental Assessments for the

Western Vaughan Transportation Individual Environmental Assessment and Highway 427 Environmental Assessment Corridor Study for the lands within the Major Mackenzie Drive Alignment Special Study Area, which may result in the phasing of development. The Block Plan is to be reviewed with regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008. The Block Plan process requires that prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, the following reports, but are not limited to the following, shall be submitted for the review and approval, in consultation with York Region, the Toronto and Regional Conservation Authority, and any other commenting agency, to the satisfaction of the City:

i) Block Plan Report, and Block Plan Land Use Schedule with supporting land use detail (land uses by area, densities, housing mix, population, ownership, participating/non-participating owners, etc.);

ii) Master Environmental and Servicing Plan:

The Master Environmental and Servicing Plan, in accordance with the requirements of OPA #601, shall adequately address the following:

a) matters including, but not limited to: stormwater management, hydrology, hydrogeology, ecology (natural heritage), geotechnical, sustainable development, green design and green space connections to features within and beyond the Nashville Heights Community, baseline conditions, predicted changes, mitigation and any compensation, to be reviewed and approved by the City in consultation with Toronto and Region Conservation Authority (TRCA); and should include how the principles and/or recommendations of, but not limited to the following, Sub-section 2.1.2 of the Provincial Policy Statement (PPS), Humber River Watershed Plan, including the Humber Watershed Terrestrial Natural Heritage System (TNHS) and the City of Vaughan's natural heritage system (that is currently being developed) are addressed in order to guide the development of the Nashville Heights Community. The Terms of Reference for the Master Environmental and Servicing Plan (MESP) shall be reviewed and approved by the City and TRCA prior to the initiation of the MESP;

b) the boundaries of the features, including the requisite buffers, be staked and delineated, in consultation with the TRCA and Owner, to the satisfaction of the City;

- c) as a minimum, the valley and stream corridor boundaries be 10 metres inland from the greater of the following: physical top of the valley feature; stable top of bank, where geotechnical concerns exist; limits of flooding on the property in a Regulatory Storm Event; predicted meander belt; and limits of significant vegetation which is contiguous with the valley/stream corridor;
- d) the valley and stream corridors, and tableland woodlots contiguous with the valley and stream corridors shall be designated in an appropriate open space designation, and shall be conveyed to the City or TRCA;
- e) where a Natural Heritage System has been defined for the area, these lands should also be designated in an appropriate open space designation, and be conveyed to the City or TRCA; and,
- f) The Humber River Watershed Plan (June 2008) results indicated the potential for significant changes to flood flows and potential risks to downstream areas, therefore, an updated hydrologic study is required to evaluate the effects on flooding of proposed new developments and to confirm the level of stormwater control needed before permitting urban type land uses beyond those identified in existing official plans. The hydrologic study will be completed on a watershed scale and will be directed by the TRCA.

As the hydrologic study for the watershed will not be completed until 2011 or 2012, in order to allow the development to proceed in the Nashville Heights Community, the MESP should consider a reasonable conservative outcome of the hydrologic study which may require new development to detain and over-control the entire runoff volume from the Regional Storm event. As an approach to resolve the stormwater management criteria on an interim basis, the MESP should identify methods and designate areas of sufficient size to contain stormwater management facilities of a size and volume to perform this function, with the understanding that smaller facilities may be required once the hydrologic study is complete. The sizing of temporary stormwater management facilities in the MESP shall be consistent with current standards and the approval of other stormwater management facilities in OPA #601, and should be supported with analysis and calculations conducted that demonstrate that over-control of the Regional Storm event volume can be achieved, to the satisfaction of the City in consultation with the TRCA.

As the final alignments of Highway 27 and Major Mackenzie Drive have yet to be determined and have been protected through the identification of the Major Mackenzie Drive Special Study Area, except for temporary stormwater management ponds and public infrastructure and uses, no development shall be permitted in this area until such time as the alignments of Highway 427 and Major Mackenzie Drive are determined and it has been demonstrated that additional lands within the area are not required for stormwater management control. Notwithstanding this approach, the MESP shall consider the implementation of stormwater management techniques throughout the entire Block Plan that contribute to achieving this overall goal.

Except for the creation of lots, blocks or other parcels that are to be used for stormwater management and other public uses, the hydrologic study for the watershed must be completed prior to the registration of any draft plan of subdivision or site development application for the lands as shown on Schedules "A" and "A2", and identified as the Major Mackenzie Drive Alignment Special Study Area. All draft plans of subdivision or site plans shall be redline revised, if needed, to reflect the conclusions of the hydrologic study with accompanying reports to be submitted to the satisfaction of the TRCA.

iii) Phase I Environmental Site Assessment, and where required, a Phase II Environmental Site Assessment:

The Phase I Environmental Site Assessment, and where required, the Phase II Environmental Site Assessment shall be in accordance with the following:

- a) Prior to final approval of any Draft Plan of Subdivision or Site Plan, and prior to initiation of grading or topsoil stripping, the Owner shall submit the Environmental Site Assessment (ESA) Phase I Report, and if required, Phase II ESA Report and the Remedial Action Plan for the lands within the Draft Plan of Subdivision or Site Plan, in accordance with the Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for Use Under Part XV.1 of the Environmental Protection Act. In addition, for park blocks and open space blocks, a Phase II Environmental Site Assessment (ESA) report shall be carried in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval. Documented proof of the

satisfactory registration of the Record of Site Condition (RSC) with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from MOE and a signed copy of the RSC by a Qualified Person, has to be submitted to the City for review and approval.

iv) Environmental Impact Statement;

v) Transportation Analysis/Study and Travel Demand Management Plan/Study:

The Transportation Analysis/Study and Travel Demand Management Plan/Study reports, shall adequately address, in consultation with, the Ministries of Municipal Affairs and Housing and/or Transportation and the Region of York, to the satisfaction the City, the following details for:

- a) the proposed Medium Density Residential, Mixed-Use Residential-Commercial Area A and Area B, and General Commercial Areas at the north and south sides of the intersection of the proposed realigned Major Mackenzie Drive and Huntington Road intersection;
- b) the lands for the community centre/parks with respect to the future Highway 427 extension;
- c) the potential realignment of Huntington Road and Nashville Road;
- d) the potential east-west mid-block road connections extending westerly to Highway 50 be explored to establish a local and regional road network connectivity;
- e) the potential mid-block crossing of the CP Railway be explored for the purpose of a pedestrian/cycling connections between the Nashville Heights and Humber Trails Neighbourhoods;
- f) the right-of-way widths/dimensions and standards; and,
- g) the realignment of Huntington Road, located north of Major Mackenzie Drive, east of the existing Huntington Road, will be connected in a continuous manner to the existing Huntington Road. The new realignment of Huntington Road shall be up to a 36 metre right-of-way (ROW).

The section of Huntington Road, beyond the new realignment shall be protected for up to a 36 metre ROW. This ROW width and any potential realignment options beyond the boundary of the Kleinburg-Nashville Community Plan area, shall be determined through the environmental assessment process or a subsequent transportation study as required through the Block Plan process, to the satisfaction of the City and Region.

- vi) Traffic/Transit Management and Sidewalk/Walkway Master Plan;
- vii) Pedestrian and Bicycle Master Plan;
- viii) Noise and Vibration Impact/Mitigation Report;
- ix) Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
- x) Parks and Open Space Plan;
- xi) Development Phasing/Infrastructure Staging Plan;
- xii) Sustainability Report;
- xiii) Archaeological Assessment/Cultural Heritage Resource Impact Assessment:
 The Cultural Heritage Resource Impact Assessment in accordance with the City of Vaughan's Strategy for the Maintenance and Preservation of Significant Heritage Buildings, approved by Council in June 2005, shall:
 - a) undertake an assessment of all properties of cultural heritage value or interest within Nashville Heights, which is to be provided by to the satisfaction of the Recreation and Culture Department - Cultural Services Section. Such properties would include, but not necessarily be limited to, 10,671 Huntington Road, Nashville Cemetery and 10,395 Huntington Road; and,
 - b) include in the Cultural Heritage Resource Impact Assessment that as a condition of approval for any Draft Plan of Subdivision or Site Development Application, where the lands were not in a Plan of Subdivision, involving the Nashville Heights lands that the development of new lots under the Plan of Subdivision process will require the Owner to preserve, restore and incorporate significant heritage structures in their plan, and letters of credit be posted in the amount of the cost equal to the re-construction of the heritage structure where a significant heritage building is destroyed or demolished without City approval, or repair the heritage building to preserve the heritage structure.
- xiv) Urban Design Guidelines:
 The Urban Design Guidelines are to include specific transition related guidelines to address:
 - a) the relationship of low density residential uses (i.e., detached and semi-detached dwelling units) with medium and mixed-use residential-commercial uses; and,
 - b) the automobile service station or gas bar, and carwash uses' transition and buffer to residential uses;
- xv) Architectural Design Guidelines.

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

- 2) Prior to the approval of any Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, for the Nashville Heights lands, and prior to initiation of grading or topsoil stripping, the Owner shall submit the Environmental Site Assessment (ESA) Phase I Report, and if required, Phase II ESA Report and the Remedial Action Plan for the lands within the Draft Plan of Subdivision or Site Plan, in accordance with the Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for Use Under Part XV.1 of the Environmental Protection Act. In addition, for park blocks and open space blocks, a Phase II Environmental Site Assessment (ESA) report shall be carried in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval. Documented proof of the satisfactory registration of the Record of Site Condition (RSC) with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from MOE and a signed copy of the RSC by a Qualified Person, has to be submitted to the City for review and approval.
- 3) All development within Nashville Heights shall be on full municipal water supply and sanitary sewers. Water supply and sewage servicing capacity has not been allocated beyond the current approved population within the Kleinburg-Nashville Community Plan. Formal allocation of water supply and sewage servicing capacity will be required by Council.

The City is currently undertaking the Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements in order to accommodate the planned and proposed growth in the Kleinburg-Nashville Community. The City is also undertaking the Storm Drainage and Stormwater Management Master Plan Study, in support of the on-going City-wide Official Plan Review, which is to recommend the final stormwater management scheme for the City, including the Nashville Heights lands. Prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development, where the lands were not in a registered Plan of Subdivision Application, should the Nashville Heights Community be serviced prior to the completion of Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental

Assessment (EA) Study for the Kleinburg-Nashville Service Area, the following, which should be reflected in the Master Environmental and Servicing Plan, are required:

- i) a Comprehensive Sanitary Sewer System Capacity Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area) be prepared to address the availability of both conveyance and treatment capacity at the Block Plan stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final sanitary servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
 - ii) a Comprehensive Water Supply System Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area) be prepared at the Block Plan stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final water supply servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
and,
 - iii) a final stormwater management scheme for the Nashville Heights Block 61 West Area shall conform to recommended preferred stormwater management scenario as identified in the City's Storm Drainage and Stormwater Management Master Plan.
- 4) The southern portion of the Nashville Heights community has been designated "Major Mackenzie Drive Alignment Special Study Area" which includes the "Mixed-Use Residential-Commercial", "General Commercial" and "Valley and Stream Corridor" Areas and identifies the "Stormwater Management Pond Facility" as shown on Schedules "A" and "A2". These lands are in a "Special Study Area" in order for the land uses in this area to be reviewed further by the Province, Region, Toronto and Region Conservation Authority, and City, once the transportation issues have been finalized. The final uses within the Major Mackenzie Drive Alignment Special Study Area, including the delineation of land uses, valley and stream corridors, road network and stormwater management facilities, for the lands within the Major Mackenzie Drive Alignment Special Study Area coincide with the following and prior to draft approval of a Draft Plan of Subdivision Application or Site Development Application, where the lands were not in a registered Plan of Subdivision, and shall be refined in the Block Plan

process and Plan of Subdivision process:

- i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;
 - ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line; and,
 - iii) the City-wide Vaughan Transportation Master Plan, and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the Huntington Road realignment; and,
 - iv) the York Region Transportation Master Plan Update.

- 5) The Owner of lands with in the Major Mackenzie Drive Alignment Special Study, shown on Schedules "A" and "A2" shall enter into an agreement with the City of Vaughan, prior to Draft Plan of Subdivision approval, which shall be registered on title and apply to the applicable lots and/or blocks, committing the Owner not to enter into any agreements of purchase and sale with end-users for the subject lands until such time as:
 - i) an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line, in conjunction with York Region, to the satisfaction of the City of Vaughan, and the preferred location for Huntington Road and the collector roads intersecting with Major Mackenzie Drive; and,
 - ii) York Region will consider a phased or partial release of the lots and blocks identified above, when the Environmental Assessment or a Feasibility Study (undertaken by the City and/or the Owner) has identified, to the satisfaction of York Region, that particular lots and blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive."

10. Adding the following clause to Sub-section 4.6.1.1, Parks - Policies, paragraph 4), after, "should be integrated with public greenway systems and the Inter-regional Trail system to form expansive

community open space links;”:

“- linear parks along the TransCanada PipeLines Limited right-of-way for the Nashville Heights Neighbourhood on Schedule “A”.”

11. Adding the following to Sub-section 4.6.3, Parks - Other Policies, after paragraph 2):

“3) Prior to final approval of the any Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, the Owner shall carryout a feasibility study for a pedestrian crossing through the CP Railway right-of-way between the Nashville Heights and Humber Trails Neighbourhoods to the satisfaction of the City. The Owner shall agree in the subdivision agreement to carry out the recommendations of the approved feasibility study to the satisfaction of the City. The Owner shall also include a warning statement for all prospective buyers in the Plan detailing the potential construction of a pedestrian crossing through the CP Railway right-of-way within the Draft Plan of Subdivision, to the satisfaction of the City.”

12. Adding the following to Sub-section 4.7.3, Community Edges, after the second sentence, “The width of buffer areas shall be in the range of 30 to 50 metres, and are intended to be landscaped with dense naturalized plant materials and not form part of the parkland dedication.”:

“Notwithstanding the above, a buffer with a width ranging from 30 to 50 metres along Major Mackenzie Drive shall not be required for the Nashville Heights community as shown on Schedules “A” and “A2”.”

13. Adding the following Sub-section after Sub-section 4.10.4.2, The Environmental Management Guidelines (EMG), paragraph 2):

“4.10.4.3 Sustainability

Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City.”

14. Adding the following paragraph after Sub-section 4.10.10.1, Valley and Stream Corridors - Policies,

after paragraph 15):

- “16) The location and widths of all valley and stream corridors, as shown on Schedules “A” and “A2” for Nashville Heights, is approximate and may change without requiring an amendment to this Plan. The final location and widths of the valley and stream corridors will be determined during the Block Plan approval process through the preparation of a Master Environmental and Servicing Plan (MESP). The MESP will be prepared in conjunction with the Toronto Region Conservation Authority and any other commenting agencies, to the satisfaction of the City. Adjustments to land use designations shall be permitted without amendment to this Plan in order to accommodate the final alignment and widths of the valley and stream corridors.

The valley and stream corridors must be studied from both an ecological and hydrological perspective, including connectivity to recharge areas, to determine their function and the implications of potential modifications.

If a realignment is required, it must incorporate an appropriate corridor width that includes all relevant factors including, but not limited to, flooding, meander belt, erosion limits and buffers. The design of the new valley and stream corridor(s) must be appropriate for the biophysical conditions and should replicate and enhance the existing functions. The realignment must be in balance with the overall development plan and fit into an appropriate post development natural system, and must be integrated into the overall open space system through neighbourhood design.”

15. Adding the following paragraph after Sub-section 4.11.2.2, Transportation - Primary Roads, paragraph 3):

- “4) Primary and Collector Roads, Nashville Heights

The number of east-west and north-south primary and collector roads, and the right-of-way dimensions and geometric standards for the primary and collector roads shall be established in consideration with the conclusions and recommendations of the City-wide Transportation Master Plan and Block Transportation Studies and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which shall be finalized at the Block Plan stage for the Nashville Heights community.”

16. Adding the following paragraph after Sub-section 4.11.2.3, Transportation - Local Roads, paragraph

6):

"7) Local Roads, Nashville Heights

The number of east-west and north-south local roads, and the right-of-way dimensions and geometric standards for the local roads shall be established in consideration with the conclusions and recommendations of the City-wide Transportation Master Plan and Block Transportation Studies and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which shall be finalized at the Block Plan stage for the Nashville Heights community."

17. Adding the following paragraphs after Sub-section 4.11.2.5, Transportation - CP Intermodal Yard and Railway Line, paragraph 4):

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

6) Prior to final approval of the any Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, the Owner shall carryout a feasibility study for a pedestrian crossing through the CP Railway Line right-of-way between the Nashville Heights and Humber Trails Neighbourhoods to the satisfaction of the City. The Owner shall agree in the subdivision agreement to carry out the recommendations of the approved feasibility study to the satisfaction of the City. The Owner shall include a warning statement in all Offers of Purchase and Sale, or Lease for all lots/blocks for all prospective buyers detailing the potential construction of a pedestrian crossing through the CP Railway right-of-way within the Draft Plan of Subdivision Application or Site Development Application proposal, to the satisfaction of the City.

Should the feasibility study determine that a pedestrian crossing may be provided, the location and type of linkage (e.g., overpass or underpass) that addresses, but not limited to barrier-free requirements and height clearances for potential electrification of the railway corridor are to be explored by the Subdivision Owners(s), in consultation with the Ministry of the Environment and CP Railway, to the satisfaction of the City.

- 7) A warning clause shall be included in all Offers of Purchase and Sale, or Lease for all lots/blocks for all prospective buyers for any Draft Plan of Subdivision Application or Site Development Application, stating that that a potential future GO Train Commuter Station and Local Commuter Bus Station, and associated infrastructure may be located on properties at the south-east intersection of Major Mackenzie Drive and the CP Railway, in of Part of Lot 20, Concession 9, City of Vaughan, to the satisfaction of the City.
- 8) A warning clause shall be included in all Offers of Purchase and Sale, or Lease, and registered on title for all lots/blocks for all prospective buyers for any Draft Plan of Subdivision Application or Site Development Application, stating that a potential Provincial controlled access highway maybe located on lands west of Huntington Road, north of Major Mackenzie Drive.”
18. Deleting paragraph 6) of Sub-section 4.12.2.1, Servicing, Policies - General, and substituting therefor the following paragraph:
- “6) As the City is currently undertaking the Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements (i.e., water supply and sanitary sewer services), including the land for an elevated water tank, required to support the build out of the planned and proposed developments in the Kleinburg-Nashville Community, including the Humber Trails and Nashville Heights Neighbourhood , the lands shall be zoned with the Holding Symbol “(H)”. Prior to the removal of the Holding Symbol “(H)” from any Residential Zone for any lot and/or block, the water supply and sewage servicing capacity shall be identified and allocated by the Council of the City of Vaughan.”
19. Adding the following paragraph to Sub-section 4.12.2.4, TransCanada PipeLine, after paragraph 4):
- “5) i) The Owners of the Draft Plan of Subdivision and/or Site Development Applications shall enter into an agreement with TransCanada PipeLines Limited for the purpose of recoating the gas pipeline at road crossings at the Owner’s/Developer’s expense, and providing concrete slabs over the TransCanada PipeLines Limited and Enbridge pipelines for the length of the right-of-way that is located in the boulevard or under the road at the Owner’s/Developer’s expense.
- ii) The number of crossings; the signage on the right-of-way in a number, location and form; the types of trees and form of landscaping that can be planted on the right-of-

way, and their depth and location; the number of utility crossings and their location; the notification of future purchasers of the existence of high pressure pipelines and appropriate ingress and egress over properties; and the provision of fencing or other means of identifying the limit of the right-of-way; are to be in consultation with TransCanada PipeLines Limited, to the satisfaction of the City.

- iii) The design, costs, agreements and any other item required to satisfy the provisions, in the above clause ii), will be finalized by agreement between the Owner(s) and TransCanada PipeLines Limited or its successors to be negotiated during the Subdivision approval process. Adjustments to the provisions in clause ii) with respect to the requirements and responsibilities associated with the protection and enhancement of the TransCanada pipeline corridor may occur without requiring an amendment to this Plan provided that they are agreed to by TransCanada PipeLines Limited."

20. Adding the following paragraph after paragraph 4) of Sub-section 5.2.2, All Residential Areas:

"5) Nashville Heights

- 1) Holding Symbol "(H)" - Environmental Assessments/Transportation Master Plans
The implementing zoning by-law(s) for the Major Mackenzie Drive Alignment Special Study Area, as shown on Schedules "A" and "A2", may zone any lot and/or block with the Holding Symbol "(H)" from any lot and/or block within the Major Mackenzie Drive Alignment Special Study Area. Prior to the removal of the Holding Symbol "(H)":
 - i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427 for the lands within the Major Mackenzie Drive Alignment Special Policy Area;
 - ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line for the lands within the Major Mackenzie Drive Alignment Special Policy Area;
 - iii) the City-wide Vaughan Transportation Master Plan, and have regard for the components, policies and issues identified in the Kleinburg Focused Area

Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the Huntington Road realignment;

- iv) the York Region Transportation Master Plan Update; and,
 - v) the determination by an Environmental Assessment of a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line, in consultation with CP Railway, the Region and any other commenting agencies, to the satisfaction of the City of Vaughan, and a preferred alignment for Huntington Road, and York Region will consider a phased or partial release of the lots and/or blocks, when the Environmental Assessment or a Feasibility Study (undertaken by the City of Vaughan and/or the Subdivision Owner) has identified, in consultation with York Region, to the satisfaction of the City, that particular lots and/or blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive;
- 2) Holding Symbol "(H)" - Servicing Allocation:
- The implementing zoning by-law(s) for Nashville Heights as shown on Schedule "A" may zone any lot and/or block with the Holding Symbol "(H)". Prior to the removal of the Holding Symbol "(H)" from any lot and/or block within Nashville Heights:
- i) the water supply and sewage servicing capacity shall be identified and allocated by the Council of the City of Vaughan.
- 3) Approval of Phase 1 Environmental Site Assessment, and where require, a Phase II Environmental Site Assessment:
- Prior to the approval of any Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, for the Nashville Heights lands, and prior to initiation of grading or topsoil stripping, the Owner shall submit the Environmental Site Assessment (ESA) Phase I Report, and if required, Phase II ESA Report and the Remedial Action Plan for the lands within the Draft Plan of Subdivision or Site Plan, in accordance with the Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for Use Under Part XV.1 of the Environmental Protection Act. In addition, for park blocks and open space blocks, a Phase II Environmental Site Assessment (ESA) report

shall be carried in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval. Documented proof of the satisfactory registration of the Record of Site Condition (RSC) with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from MOE and a signed copy of the RSC by a Qualified Person, has to be submitted to the City for review and approval.

4) Approval of Zoning By-law:

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

5) Region of York:

All requirements of the Regional Municipality of York (York Region) shall be satisfied."

21. Adding the following paragraphs after paragraph 4) of Section 6.0, Interpretation:

"5) Notwithstanding Sub-sections 1) and 2) of this Section, adjustments to the delineation of the land uses, road network, valley and stream corridor, and stormwater management facilities for the Major Mackenzie Drive Alignment Special Study Area as a result of determining the final alignment of Major Mackenzie Drive through the Highway 427 Environmental Assessment (EA) Corridor Study Area, Western Vaughan Transportation Individual Environmental Assessment (IEA), City-wide Vaughan Transportation Master Plan and York Region Transportation Master Plan Environmental Assessment Update, will not require an amendment to this Plan provided the intent of the policies are maintained.

6) Notwithstanding Sub-sections 1) and 2) of this Section, the following shall apply:

- i) the grade separation between the road and rail systems may be provided as needed at arterial road/railway intersections, without an amendment to this Plan;
- ii) the grade separation between the road and controlled access highway may be provided as needed at arterial road/highway, collector road/highway or primary road/highway intersections, without an amendment to this Plan; or,
- iii) the grade separation between the off-street pedestrian system and the road system and the CP Railway Line may be provided, without an amendment to this Plan.

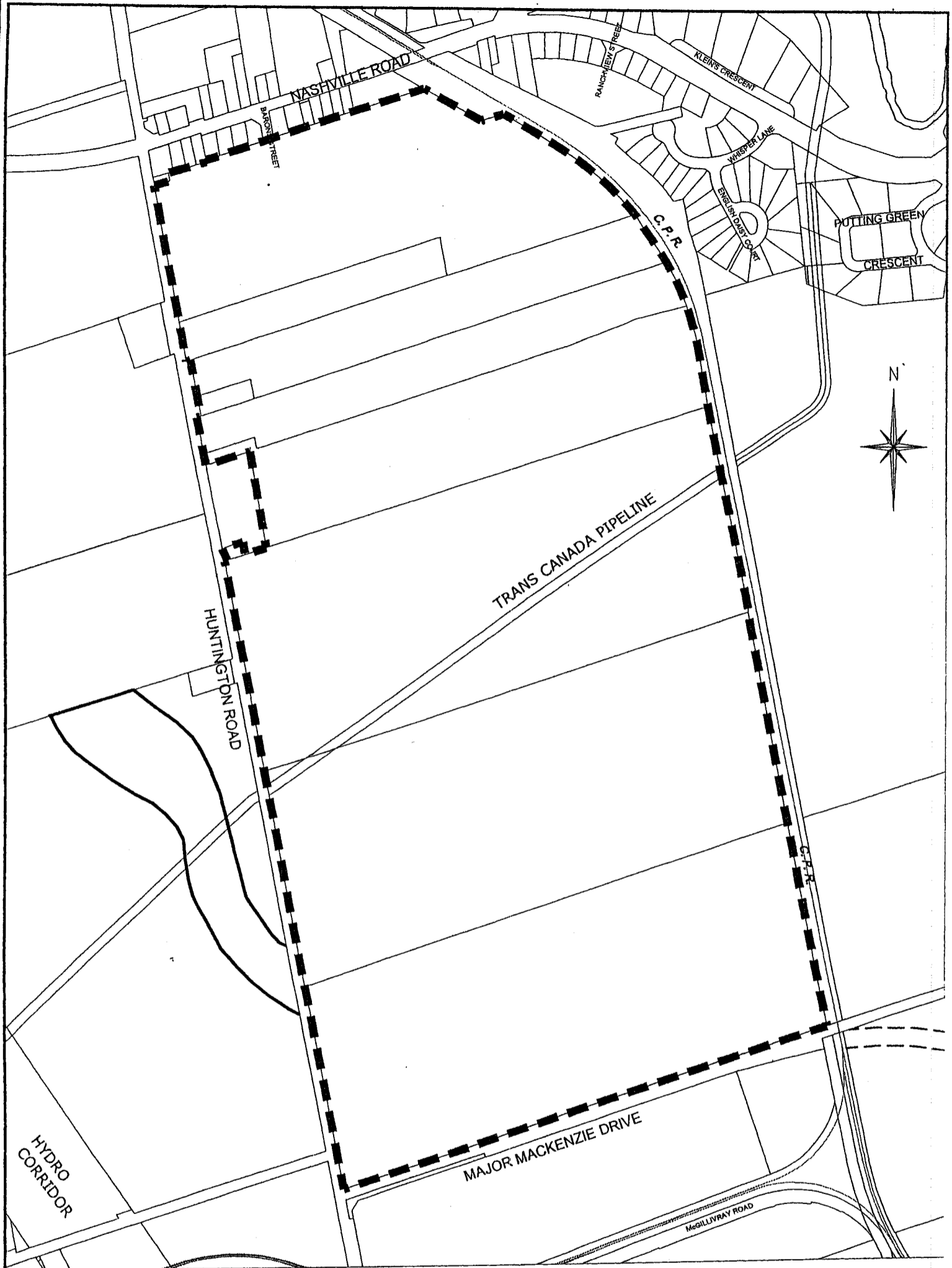
- 7) The location and widths of all valley and stream corridors, as shown on Schedules "A" and "A2" for Nashville Heights, is approximate and may change without requiring an amendment to this Plan."

V IMPLEMENTATION

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

VI INTERPRETATION

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



NOT TO SCALE

THIS IS SCHEDULE '1' TO AMENDMENT No. 699

ADOPTED THE 15th DAY OF JUNE, 2009

FILE Nos. OPA #699, OP.06.006,
OP.06.015 & OP.06.018
LOCATION: Part of Lots 21-25 INCL., Concession 9
APPLICANTS: NASHVILLE HEIGHTS HOLDING &
PINESTAFF DEVELOPMENTS INC.
CITY OF VAUGHAN

— — — — —
AREA SUBJECT TO
AMENDMENT No. 699

SIGNING OFFICERS

[Signature]
[Signature]

MAYOR

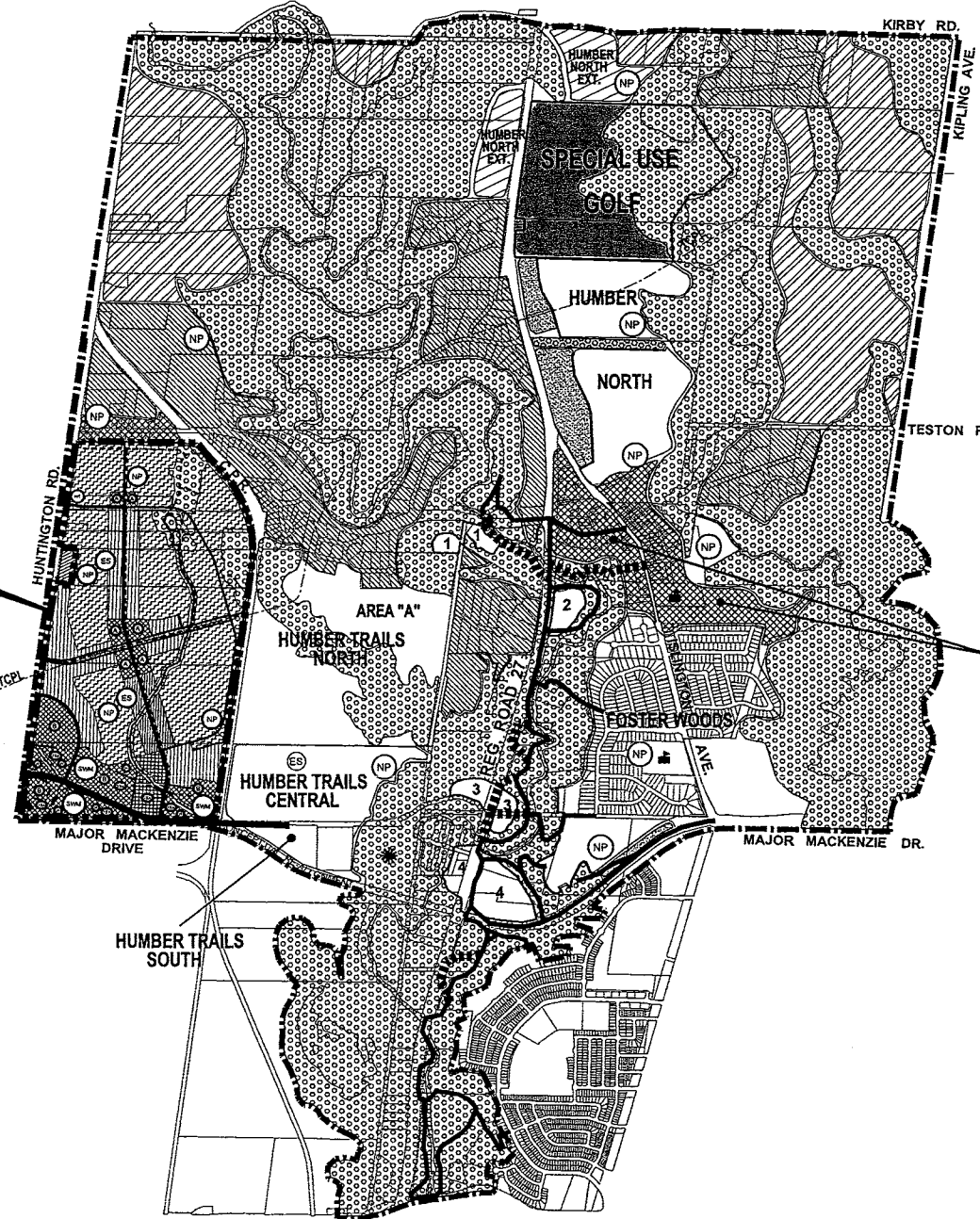
CLERK

LEGEND

- SERVICED RESIDENTIAL
- FUTURE RESIDENTIAL
- SUBURBAN RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MIXED USE - RESIDENTIAL / COMMERCIAL AREA 'A'
- MIXED USE - RESIDENTIAL / COMMERCIAL AREA 'B'
- GENERAL COMMERCIAL
- CORE AREA
- SPECIAL USE - GOLF
- RURAL AREA
- VALLEY & STREAM CORRIDOR
- ELEMENTARY SCHOOL
- VALLEY POLICY AREA 1 TO 4
- OPEN SPACE
- COMMUNITY CENTRE / PARKLAND (PROPOSED)
- NEIGHBOURHOOD PARK
- LINEAR PARK
- INTER-REGIONAL TRAIL
- REGIONAL ROAD 27 TRAIL ROUTE (PREFERRED)
- REGIONAL ROAD 27 TRAIL ROUTE (ALTERNATE)
- GREENWAY SYSTEM
- NASHVILLE CEMETERY
- STORM WATER MANAGEMENT
- WATER TOWER
- WASTE DISPOSAL ASSESSMENT AREA
- ARTERIAL ROAD
- COLLECTOR ROAD
- PRIMARY ROAD
- MAJOR MACKENZIE DRIVE ALIGNMENT SPECIAL STUDY AREA
- PROPERTY LINE
- AMENDMENT AREA FOR OPA #601

NASHVILLE HEIGHTS

AREA SUBJECT TO AMENDMENT No. 699
See Schedule "A2" -- Nashville Heights for Further Details



THIS IS SCHEDULE 'A' TO AMENDMENT NO. 601

ADOPTED THE _____ DAY OF _____, 2001

KLEINBURG NASHVILLE COMMUNITY PLAN

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

SCHEDULE 'A' LAND USE



FILE Nos. OPA #699, OP.06.006, OP.06.015 & OP.06.018
LOCATION: Part of Lots 21-25 INCL., Concession 9
APPLICANTS: NASHVILLE HEIGHTS HOLDING & PINESTAFF DEVELOPMENTS INC.
CITY OF VAUGHAN

































THIS IS SCHEDULE '2' TO AMENDMENT No. 699
ADOPTED THE _____ DAY OF _____, 2009

SIGNING OFFICERS

_____ MAYOR

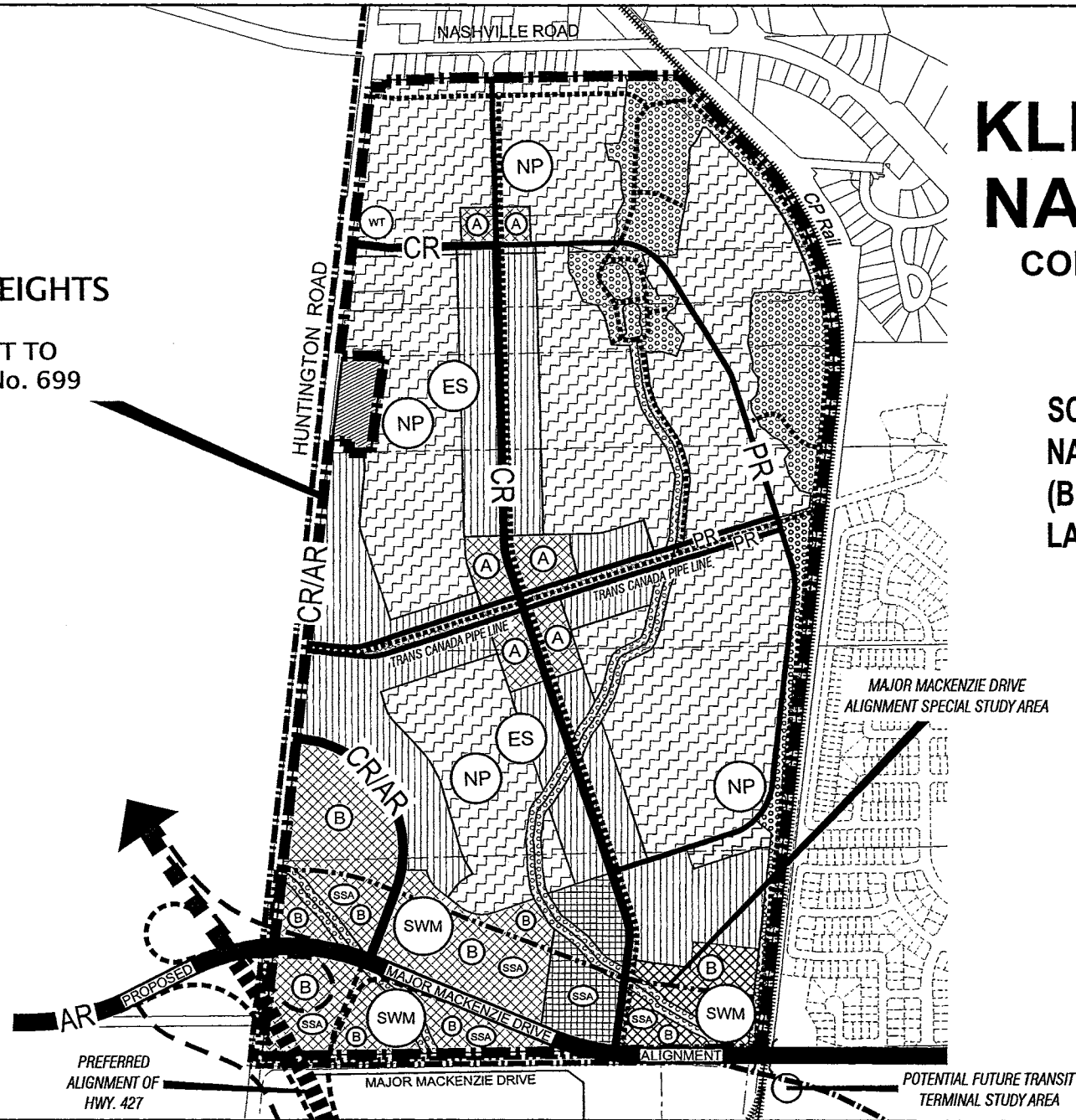
_____ CLERK

LEGEND

-  SERVICED RESIDENTIAL
-  FUTURE RESIDENTIAL
-  SUBURBAN RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  MIXED USE - RESIDENTIAL / COMMERCIAL AREA 'A'
-  MIXED USE - RESIDENTIAL / COMMERCIAL AREA 'B'
-  GENERAL COMMERCIAL
-  CORE AREA
-  SPECIAL USE - GOLF
-  RURAL AREA
-  VALLEY & STREAM CORRIDOR
-  ELEMENTARY SCHOOL
-  VALLEY POLICY AREA 1 TO 4
-  OPEN SPACE
-  COMMUNITY CENTRE / PARKLAND (PROPOSED)
-  NEIGHBOURHOOD PARK
-  LINEAR PARK
-  INTER-REGIONAL TRAIL
-  REGIONAL ROAD 27 TRAIL ROUTE (PREFERRED)
-  REGIONAL ROAD 27 TRAIL ROUTE (ALTERNATE)
-  GREENWAY SYSTEM
-  NASHVILLE CEMETERY
-  STORM WATER MANAGEMENT
-  WATER TOWER
-  WASTE DISPOSAL ASSESSMENT AREA
-  ARTERIAL ROAD
-  COLLECTOR ROAD
-  PRIMARY ROAD
-  MAJOR MACKENZIE DRIVE ALIGNMENT SPECIAL STUDY AREA
-  PROPERTY LINE
-  AMENDMENT AREA FOR OPA #601

NASHVILLE HEIGHTS

AREA SUBJECT TO
AMENDMENT No. 699



**KLEINBURG
NASHVILLE
COMMUNITY PLAN**

**SCHEDULE 'A2'
NASHVILLE HEIGHTS
(BLOCK 61 WEST)
LAND USE**



N:\DFT\1-BY-LAWS\op\op06699.dwg

FILE Nos. OPA #699, OP.06.006, OP.06.015 & OP.06.018
 LOCATION: Part of Lots 21-25 INCL., Concession 9
 APPLICANTS: NASHVILLE HEIGHTS HOLDING &
 PINESTAFF DEVELOPMENTS INC.
 CITY OF VAUGHAN

**THIS IS SCHEDULE '3'
TO AMENDMENT No. 699**
 ADOPTED THE ___ DAY OF ___, 2009

SIGNING OFFICERS

_____ MAYOR

_____ CLERK

TABLE A

**Kleinburg-Nashville Community Plan
Population Estimates**

	Fully Serviced	Private/ Partial Services	Total
Current Planned Population, OPA 160	2,780	450	3,230
Residential Phase 1 - Kleinburg Core Area - Foster Woods - Humber North - Suburban Residential	155 330 665	185	Phase 1 Subtotal = 1,335
Residential 2A Humber Trails ⁽¹⁾ - Central - North	1,155 1,725		Phase 2A Subtotal = 2,880
Future Residential 2B Humber North Extension - west of Regional Rd. #27 - north of planned golf course - potential Golf Course integration (25%)	220 350 220		Phase 2B Subtotal = 790
Block 61 West Nashville Heights ⁽²⁾	8,000		Nashville Heights Phase Subtotal = 8,000
Outside current OPA 160		400	400
TOTAL	15,600	1,035	16,635

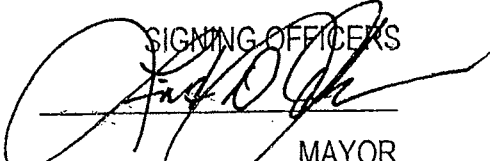
NOTES:

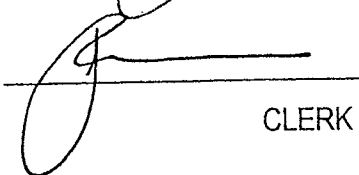
- (1) The population estimate for Humber Trails-South does not include the lands between the current alignment of Major Mackenzie Drive and the conceptual Major Mackenzie Drive realignment, as shown on Schedule "A".
- (2) The Phasing for Nashville Heights, as shown on Schedule "A" within Block 61 West, if any, shall be addressed at the Block Plan Stage and/or Subdivision Stage.

**THIS IS SCHEDULE '4'
TO AMENDMENT No. 699
ADOPTED THE 15th DAY OF JUNE, 2009**

FILE Nos. OPA #699 & OP.06.006, OP.06.015 & OP.06.018

LOCATION: Part of Lots 21 - 25 Incl., Concession 9
 APPLICANTS: NASHVILLE HEIGHTS HOLDING &
 PINESTAFF DEVELOPMENTS INC.
 CITY OF VAUGHAN

SIGNING OFFICERS


 MAYOR


 CLERK

APPENDIX I

The Subject Lands are located on the east side of Huntington Road and on the west side of the CP Railway, between Nashville Road and Major Mackenzie Drive, in Part of Lots 21 to 25 inclusive, Concession 9, City of Vaughan.

The purpose of this Amendment is to redesignate the lands identified as, "Area Subject To Amendment No. 699" from "Rural Area" and "Valley and Stream Corridor" to a range of urban and residential designations, uses and densities, and employment and institutional designations and uses including, "Low Density Residential", "Medium Density Residential", "Mixed-Use Residential-Commercial", "General Commercial" and "Valley and Stream Corridor" within OPA #601 (Kleinburg-Nashville Community Plan), for the Nashville Heights Neighbourhood. The Official Plan Amendment Applications propose to permit a future community of 8,000 people, along with 2,400 - 2,800 residential units with a density ranging between 25 units per net residential hectare to 150 units per net residential hectare, for the Nashville Heights Community. Issues respecting the transportation network and the servicing infrastructure will be addressed at the Block Plan stage.

Lands that are affected by transportation studies such as; the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427; the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line; the City-wide Vaughan Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan within the Major Mackenzie Drive Alignment Special Study Area will not be able to proceed until the transportation issues are resolved; and the York Region Transportation Master Plan Environmental Assessment Update.

The Amendment also includes policies respecting the location of land uses; and configuration of streets, lots and/or blocks, and stormwater management facilities; etc., for the lands identified as "Nashville Heights " within Block 61 West on Schedule "A", which shall be subject to any modification required to accommodate the potential realignment of Major Mackenzie Drive, including the CP Railway overpass crossing, and the pre-sales of lots and/or blocks in the development shall not be permitted prior to the determination of the final road alignment design of Major Mackenzie Drive.

On February 3, 2009 Council ratified the January 13, 2009 Committee of the Whole recommendation, as amended, to approve the proposal for Official Plan Amendment. The Council approved the recommendation as follows:

- "1. THAT Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) and Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.) BE APPROVED, specifically to amend Official Plan Amendment (OPA) #601 (Kleinburg-Nashville Community Plan) for the subject lands shown on Attachment #1, as follows:
 - a) redesignate portions of the subject lands from "Rural Area" and "Valley and Stream Corridor" to "Low Density Residential", as shown on Attachment #2, with a residential density ranging from a minimum of 15 units per net residential hectare to a maximum of 25 units per net residential hectare, and permit the following uses:
 - i) detached dwelling;
 - ii) semi-detached dwelling;
 - iii) street townhouse dwellings;
 - iv) duplex, triplex, and fourplex dwellings, which are limited to a maximum building height of four storeys;
 - v) other permitted housing forms, which are limited to a maximum building height of four storeys in height for buildings containing more than three dwelling units, and which do not exceed the permitted maximum density for the "Low Density Residential" designation;
 - vi) schools;
 - vii) parks and open spaces;
 - viii) other accessory uses; and,permit the location of buildings with three or more dwelling units within the "Low Density Residential" designation to be in accordance with the following criteria:
 - ix) adjacent to more intensive land uses;
 - x) front or be adjacent to an arterial road or a primary road;
 - xi) mitigates noise sources such as arterial roads or highways; and
 - xii) compatible with the surrounding land uses;
 - b) redesignate portions of the subject lands from "Rural Area" and "Valley and Stream Corridor" to "Medium Density Residential", as shown on Attachment #2, with a

residential density ranging from a minimum of 25 units per net residential hectare to a maximum of 150 units per net residential hectare, and permit the following uses:

- i) detached dwelling;
- ii) semi-detached dwelling;
- iii) street townhouse dwellings;
- iv) block street townhouse dwellings;
- v) multiple dwellings (stacked street townhouse dwellings);
- vi) apartment dwellings, which are limited to a maximum height of ten storeys;
- vii) hospice associated with a hospital or other regulated medical health care/support facility;
- viii) schools;
- ix) parks and open spaces;
- x) other accessory uses; and,

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

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

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

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

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

- xiii) permit commercial uses (i.e., retail store, personal service shop, and business or professional office uses) only on the ground floor of a building that includes residential dwelling units, and the gross floor area for the commercial use(s) shall be determined in the implementing Zoning By-law;

- xiv) limit the maximum height of the buildings within the "Mixed-Use Residential-Commercial" designation to not exceed a height of 10 storeys;

- xv) permit the location of buildings with five or more storeys, up to a maximum of 10 storeys in accordance with Clause xiv) above within the "Mixed-Use Residential-Commercial" designation, in accordance with the following criteria:

- i) directly abuts Huntington Road or Major Mackenzie Drive;
- ii) mitigates noise sources such as arterial road or highways;
- iii) provides a transition to the detached, semi-detached, street townhouse, block townhouse and multiple dwellings (stacked street townhouse dwellings), which may include vertical and horizontal setbacks at the upper storeys; and,
- iv) requires the submission of a sun/shadow study;

- d) redesignate portions of the subject lands from "Rural Area" and "Valley and Stream Corridor" to "General Commercial", as shown on Attachment #2 to permit the following uses within a shopping centre format or as a mixed-use development:

- i) residential uses permitted in the "Mixed-Use Residential-Commercial" designation subject to the policies for the "Mixed-Use Residential-Commercial" designation;
- ii) supermarket;

- iii) pharmacy;
- iv) retail store;
- v) eating establishment;
- vi) banks or financial institution;
- vii) business or professional office; and
- viii) automobile service station or gas bar uses shall be permitted within the "General Commercial" designation subject to the following criteria:

- i) allow only the sale of automobile fuel, oil, lubricant, and other related products, and the minor provision of repair and maintenance service;
- ii) may provide a convenience retail store, to not exceed a maximum gross floor area of 280 m², which may include a restaurant to not exceed 25% of the convenience retail store's gross floor area;
- iii) regulate the pump island location, and outside storage, if permitted, in the implementing zoning by-law;
- iv) may require a noise study for car washes abutting a residential or a mixed use residential-commercial area; and,
- v) limit the number of automobile service stations or gas bars to a maximum of one at the intersection of Major Mackenzie Drive and a primary road, and one at the intersection of Huntington Road and a primary road, and not to exceed two automobile service stations or gas bars for the Nashville Heights Community; and,

- xiv) the appropriateness of permitting an accessory drive-through facility for an eating establishment, and bank or financial institution shall be determined at the Block Plan and/or implementing Zoning By-law stages.

- e) identify in the land use schedule of the implementing Official Plan Amendment, the following uses as shown on Attachment #2:

- i) elementary school sites;
- ii) tableland woodlot of 4.9 ha;
- iii) linear park of 3.4 ha;
- iv) neighbourhood parks;
- v) Nashville Cemetery;
- vi) stormwater management facilities and the water tower/reservoir; and,
- vii) linear park along the TransCanada Pipeline right-of-way;

- f) identify a portion of the lands being designated from "Rural Area" and "Valley and Stream Corridor" to "Major Mackenzie Drive Alignment Special Study Area", which affects the lands designated "Mixed-Use Residential-Commercial", "General Commercial", "Valley and Stream Corridor" and "Stormwater Management Facility", where the final land uses cannot be determined until the final configuration of the realignment for Major Mackenzie Drive has been determined;

- g) amend the policies in "Sub-section 4.11.2.1 Transportation - Primary Roads" and "Sub-section 4.11.2.3 Transportation - Local Roads" of OPA #601 to establish the number of east-west and north-south primary roads, and the right-of-way dimensions and geometric standards for the primary and local roads in accordance with the conclusions and recommendations of the City-wide Transportation Master Plan and Block Transportation Studies, the Kleinburg-Nashville Focused Area Review, and to finalize the road network at the Block Plan stage;

- h) amend "Table A - Kleinburg-Nashville Community Plan Population Estimates" of OPA #601 by increasing the Fully Serviced Population Estimate for the Nashville Heights Community from 8,605 people to 16,905 people, being an increase of 8,300 people;

- i) amend "Schedule A - Land Use" and the policies in "Sub-Section 4.6 Parks and Open Space" of OPA #601 to provide a minimum of one pedestrian link across the CP Railway right-of-way to connect Block 61 West and Block 61 East; and,

- j) amend "Schedule A - Land Use" and the policies in "Sub-section 4.11 Transportation" of OPA #601 to provide a potential future GO Train Commuter Station, the location of which will be determined through the GO Transit Environmental Assessment, which may include potential sites generally located at the intersection of Major Mackenzie Drive and the CP Railway, in Part of Lot 21, Concession 9, City of Vaughan and/or at the intersection of Nashville Road and the CP Railway, in Part of Lot 25, Concession 9, City of Vaughan.

- 2. THAT the implementing Official Plan Amendment for Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) and Official Plan Amendment File

OP.06.018 (Pinestaff Developments Inc.) include the following policies regarding the final land uses:

- a) require that the final uses within the Special Policy Area, including the location of land uses, road network and stormwater management facilities, for the subject lands be identified through:
 - i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which is identifying the preferred corridor and terminus for the north expansion of Highway 427;
 - ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line; and,
 - iii) the City-wide Vaughan Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan;
 - b) require that the following matters, but not limited to, be refined through the finalization of the Block Plan process and Subdivision process: the location of land uses, location and design of the road network, limits of development, realignment of the watercourses, and location and design of the stormwater management pond facilities, which shall be placed in a "Special Policy Area", and be subject to further review, in consultation, with the Ministries of Municipal Affairs and Housing and/or Transportation, Region of York, and Toronto and Region Conservation Authority, to the satisfaction and the City; and,
 - c) require that that the ultimate limits of the development, including the location of land uses, be identified through an Environmental Assessment by GO Transit for establishing a future GO Train Commuter Station, which may include potential sites generally located at the intersection of Major Mackenzie Drive and the CP Railway, in Part of Lot 21, Concession 9, City of Vaughan and/or at the intersection of Nashville Road and the CP Railway, in Part of Lot 25, Concession 9, City of Vaughan, and that the limits of the development and location of land uses be refined through the finalization of the Block Plan process and Subdivision process, in consultation with, GO Transit, the Region of York, and Toronto and Region Conservation Authority, to the satisfaction the City.
3. THAT the implementing Official Plan Amendment include the following policies requiring the Owner to enter into an agreement with the City of Vaughan, prior to Draft Plan of Subdivision approval, which shall be registered on title and apply to the applicable lots and/or blocks, committing the Owner not to enter into any agreements of purchase and sale with end-users for the subject lands until such time as:
- a) an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line to the satisfaction of the City of Vaughan and York Region, and a preferred alignment for Huntington Road; and,
 - b) York Region will consider a phased or partial release of the lots and blocks identified above, when the Environmental Assessment or a Feasibility Study (undertaken by the City and/or the Owner) has identified, to the satisfaction of York Region, that particular lots and blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive.
4. THAT the implementing Official Plan Amendment include the following policies regarding the development of the subject lands by the Block Plan process, prior to the processing of any Draft Plan of Subdivision application or Site Development application:
- a) require that the reports for the Block Plan process be submitted to the City, which include, but are not limited to the following:
 - i) Block Plan Report, and Block Plan Schedule with supporting land use detail (land uses by area, densities, housing mix, population, ownership, participating/non-participating owners, etc.);
 - ii) Master Environmental/Service Plan;
 - iii) Phase I and Phase II Environmental Site Assessments;
 - iv) Environmental Impact Statement;
 - v) Transportation Analysis/Study;
 - vi) Traffic/Transit Management and Sidewalk/Walkway Master Plan;
 - vii) Pedestrian and Bicycle Master Plan;

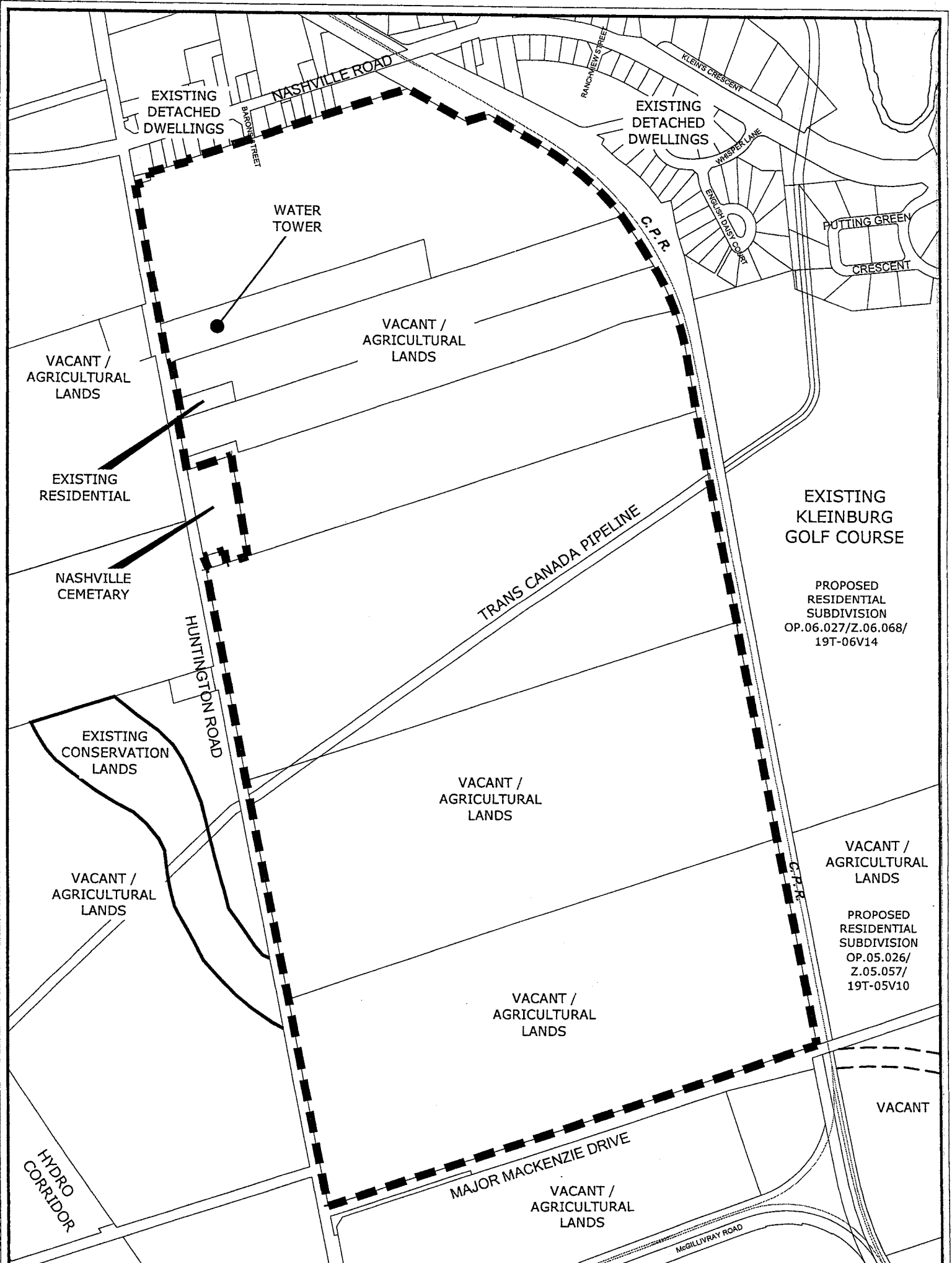
- viii) Noise and Vibration Impact/Mitigation Report;
- ix) Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
- x) Parks and Open Space Plan;
- xi) Development Phasing/Infrastructure Staging Plan;
- xii) Sustainability Report;
- xiii) Archaeological Assessment/Cultural Heritage Resource Assessment;
- xiv) Urban Design Guidelines; and,
- xv) Architectural Design Guidelines; and,

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

- b) require that at the Block Plan stage, all required Transportation Analysis/Study reports shall adequately address, in consultation with, the Ministries of Municipal Affairs and Housing and/or Transportation and Region of York, to the satisfaction of the City, the following details for:
 - i) the proposed medium density residential, mixed-use residential-commercial and general commercial areas at the north and south sides of the intersection of the proposed realigned Major Mackenzie Drive and Huntington Road intersection;
 - ii) the community centre lands with respect to the future Highway 427 extension;
 - iii) the potential realignment of Huntington Road and Nashville Road;
 - iv) the potential north-south road between the Hydro Corridor and Huntington Road and Major Mackenzie Drive and Nashville Road;
 - v) the potential east-west mid-block road connections extending westerly to Highway 50 be explored to establish a local and regional road network connectivity; and
 - vi) the right-of-way widths/dimensions and standards;
- c) require that a Comprehensive Sanitary Sewer System Capacity Analysis addressing infrastructure improvements external to the Nashville Heights Block 61 West Area be prepared to address the availability of both conveyance and treatment capacity at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final sanitary servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
- d) require that a Comprehensive Water Supply System Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area be prepared at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final water supply servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
- e) require that the final stormwater management scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred stormwater management scenario as identified in the City's Storm Drainage and Stormwater Management Master Plan, and the Toronto and Region Conservation Authority and City shall review the appropriateness of locating a stormwater management pond facility on lands to the south of the subject lands;
- f) require that a facility fit design be prepared for the community centre lands on the west side of Huntington Road for review and approval by the Vaughan Parks Development and Buildings and Facilities Department, to ensure that the City's requirements and functions for the community centre are addressed; and,
- g) require the Block Plan be reviewed with regard to the components, policies and issues identified in the Kleinburg-Nashville Community Focused Area Study report and Terms of Reference approved by Council on May 12, 2008.

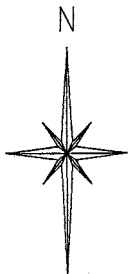
5. THAT the implementing Official Plan Amendment include the following policies regarding the TransCanada Pipeline requirements:

- a) the number of crossings, the signage on the right-of-way in a number, location and form, the types of trees and form of landscaping that can be planted on the right-of-way, and their depth and location, the number of utility crossings and their location, the notification of future purchasers of the existence of high pressure pipelines and appropriate ingress and egress over properties, and the provision of fencing or other means of identifying the limit of the right-of-way are to be to the satisfaction of TransCanada Pipeline.
6. THAT the implementing Official Plan Amendment include the following policies regarding the environment:
- a) the Terms of Reference for the Master Environmental and Servicing Plan (MESP) and matters including, but not limited to, stormwater management, hydrology, hydrogeology, ecology (natural heritage), geotechnical, sustainable development, green design and green space connections to features be reviewed and approved by the Toronto and Region Conservation Authority; and should include how the principles and/or recommendations of, but limited to the following, Sub-section 2.1.2 of the Provincial Policy Statement (PPS), Humber River Watershed Plan, Humber Watershed Terrestrial Natural Heritage System (TNHS) and the City of Vaughan's natural heritage system (that is currently being developed) are addressed in order to guide the development of the subject lands;
 - b) the boundaries of the features, including the requisite buffers, be staked and delineated, in consultation with the City, TRCA and Owner;
 - c) the valley and stream corridor boundary be the greater of the long-term stable top-of-the-bank (where there is a well-defined feature) plus 10 m inland, or the flood plain (where there is no valley feature) plus 10 m inland; and,
 - d) the valley and stream corridors, and tableland woodlots contiguous with the valley and stream corridors be designated in an appropriate open space designation, and be conveyed to the City or TRCA.
7. THAT the implementing Official Plan Amendment include the following policy regarding parkland dedication:
- a) Parkland dedication shall be provided in accordance with City Policy and in a manner that conforms with the Planning Act.
8. THAT the implementing Official Plan Amendment include the following policy regarding sustainable development:
- a) require that sustainable community objectives be implemented through neighbourhood designs that supports cycling and walking, ensures neighbourhood connectivity to the broader community, and provides transit opportunities, water and energy efficiencies, energy alternatives and green building design and site development.
9. THAT the implementing Official Plan Amendment, in accordance with the City of Vaughan's Strategy for the Maintenance and Preservation of Significant Heritage Buildings, approved by Council in June 2005, include the following policies:
- a) require a Cultural Heritage Resource Impact Assessment (CHRIA) of all properties of cultural heritage value or interest within the subject lands to be provided by the Owner to the satisfaction of the Recreation and Culture Department - Cultural Services Section. Such properties would include, but not necessarily be limited to, 10,671 Huntington Road, Nashville Cemetery and 10,395 Huntington Road; and,
 - b) require as a condition of approval for any future Draft Plan of Subdivision or Site Development Application involving the subject lands that the development of new lots under the Plan of Subdivision process will require the Owner to preserve, restore and incorporate significant heritage structures in their plan, and letters of credit be posted in the amount of the cost equal to the re-construction of the heritage structure where a significant heritage building is destroyed or demolished without City approval, or repair the heritage building to preserve the heritage structure.
10. THAT the implementing Official Plan Amendment include policies requiring that prior to the approval of any Draft Plan of Subdivision or Site Development Application, the Owner shall submit a Phase 1 Environmental Site Assessment for review and approval by the City of Vaughan and a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment.



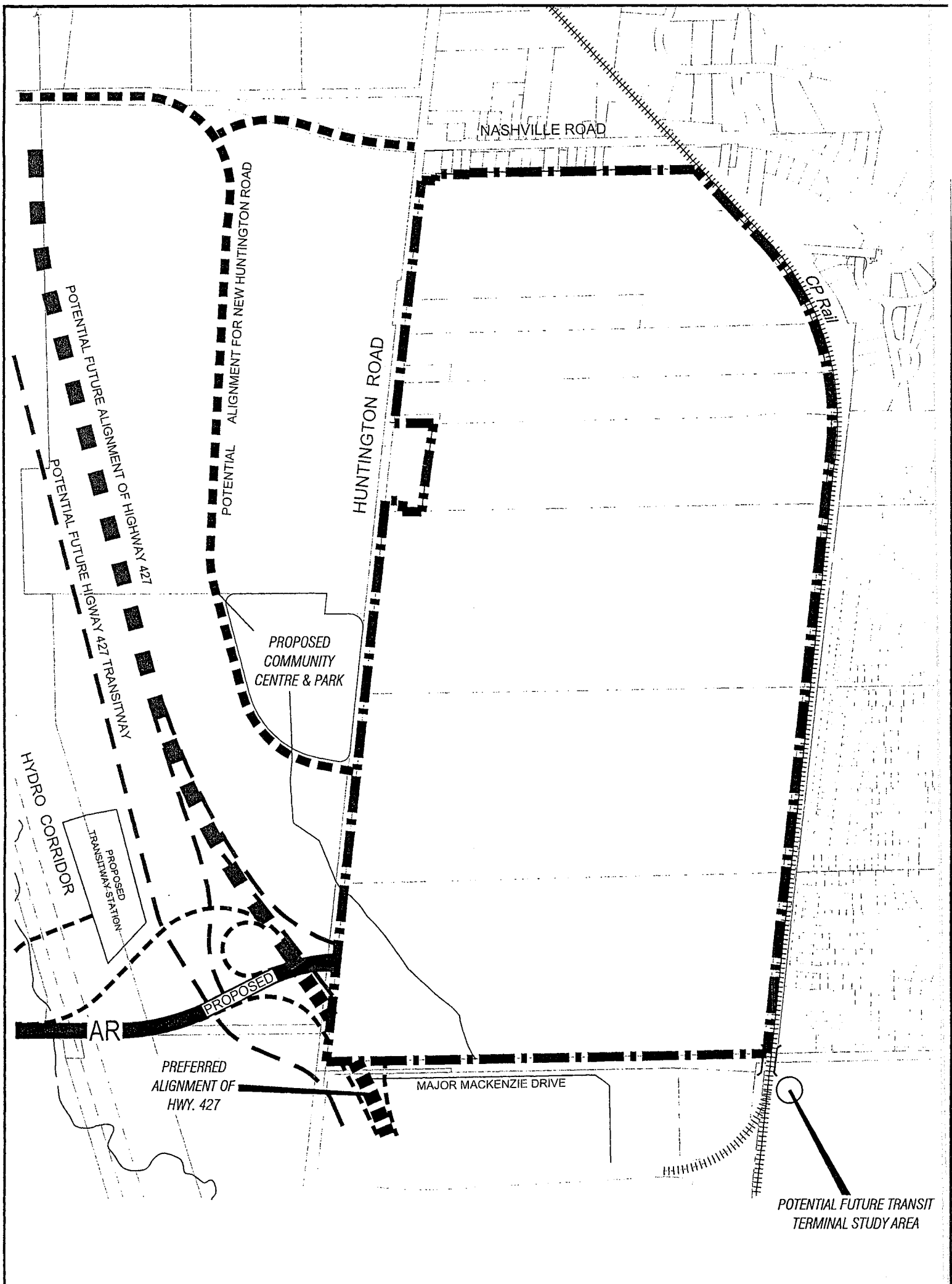
APPENDIX II EXISTING LAND USES OFFICIAL PLAN AMENDMENT No. 699

■■■■■
AREA SUBJECT TO
AMENDMENT No.699




NOT TO SCALE

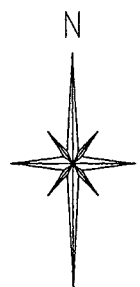
FILE Nos. OPA #699, OP.06.006,
OP.06.015 & OP.06.018
LOCATION: Part of Lots 21-25 INCL., Concession 9
APPLICANTS: NASHVILLE HEIGHTS HOLDING &
PINESTAFF DEVELOPMENTS INC.
CITY OF VAUGHAN



APPENDIX III CONTEXT MAP OFFICIAL PLAN AMENDMENT No. 699

 AREA SUBJECT TO AMENDMENT No.699

FILE Nos. OPA #699, OP.06.006,
OP.06.015 & OP.06.018
LOCATION: Part of Lots 21-25 INCL., Concession 9
APPLICANTS: NASHVILLE HEIGHTS HOLDING &
PINESTAFF DEVELOPMENTS INC.
CITY OF VAUGHAN



NOT TO SCALE

