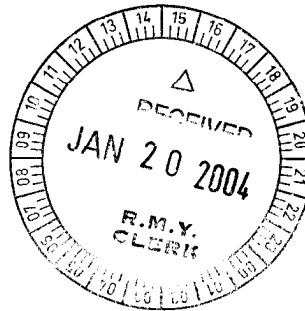


Kelly, Denis

From: Kathy_Stranks@trca.on.ca
Sent: January 20, 2004 2:18 PM
To: Kelly, Denis
Subject: Pine Valley Resolution



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Document (1 MB)...



REGION OF YORK
CLERK'S OFFICE

FILE NO. - *P03 chair*
→ K. Schipper

Attached for your information and that of council is the Toronto and Region Conservation Authority's resolution on the Pine Valley Drive Link. The previous resolution sent to you in regards to the request for presentation was a new business item, therefore not part of the attachment.

Please contact me if you have any questions/concerns.

Kathy Stranks
Supervisor, Board Member Services
Toronto and Region Conservation
5 Shoreham Drive
Downsview, ON M3N 1S4
tel: (416) 661-6600 ext. 5264
fax: (416) 661-6298
email: kstranks@trca.on.ca
website: www.trca.on.ca

(See attached file: OPA 600 & Pine Valley Drive Link - Authority Res A267-03 & A268-03 - York.pdf)

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January 20, 2004

Via Email

Mr. Denis Kelly
Regional Clerk, Corporate and Legal Services
Regional Municipality of York
17250 Yonge Street
P.O. Box 147
Newmarket, ON L3Y 6Z1

Dear Mr. Kelly:

At Authority Meeting #10/03 of the Toronto and Region Conservation Authority (TRCA), held on Friday, January 9, 2003, Resolution A266/03 and Amendment A267/03 in regards to City of Vaughan OPA 600 and Pine Valley Drive Link were approved, resulting in the following amended resolution:

WHEREAS the TRCA does not concur with the findings of the Phase 2 component of the Pine Valley Drive Link Class Environmental Assessment;

WHEREAS the TRCA has consistently requested that the City of Vaughan address the issue of the Pine Valley Drive Link through an Individual Environmental Assessment;

AND WHEREAS the TRCA is currently a party in the Ontario Municipal Board (OMB) appeal of OPA 600 with respect to the identification of the Pine Valley Drive Link;

THEREFORE LET IT BE RESOLVED THAT staff be directed to continue to participate on an information only basis for the remainder of the Pine Valley Link Environmental Assessment Process, and continue to prepare for the OMB hearing on February 2, 2004 on the understanding that TRCA will be requesting that:

- 1. The Minister of the Environment issue a Part II (Section 16) Order so as to alter the current Municipal Class Environmental Assessment to form a new Individual Environmental Assessment study process as soon as possible; and that*
- 2. The Minister of the Environment also refer (pursuant to Section 7.2(3)) the undertaking to the Environmental Review Board with a request for a joint OMB and Environmental Assessment Hearing, avoiding the duplication of effort and cost of two hearings over the same proposal and ensuring that the proposal can be comprehensively reviewed with the benefit of the appropriate environmental assessment methodology.*

AND FURTHER THAT the Authority re-affirm direction to staff to attend at the OMB to oppose the Pine Valley Drive Link in OPA 600.

Enclosed for your information and any action deemed necessary is the report as presented to the Authority on January 9, 2004. If you have any questions or require additional information, please contact the undersigned at 416-661-6600 extension 5264.

Sincerely

A handwritten signature in cursive script, appearing to read "Kathy Stranks".

Kathy Stranks
Supervisor, Board Member Services

/Encl.

cc. Carolyn Woodland, Manager, Development Services Section, TRCA

TO: Chair and Members of the Authority
Meeting #10/03, January 9, 2004

FROM: Adele Freeman, Acting Director, Watershed Management Division

RE: **CITY OF VAUGHAN OPA 600 AND PINE VALLEY DRIVE LINK.**

KEY ISSUE

Context Overview for the City of Vaughan OPA 600 Block Planning Process. Status report on Toronto and Region Conservation Authority (TRCA) Pine Valley Drive Link, OPA 600 OMB Appeal process, and the current process for the Pine Valley Drive Link EA. Confirmation of direction for hearing and environmental assessment process.

RECOMMENDATION

WHEREAS the TRCA does not concur with the findings of the Phase 2 component of the Pine Valley Drive Link Class Environmental Assessment;

WHEREAS the TRCA has consistently requested that the City of Vaughan address the issue of the Pine Valley Drive Link through an Individual Environmental Assessment;

AND WHEREAS the TRCA is currently a party in the Ontario Municipal Board (OMB) appeal of OPA 600 with respect to the identification of the Pine Valley Drive Link;

THEREFORE LET IT BE RESOLVED THAT staff be directed to continue to participate on an information only basis for the remainder of the Pine Valley Link Environmental Assessment Process, and continue to prepare for the OMB hearing on February 2, 2004 on the understanding that TRCA will be requesting that:

- 1. The Minister of the Environment issue a Part II (Section 16) Order so as to alter the current Municipal Class Environmental Assessment to form a new Individual Environmental Assessment study process as soon as possible; and that**
- 2. The Minister of the Environment also refer (pursuant to Section 7.2(3)) the undertaking to the Environmental Review Board with a request for a joint OMB and Environmental Assessment Hearing, avoiding the duplication of effort and cost of two hearings over the same proposal and ensuring that the proposal can be comprehensively reviewed with the benefit of the appropriate environmental assessment methodology.**

BACKGROUND

At Watershed Management Advisory Board Meeting #3/03, held on July 11, 2003, members requested an overview of OPA 600 as context background to understanding the Pine Valley Drive Link proposal.

At Authority Meeting #2/02, held on March 30, 2001, Resolution #A33/01 was approved as follows:

THAT the City of Vaughan be advised that the Toronto and Region Conservation Authority has significant concern with the environmental issues of opening the Pine Valley link between Clubhouse and Rutherford Roads.

THAT the City of Vaughan be requested to thoroughly consider traffic planning solutions that do not require the opening of Pine Valley Drive between Clubhouse and Rutherford Roads.

AND FURTHER THAT the City of Vaughan be requested to initiate a full Individual Environmental Assessment (EA) as opposed to a Municipal Class EA for the Pine Valley Drive link due to significant potential environmental impacts, if they choose to pursue this option over another transportation strategy.

At Authority Meeting #11/02, held on January 10, 2003, Resolution #A290/02 was approved as follows:

THAT staff be directed to maintain party status in front of the Ontario Municipal Board with respect to referrals 1 and 4 as they relate to policies defining valley lands and buffers, and referrals 5 and 6 as they relate to the identification of the Pine Valley Drive Link through the significant natural habitat at the east end of the Boyd Conservation Area.

THAT staff be directed to continue to work with affected parties to resolve these appeals through the Block Planning Process and the Pine Valley Drive Environmental Assessment process.

AND FURTHER THAT staff be directed to retain legal services for any necessary representation on these matters.

Context Overview of the City of Vaughan OPA 600

Official Plan Amendment 600 supercedes Official Amendment 400 (approved in 1995), and covers the same northern half of the municipality as envisioned in the 1995 official plan review. Council adopted OPA 600 in September 2000. Refer to OPA 600 figure in Attachment 1.

The urban concept for Vaughan includes 2 key urban centres: Vaughan Centre and Vaughan Corporate Centre; and 3 new community designations: Vellore-Urban Village 1, Patterson-Urban Village 2 and the Woodbridge Expansion Area.

Vaughan Centre straddles Rutherford Road, just south of Canada's Wonderland, and includes a mixture of high and medium density residential uses, retail, office, community, cultural, recreational, civic, entertainment and tourism. At full development the centre will accommodate 3,000 residents.

Vaughan Corporate Centre will be a regional centre, including employment generating uses such as industrial, business, office, institutional, retail and entertainment uses, or a mix thereof. The centre is located at the crossroads of Highway 7 and Highway 400/407 in the south-central sector of the municipality.

The 3 new communities are anticipated to accommodate a population of up to 132,000 persons by 2026. The Urban Village Areas, and the Urban Centres will provide a mix of low, medium and high density housing forms with a general target of an overall gross density of 16-18 units per hectare.

Vellore - Urban Village 1 is a new community located centrally within the municipality, adjacent to the Kortright lands and East Humber River system. The village centre is located at the intersection of Weston Road and Major MacKenzie Drive. Vellore-Urban Village 1 will accommodate a population of approximately 51,000 persons. Rutherford Road is the community's major east/west arterial road and future transit road. The community includes Block Plans 39, 32, 40, 33, and 47.

Patterson-Urban Village 2 is a new community in the eastern sector of the municipality. The district centre will be located at the intersection of Dufferin Street and Rutherford Road. The population projection for this village is approximately 66,000 persons. A series of proposals are included on the Bradford rail line which will provide convenient GO service between Vaughan and downtown Toronto. It was anticipated that this will reduce auto congestion and improve public transit ridership, particularly for residents of Maple and Patterson Village. Large portions of the village are located within lands regulated by the Oak Ridges Moraine Conservation Plan, which was adopted mid stream through the block planning process. These block plans have constituted environmental planning challenges for the City of Vaughan and TRCA related to natural feature protection, buffer requirements and valleyland definition. This community includes Block Plans 12, 18, 11, 10.

The Woodbridge Expansion Area is a new community located north of existing Woodbridge community and south of Kleinburg/Nashville (nestled between the east and west Humber River corridors). It will provide a less dense residential environment as an alternative to Urban Villages 1 and 2, with an anticipated population of 14,000 persons. It constitutes Block Plan 53.

The City of Vaughan has an existing population of 185,000 based on the 2001 census. When the province approved OPA 400, it was expected to ultimately house a population of 120,000 persons in 3 new communities and the Vaughan Centre. Development within OPA 600 has been based on population projections (from York Region) of 254,000 by the year 2011, and ultimately a population of 322,000 by 2026.

The rate of block planning approval requests has been very rapid, with a significant amount of TRCA environmental review work being accomplished in August and September of 2003. Block Plans 17, 32, 39 and 53 were approved by Vaughan in 1997, Block Plans 11, 12, 18, 33 were approved by Vaughan in the fall of 2003. A detailed Block Plan Approval Summary is attached for reference.

The transportation proposals of OPA 600 essentially include requests to the Region of York to improve and widen the following regional roads servicing Vaughan: Bathurst, Dufferin, Keele, Weston and Jane Streets. Improvements to Highway 400 access from Jane Street and at Rutherford Road are also included, with major widening of Rutherford Road to 6 lanes between Jane Street and Highway 400. The OPA 600 requests include an early construction of Highway 427, and studies to determine priority transit improvements for major east-west roads and heavy demand north-south routes, as well as, higher order transit corridor feasibility.

The Pine Valley Drive Link has been identified on transportation schedules within the City of Vaughan Official Plan OPA 400 and OPA 600. The Pine Valley Drive Link is a municipal unopened road allowance, which traverses the eastern lands of the Boyd Conservation Area, extending the existing Pine Valley Drive between Clubhouse Road and Rutherford Road in the City of Vaughan. Prior to "opening" this portion of Pine Valley Drive, the city is required to undertake an environmental assessment. Despite not appealing Official Plan Amendment 400, the TRCA has repeatedly made clear to the City of Vaughan and York Region its objection to the Pine Valley Drive Link through Authority resolutions and correspondence. While Vaughan owns the road allowance, additional lands owned by TRCA will be required to construct the link. The feasibility of the link proposal rests on acquiring land from TRCA. TRCA's letters specifically request the deletion of the proposed link, based on the highly sensitive ecological nature of the forested area, and at least, the execution of an individual environmental assessment process to adequately study the site's value, and alternatives to the undertaking.

The Region of York's Transportation Master Plan also includes plans to upgrade the Pine Valley Drive sector north of Rutherford Road, connecting to Major MacKenzie Drive, following an environmental assessment process. This road allowance forms the eastern boundary of the Kortright Centre for Conservation.

The Significance of the Pine Valley

The proposed Pine Valley Drive Link extends through the eastern sector of the Boyd Conservation Area and crosses through the Pine Valley Forest Environmentally Sensitive Area (ESA) and the Provincially Significant Life Science - Area of Natural and Scientific Interest (Pine Valley Forest ANSI). The proposed link severs deeply-incised valley features and heavily forested terrain that boasts outstanding ecological and scenic value. The Pine Valley and tributaries are associated with the East Humber River - a massive sector of our regional terrestrial natural heritage system.

Boyd Conservation Area is well known for its family and group picnicking facilities, and group camping, as well as its bird and wildlife observation opportunities. The Kortright Centre and Boyd Conservation Area have, for many years, formed an important natural environment asset on the East Humber that links the forests, meadows and valley areas of Woodbridge to the extensive lands at the McMichael Gallery in Kleinburg. The rich scenic landscapes are primarily managed for ecological purposes by the TRCA, with some plant nursery operations, active restoration sites, passive recreation and educational facilities. The Kortright Centre, located north of Rutherford Road, has been an educational attraction for many years, and TRCA is planning to upgrade this facility in the near future to form The Living City Centre for sustainable living education. This complex of lands will in time only become more important to a growing region such as York. As the years unfold, demand for areas of trail use, picnicking, nature appreciation and education will increase. However, the growing urbanization around the

Boyd and Kortright natural features creates concern for the long term health of the natural heritage system and future enjoyment of recreationalists.

Boyd Conservation Area, forming the southern end of this landbase is busy with community and corporate picnic gatherings, and is well used by locals throughout the year, particularly with popular trail and river fishing activities. The forested eastern portion of the Boyd Conservation Area is the most ecologically significant lands in Boyd, including ESA and ANSI areas. These lands also form the forested backdrop and setting for the natural environment experience for the park users and local residents. The existing Pine Valley forest buffers the views and sounds of the adjacent city, and creates a secluded natural experience.

The proposed extension of Pine Valley Drive would effectively sever the ESA in two parts, and threaten the viability of the western portion of the ESA and the sensitive breeding habitat located immediately west of the road allowance. The extent of traffic noise impacts to the valuable natural environment area of Boyd has yet to be determined, but are certainly expected. Possible relocation of some camping or picnicking facilities, and possible trails, may be required if the impacts are a nuisance. Impacts on existing habitat can not be mitigated.

With the loss of forest habitat and fragmentation that will be caused by the proposed road link, the current recreational uses associated with Boyd Conservation Area will intensify the pressure on the remaining forest habitat, causing further species loss, forest degradation and anticipated changes in the quality of recreational experience.

TRCA's primary interest in the natural heritage features and functions of the Pine Valley is the protection of existing core features and their functions in providing the diversity of habitat for native flora and fauna within its jurisdiction. TRCA's research indicates that the Pine Valley forest area is one of the most important southerly tracts of habitat within the jurisdiction, and specifically the Humber River watershed and natural heritage system. This significant wildlife movement corridor connects the natural areas on the Oak Ridges Moraine and the Niagara Escarpment to the Lake Ontario shoreline. The terrestrial habitat block is significant during bird migration, as well, in that it is the first high quality habitat node north of Lake Ontario.

The forested area of the north/east corner of the site provides approximately 5.7 ha of forest interior habitat for a variety of sensitive species of wildlife. This is one of the largest forest interior habitat located this far south in the Humber River watershed. Staff estimate that about 70% of this interior forest will be lost with this development proposal.

The Pine Valley forest is also important for its high quality breeding and supporting habitats for amphibian species of concern. Seven (7) of the 9 amphibian species breeding in Pine Valley are species of concern.

The headwaters stream within the valley supports a cold water fishery in the East Humber.

At least 237 plant species inhabit the Pine Valley Forest and 78 fauna species breed in the various natural areas. Of the flora species, 28 are species of conservation concern and 21 are species of fauna concern. A variety of different vegetation communities, including upland forest, lowland forest, wetlands, riparian and meadow communities contribute to the biodiversity of the site.

TRCA's hydrogeological interest focuses on maintaining the existing recharge and discharge of groundwater which supplies base flow to the Humber River, and other natural features in the area. Further assessment is needed to determine the degree of impact in hydrogeologically sensitive Pine Valley. Our preliminary investigations through the York-Peel-Durham-Toronto (YPDT) Groundwater Management Study, and some field review, indicate that the base of the Pine Valley virtually cuts through the entire glacial till cap covering the underlying aquifer (Thornccliffe Formation). This means that the regional aquifer in this local area is highly susceptible to contamination.

TRCA staff believe that a serious examination of the issue of cumulative impacts through this sector of the City of Vaughan is needed, particularly as it relates to the proposed loss and degradation of a major portion of this forest tract, and impacts to the East Humber natural heritage system. This resource can not be replaced and requires the appropriate level of assessment when determining the preferred long term development scenarios, which considers a ecological and traffic vision for the long term. Alternative traffic scenarios that protect this valuable valley need to be considered more seriously in view of the longer term value of natural areas for the future of the community.

Status for TRCA's Pine Valley Link, OPA 600 OMB Appeal Process

The area in which the Pine Valley Drive Link is situated is subject to the Greenlands and Environmental Policy Area (EPA) designations and policies of the Region of York Official Plan. TRCA policy also prohibits roadway development of this type as it crosses the valley system through an Environmentally Significant Area. Even City of Vaughan OPA 400 and 600 policies state the importance of protecting ESA's and ANSI's from development. OPA 600 also maps the Pine Valley lands as highly sensitive hydrogeological lands.

On July 2001, the National Golf Club and Mr. Quinto Annibale appealed to the OMB the inclusion of the Pine Valley Drive Link in Schedule "J" to OPA 600 as well as some of the applicable policies related to the city's transportation network. At a prehearing conference in November 2002, the TRCA was granted Party Status to the appeals by the National Golf Club and Mr. Annibale.

The National Golf Club, Mr. Annibale and the TRCA collectively requested that the Ontario Municipal Board defer the hearing until such time as the environmental assessment process has been completed. In response, the City of Vaughan filed a Notice of Motion to dismiss the hearing, with the alternative relief of an early hearing date should their request be denied. On June 4, 2003, the Ontario Municipal Board set aside July 2, 3 and 4, 2003 to hear the legal arguments of this motion. To respond to this motion, all parties, including the TRCA, were required to file motion material. This necessitated the preparation of affidavits (witness statements) by both TRCA's Manager of Development Services and Planning Ecologist. TRCA staff were cross examined by counsel representing the City of Vaughan on June 26, 2003. The motion was being argued by legal counsel for all parties when staff last updated the Authority on July 25, 2003 (Res.#A162/03).

After two days of hearing, the City of Vaughan withdrew its motion to dismiss the appeals, largely because the board had indicated that a hearing was necessary, particularly as it related to matters raised by TRCA. In the decision document on a motion to dismiss the board, the Hearing Officer acknowledged the appellants desire to see the results of a final Phase 2 report (the work was draft at the time of the hearing and all agency comments were not received). It was also clear that if the Phase 2 Municipal Class EA document supported the link, then the appellants intended to ask the Minister for a "bump up" to an individual environmental assessment, and preferably obtain a joint board hearing.

The City of Vaughan argued that "potential substantial delay, were this approach taken, would prejudice the City and its land use planning for development areas in Official Plan Amendment 600 many of which are not only approved but built out and others proceeding apace all, in part, predicated upon the completion of Pine Valley Drive and the widening of Pine Valley Drive between Langstaff Road to the south and Rutherford Road to the north".

The appellants (with TRCA environmental support) have chosen to dispute the planning rationale for the inclusion of the Pine Valley Drive Link in Official Plan Amendment 600.

The board was persuaded by City of Vaughan that substantial delay would occur in waiting for the outcome of a Municipal Class Environmental Assessment. The board decision concluded that "this Board's land use planning process and a party's right to a hearing within a reasonable timeframe would be unfairly delayed by a process that is outside this mandate and its control". The appellants believe Vaughan must go through an EA process anyway. The hearing date was set for February 2, 2004 providing enough time to confirm what the final Phase 2 recommendations would be for Phase 2 of the Municipal Class Environmental Assessment.

On this basis, National Golf Club of Canada, Loopstra Nixon (represented by Quinto Annable) and TRCA (represented by Ira Kagan of Kagan Shastri) are preparing comprehensive witness statements for the February hearing. The environmental evidence will be prepared by TRCA, and the remaining land use planning and transportation evidence will be handled by the National Golf Club expert team.

Status of Pine Valley Drive Link Environmental Assessment Process

The City of Vaughan initiated a Municipal Class Environmental Assessment in spring of 2003. At Vaughan's invitation, TRCA staff have participated in the Community Working Group and attended public meetings as well. The City of Vaughan retained the firm of Cansult Limited and Gartner Lee to conduct the consulting assignment. They developed a terms of reference for the assignment, and have now completed the needs analysis and the planning alternatives phases of study. Throughout the process, TRCA has advised the consultants and members of the Community Working Group of our significant concerns for the environmental sensitivity of the study site. At the environmental assessment process outset, a letter from TRCA was filed with the City of Vaughan (and their consultants, and the Ministry of the Environment (MOE)) providing ecological information for the study area, and requesting an Individual Environmental Assessment process.

A draft Phase 2 environmental assessment report was issued in May 2003 and this report included the criteria and alternative proposal evaluations. The conclusions of the consultant is that the preferred solution for dealing with the traffic demand and projected traffic patterns of the area includes the Pine Valley Drive Link in the scenario. An assessment of the alternative traffic scenarios for the Pine Valley study area was developed with the Community Working Group using a diagrammatic criteria format. The Community Working Group had great difficulty agreeing on the final criteria based on the polarized positions among the group members.

Both, TRCA and the Ministry of Natural (MNR) have written letters to the EA consulting team and the MOE regarding the serious concerns which we have for the preferred Pine Valley Drive Link transportation scenario. MNR and TRCA's official comment letter for Phase 2 has been answered by Vaughan's consulting team. In the opinion of Vaughan's consultants, TRCA and MNR concerns did not warrant any changes to the recommendations, and were generally dismissed.

TRCA and MOE organized a meeting with key representatives to discuss our concerns for the EA process and Phase 2 results. MNR and the Region of York, Planning and Works representatives attended (Vaughan declined).

The general discussion of the meeting evolved around these key concerns, as follows:

- Development with impacts of this magnitude, are not permitted through areas of provincial interest (ANSI's) as per the Provincial Policy Statement;
- The process for environmental assessment is incorrect for a project of such major environmental impact. The process should not be a Municipal Class EA but an Individual Environmental Assessment.
- This link represents only a short portion of the full extent of road work planned for Pine Valley Drive. The environmental assessment process should be addressing the broader cumulative environmental impacts of the proposed link (a municipal project) and the section of Pine Valley Drive from Rutherford Road north to Major MacKenzie (a Region of York project).

Representatives from MNR will be subpoenaed to testify at the OMB 600 appeal hearing in February.

TRCA was contacted by the Humber Alliance and other community representatives to discuss their concerns about the link proposal. Staff have kept the Humber Alliance informed about the EA and appeal process.

Staff requested that the Pine Valley EA team come and present the findings of Phase 2 to the Watershed Management Advisory Board on July 11, 2003, in order to obtain a comprehensive understanding of the complex traffic analysis and EA criteria assessment. The City of Vaughan declined the invitation based on the pending OMB hearing. A presentation will be made by TRCA staff outlining the context and Class EA process that was conducted by Vaughan including a brief list of the criteria that was used to select the Pine Valley Drive Link as the preferred scenario.

The EA consulting team has already conducted a portion of the Phase 3 detailed design of the preferred solutions for the Pine Valley crossing, illustrating several variations on a bridge structure through the study area. Alternative engineering scenarios include variations on a high, low and medium vertical bridge design across the valley. At the last presentation of the Phase 3 work, the consultants requested that affected agencies/landowners meet with the team to discuss the preferred bridge design and mitigation scenarios for the bridge. Since staff are firm about our opposition to this scenario, we recommend that TRCA participate on an information only basis over the next phases of the municipal class environmental assessment. TRCA will not be providing comment on the bridge scenarios or any preferences at this time.

TRCA will be proceeding towards the OMB 600 appeal hearing, and are pursuing a Part II order request with the Minister of the Environment, and preferably a joint board hearing to assess the alternatives to the Pine Valley Drive Link proposal.

OPA 600

BLOCK PLAN APPROVAL STATUS

Block 12 Approved September 22, 2003

3,149 residential units

Land Use: mix of low and medium/commercial and neighbourhood commercial

4 elementary school sites, 5 neighbourhood parks 12 swm ponds, tableland woodlots, valley land/open space

Block 11 Approved August 25, 2003

3,552 residential units

Land Use: mix of low (53%), medium (42%) and high (5%) density

residential, 3 neighbourhood commercial, institutional, 4 elementary & 1 secondary school(s), 5 parks, woodlots, 8 swm ponds, nature reserve (MacMillan property)

Referral to OMB re: valleyland definition and buffers

Block 18 Approved September 22, 2003

3,638 residential units

Land Use: mix of low, medium and high density, local and neighbourhood commercial, 4 elementary schools, 1 secondary school, 5 parks, district centre, swm ponds, valley/open space (minor in this Block), table land woodlot (24 ha)

Block 33 Approved September 8, 2003

1,918 residential units

Land Use: mix of low and medium density, neighbourhood and local commercial, high performance employment area (32 ha -other major land use to residential), 3 neighbourhood parks, 2 elementary schools, 1 secondary school, 4 swm facilities, valleyland/ open space. Referral to OMB re: valleyland definition and buffers

Block 32 West Approval date unknown

3,099 residential units

Block 39 Approved October 20, 1997

6,633 residential units

Land Use: mix of single, semi and townhouses

Block 53 Approved February 10, 1997

4,879 residential units

Land Use: 2 plazas, 5 schools - built out

Block 17 Approved August 25, 1997

1,827 residential units

Land Use: 2 schools, 1 plaza, 3.2 ha of industrial uses

Block 40/47 Pending - Has not yet been approved

Preliminary information indicates approximately 884 residential lots.

Land Use: OPA 600 indicates that this area will be planned for "executive housing"- 5 to 7.5 units per hectare – Sensitive Cold Creek ecological areas - aquatic habitat provincially recognized.

Report prepared by: Carolyn Woodland, extension 5214

For Information contact: Carolyn Woodland, extension 5214

Date: December 31, 2003

Attachments: 1

Attachment 1

THIS IS SCHEDULE "A"
TO AMENDMENT NO. 600
ADOPTED THE 25th DAY OF SEPTEMBER, 20

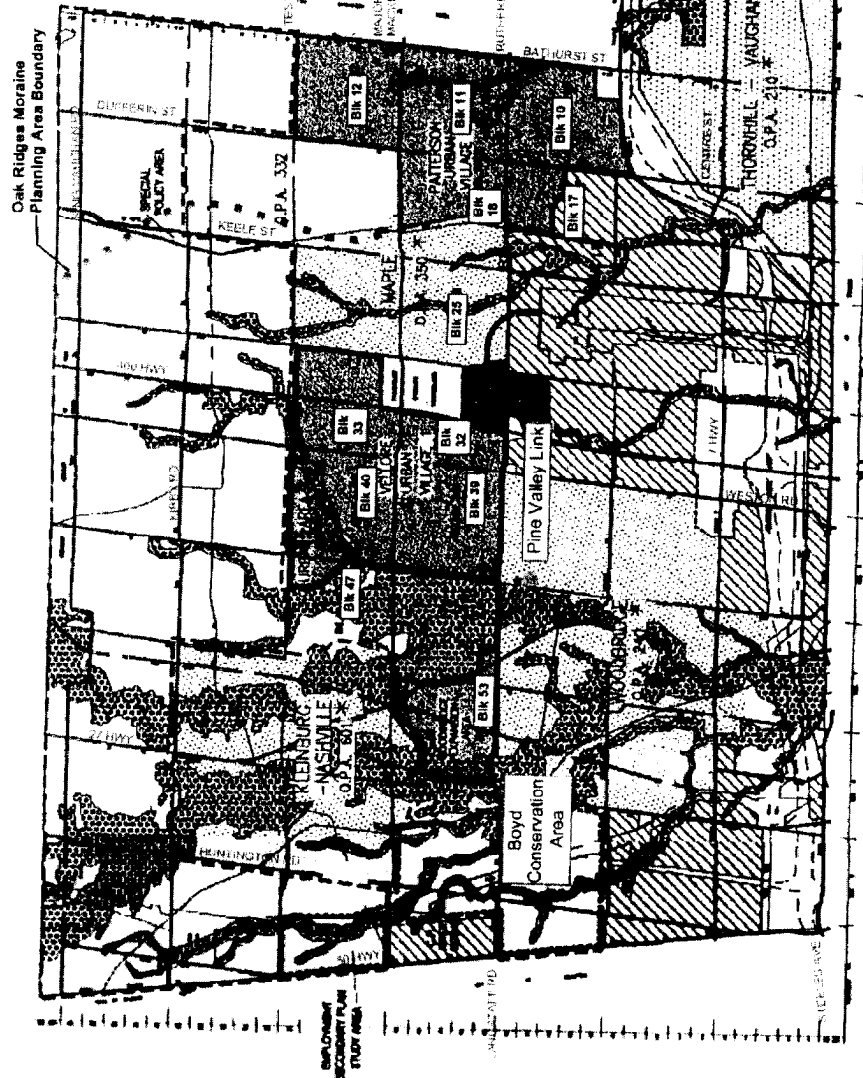
L.D. JACKSON

J.D. LEACH

AREAS DESIGNATED BY OPA 600:

LEGEND

- URBAN VILLAGES AND WOODBRIDGE EXPANSION AREA
- VAUGHAN CENTRE
- VAUGHAN CORPORATE CENTRE
- RURAL AREA - GENERAL
- MAJOR OPEN SPACE & VALLEY LAND
- WASTE DISPOSAL ASSESSMENT AREA
- EXISTING COMMUNITY / EMPLOYMENT AREAS (NOT SUBJECT TO OPA 600)
- EMPLOYMENT AREAS
- COMMUNITY AREAS * AS AMENDED



* the following map has been modified by TRCA for clarity

