

COMMITTEE OF THE WHOLE NOVEMBER 18, 2002

**BLOCK 11 BLOCK PLAN
NINE-TEN WEST LIMITED ET AL
BLOCK FILE: BL.11.2001**

Recommendation

The Commissioner of Planning recommends:

- A) The Block 11 Block Plan, dated October 17th, 2002, as red-lined, BE APPROVED, subject to the following conditions:
- 1.(i) a) That the proposed neighbourhood commercial site at the northwest corner of Rutherford Road and Bathurst Street be modified to incorporate a single loaded road immediately north of the said site to improve access and minimize land use conflicts with the residential uses proposed adjacent to the commercial site; and, that a commercial needs assessment be completed to determine the appropriate size of this site.
 - b) That the internal road pattern surrounding the proposed neighbourhood commercial site at the southeast corner of Major Mackenzie Drive and the N/S primary road be reconfigured to incorporate a single loaded local road flanking either the easterly or southerly boundary of the site, to improve access and minimize land use conflicts with the residential uses proposed adjacent to the commercial site.
 - c) That the neighbourhood park located in the northeast quadrant of the block be reconfigured to eliminate the lotting along Street "G2"; similarly the lotting should be eliminated along the south limit of the proposed District Park as shown on Schedule "4".
 - d) That the Owner explore the opportunity of extending the culvert required for the Street B crossing through Neighbourhood Park 5, and grade it to permit a more appropriate facility fit. The detailed design of this road crossing will be subject to TRCA approval.
 - e) That a Development and Infrastructure Phasing Plan providing for two phases of development be approved to the satisfaction of City Council.
 - f) That the six watercourse road crossings planned within Block 11 be constructed as part of the first phase of development, particularly Streets "B", "D", "F", "G1" and "G2" to facilitate the provision of transit services, as required by the Region of York, and that the timing of construction be as required by the Vaughan Engineering Department.
 - g) That two of the three public elementary school sites be included in the first phase of development, as identified by the York Region District School Board.

- h) That the Vaughan Planning, Engineering and Urban Design Departments, in consultation with the Toronto and Region Conservation Authority, shall be satisfied with the limits of the open space blocks for valleylands, stream corridors, storm water management ponds, and woodlots.
- i) That prior to the approval of Planning Act or Condominium Act applications subject to the Oak Ridges Moraine Conservation Plan, addendums to the Master Environmental Servicing Plan shall be prepared demonstrating conformity with the Oak Ridges Moraine Conservation Plan to the satisfaction of the City of Vaughan, Region of York and TRCA.
- j) That additional information, be provided to the satisfaction of the City of Vaughan Engineering Department in consultation with the TRCA, demonstrating that proposed storm water management ponds 2, and 3 can be developed without negatively impacting existing groundwater function. Should the City in consultation with the TRCA not be satisfied that there will be no negative impact on the existing groundwater function from proposed storm water storm management ponds 2, and 3, that prior to draft plan approval the impacting storm water management pond(s) be relocated or reconfigured to the satisfaction of the City in consultation with the TRCA.
- k) That a ground water monitoring program be prepared and implemented immediately to provide baseline conditions.
- l) That additional subsurface investigation and delineation of ground water levels, and further delineation of ground water constraints to servicing and site grading, be provided to the satisfaction of the Vaughan Engineering Department.
- m) That the groundwater balance and revised infiltration rates be finalized to the satisfaction of the City in consultation with the TRCA; also that infiltration measures to be defined as per the Peer Consultant's recommendations.
- n) That the specific design measures to maintain groundwater recharge (lot level controls or others) be identified to the satisfaction of the Vaughan Engineering Department in consultation with the TRCA.
- o) That SWM Ponds 2, 3, 5, and 6 be subject to additional hydrogeological, geomorphic and/or environmental impact review which must demonstrate no adverse impacts to groundwater function, fish and wildlife habitat and valley corridor connectivity; that where subsequent investigation reveals that they cannot be properly developed without compromising these features, relocation and/or re-configuration of the Pond and/or Tableland blocks will be required.
- p) That all proposed valley crossings be supported by the necessary detailed information to ensure that design accounts for, and incorporates the appropriate fluvial geomorphic criteria as determined by a detailed meander-belt analysis, provides for unimpeded passage of fish and wildlife, maintains valley corridor connectivity, and provides for maintenance and esthetics considerations of the bridge crossing

structures, to the satisfaction of the TRCA and Vaughan Engineering Department.

- q) That the City of Vaughan Engineering Department and the TRCA shall be satisfied with the width and configuration of the open space blocks accommodating the tributary upstream and adjacent to storm water management ponds 5 and 6, and the stream channel width for the tributary adjacent to storm water management pond 7.
 - r) That details for SWM Pond 9 be provided to the satisfaction of the TRCA and City.
 - s) That preliminary grading information be provided for the area of diverse topography at the southwest corner of the block that demonstrates acceptable lot and road grading can be achieved to the satisfaction of the Engineering Department.
 - t) That any necessary revisions to land use, and lot yield and configuration, and locations of public infrastructure and facilities, (ie. stormponds, parks, schools, roads and trails) arising from the resolution of conditions of this approval will be reflected in the final Block Plan.
 - u) That the final Block Plan, together with supporting reports be revised and updated to reflect modifications arising from the resolution of all conditions identified in Part “1 (i)” of this Recommendation.
 - v) That the timing for the necessary Regional transportation improvements required to provide for the development in Block 11 be established to the satisfaction of the City.
 - w) That all outstanding issues with respect to the proposed servicing of the development of Block 11 including water supply, sanitary sewers, storm water management, transportation and grading be addressed through revisions and finalization of the MESP to the satisfaction of the Vaughan Engineering Department.
 - x) That the Sidewalk/Walkway and Transportation Management Plans be revised and finalized to the satisfaction of the Vaughan Engineering Department, and be approved by Council. Bus stops reflected in the Transportation Management Plan should be located approximately every 250-300 meters apart, as per the Region of York Transit requirements.
- (ii) The following conditions shall be met prior to any draft plans of subdivision or site plan approvals by Council within Block 11:
- a) That in accordance with the provisions of OPA #600, the City shall confirm the allocation of servicing capacity for the subject lands prior to the approval of any draft plans of subdivision.
 - b) That the Urban Design Guidelines for Block 11 be approved to the satisfaction of the Planning and Urban Design Departments and, City Council; That Architectural Guidelines be prepared and approved by the Planning and Urban Design Departments; That these Guidelines shall comply with the amended City Design Standards as approved by City Council, including but not limited to the following criteria.

- Boulevard and sidewalk design;
- Tree locations;
- Above and below grade utilities;
- On-street parking;
- Community feature locations, including design principles for high quality bridge structures in the Block 11 urban streetscape fabric;
- Public realm landscape architecture;
- Urban design built form guidelines for commercial, institutional and townhouse development

c) That a Landscape Master Plan shall be approved to the satisfaction of the Urban Design Department. The Master Plan shall address, but not be limited, to the following:

- The use of hard and soft landscape elements to define significant street vistas and generate a pleasing public realm street character;
- Landscape and streetscape treatments for the commercial edges including the parallel window streets and pedestrian access to arterial roads for public transit services;
- Direct pedestrian access shall be provided to Bathurst Street and Major Mackenzie Drive;
- Entry and special landscape features which express and enhance the community identity;
- Landscaping of open space lands including pedestrian/cycling trails, bridge crossings, pedestrian access points, seating areas and erosion repair sites;
- The landscape treatment of stormwater management facilities;
- Preliminary park facility fits that demonstrate the park block is of sufficient size and configuration to accommodate the required facilities; and,
- Special furniture, including benches, waste receptacles, bicycle racks, and tree grates shall be provided throughout the block that support the community character.

d) That a Cultural Heritage Assessment be prepared by a qualified heritage consultant as supporting material for the Block 11 Plan.

e) That arrangements satisfactory to the York Region District School Board shall be made to provide permanent road and servicing connections to the secondary school site at no cost to the Board and within a time period specified by the Board.

f) That a mitigation strategy for the terrestrial resources shall be included as part of the submission of the Environmental Impact Statement. The document must include the following:

- Recommendations with respect to remedial and mitigation measures required within designated impact zones, including any edge management planting or maintenance programs.
- An assessment of the effectiveness of the proposed/selected mitigation techniques.
- A conceptual monitoring program specific to identified effects.
- Identification of proposed limits of clearing.
- Restoration opportunities.

- g) That prior to draft approval of plans of subdivision, the applicant shall demonstrate to the satisfaction of the City of Vaughan Engineering Department that the proponent has fulfilled the necessary provisions of the *Environmental Assessment Act, RSO 1990, and the Municipal Class Environmental Assessment for Municipal Roads, water and waste water projects, October 2000*, as they may apply to proposed primary roads and related infrastructure matters.
- h) That prior to draft approval of plans of subdivision, the applicants shall have submitted environmental site assessment reports to the City and shall have fulfilled the requirements of the City of Vaughan's May 2001 Policy and Procedures for Dealing with Contaminated or Potentially Contaminated Sites.

2. That the following matters be resolved through draft plan review:

- a) Buffer and edge management zones for all environmental features shall be addressed prior to defining the limits of development.
 - When defining the edge of environmental features, the defined edge shall generally be regarded as one (1) metre outside the established dripline.
- b) That in consideration of the above, and in conjunction with the proposed cut/fill, the provision of buffer areas (where deemed suitable and necessary), and where future detailed geotechnical investigations demonstrate the need, the limits of development as illustrated on the Block Plan be subject to revision, as required and demonstrated by the review and approval of detailed technical submissions for individual development applications to the satisfaction of the TRCA and City.
- c) That Urban Design Guidelines and a Landscape Master Landscape Plan for the UJA site, prepared in co-ordination with the City-approved Block 11 Urban Design Guidelines, must be approved by the City's Urban Design Staff and endorsed by Council, as a condition of site plan approval.
- d) That the Traffic Management Plan for the UJA site be approved by Vaughan Engineering Staff prior to the approval of a site development application/draft plan of subdivision for these lands, and prior to the draft plan approval of any lands immediately adjacent to the UJA site, east of Street D.
- e) That prior to draft plan approval of 19T-95068, the Vaughan Engineering and Planning Departments shall be satisfied, in consultation with the TRCA, that the potential environmental impacts have been assessed and mitigation determined to be acceptable with respect to the upstream diversion of existing flows from the Macmillan property into the proposed open space channel on the Nine-Ten West Limited property adjacent to storm water management pond 7, and that any associated downstream riparian issues have been addressed.

3. That, upon receipt of the revised Block Plan addressing all conditions in 1.(i) above, Staff will submit a revised version of the Block 11 Block Plan to Council.

Purpose

The purpose of this report is to obtain block plan approval for the Block 11 planning area subject to the conditions identified and described herein. Block 11 consists of approximately 404 ha of land, of which approximately 320.5 ha are proposed for development. The northwest half of the block lies within the ORM Conservation Plan. The proposed block plan includes the following uses:

- Approximately 3546 dwelling units comprised of 1980 low, 1382 medium density units, and 184 high density residential units, resulting in an estimated population of approximately 11,100 persons.
- Four elementary school sites, three of which are proposed public schools and one a separate school site (approximately 2.2 ha each in area).
- One public secondary school site (7.55 ha).
- A 16.0 ha institutional site, located on the west side of Bathurst Street and extending west to the centre of the block, owned by the United Jewish Appeal (UJA), has been planned with four private elementary schools, one private secondary school, and other community uses.
- Five neighbourhood parks, ranging from 1.4 ha to 3.7 ha in area.
- A district park and community centre located on a 9.17 ha parcel at the south side of Major Mackenzie Drive, adjacent to the mid-block north/south primary road.
- Eight stormwater management facilities with a combined area of about 16.56 ha.
- Four local convenience commercial sites: one located at the northwest corner of Bathurst Street and the east/west primary road extending west from Weldrick Road; one at the northeast corner of the mid-block north/south primary road and Rutherford Road; another at the northeast corner of Rutherford and Dufferin Street (currently designated District Centre); and, a fourth at the northeast corner of the east/west primary road south of the proposed nature reserve and Dufferin Street.
- Three neighbourhood commercial sites: one at the northwest corner of Rutherford Road and Bathurst Street; another on the southeast corner of Major Mackenzie Drive and Dufferin Street; and, a third on the southeast corner of Major Mackenzie Drive and the north/south primary road near Bathurst Street.
- A 2.26 ha tableland woodlot and 2.46 ha valleyland block are located near the northeast corner of Rutherford Road and Dufferin Street.
- A 58.6 ha nature reserve in the central west portion of the block (the "Macmillan lands").
- Two north/south primary roads proposed to extend through the easterly portion of the block, with the mid-block primary connecting to adjacent Blocks 10 and 12, and the easterly primary connecting to Block 12 to the north; a third north/south primary road connects the southwest part of the block and District Centre with Block 10 to the south.
- Two east/west primary roads through the block with connections to the adjacent easterly and westerly blocks.
- Lands in the southwest part of the block, proposed as part of the Carrville District Centre, provide for a mix of commercial and residential development at medium and high densities, and are currently the subject of the Carrville District Centre Study.

Background - Analysis and Options

On December 18, 2001, Council adopted the recommendation that the Public Hearing for Block 11 be received, and that any issues identified be addressed by Staff in a comprehensive report to Committee of the Whole.

Land Ownership

There are a total of twenty landowners within Block 11; of these, twelve are participating landowners in the preparation of the block plan, and represent approximately 82% of the

developable lands within the block. Section 10.2 (xi.) of OPA #600 makes reference to non-participating landowners:

“Where landowners within a concession block choose not to participate in seeking development approval for their lands at the time of preparation of the Block Plan by other land owners in the concession block, their lands shall be shown conceptually as in the schedules of this Plan. Subsequent amendments to the Block Plan may be required before such lands are considered for development.”

Section 10.2 (x.) provides the following:

“The City encourages property owners to contribute their proportionate share towards provision of major community and infrastructure facilities such as schools, parks, greenways, roads and road improvements, external services and stormwater management facilities. Property owners will be required to enter into one or more agreements as a condition of development approval, providing for the equitable distribution of the costs of the local and community facilities.”

Ontario Municipal Board Appeal

Bratty and Partners, on behalf of a number of landowners in Block 11, have appealed portions of the Valley and Stream Corridor policies in Section 5.9 of OPA # 600 as modified by the Region of York. This appeal forms Referral No. 3 of the Region of York’s August 13, 2001 approval of that portion of OPA # 600 located outside of the Oak Ridges Moraine. The appealed sections, 5.9.1.2 (i), 5.9.1.2 (ii), 5.9.1.8 and 5.9.1.14 contain wording that includes a 10 metre buffer within the area defined as part of the valley and stream corridor. The TRCA requested that the Region include this wording in its approval, and the Region supported the word change. An Ontario Municipal Board (OMB) pre-hearing on the appeal was held on November 4, 2002 and a second pre-hearing is scheduled for April 11, 2003.

Analysis

Land Uses

The Block 11 Plan proposes the development of a total of 3546 dwelling units comprised of 1980 (56%) units in low density areas, 1382 (39%) in medium density areas, and 184 (5%) units in high density areas.

The table provided below sets out the details of the proposal and the OPA #600 targets.

<u>Residential Land Use and Densities</u>			
<u>Block 11</u>			
<u>Low Density</u>	<u>Net Area (ha)</u>	<u>Units</u>	<u>Density</u>
Proposed	109.7 ha	1,980 (56%)	18 uph
OPA #600		2,920 (62%)	
<u>Medium Density</u>			
Proposed	52.4 ha	1,382 (39%)	26 uph
OPA #600		1,200 (25%)	

High Density

Proposed OPA #600	1.7 ha	184 (5%) 600 (13%)	108 uph
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<u>Total All Types (low, medium, high)</u>	<u>Units</u>	<u>Population</u>
Proposed	3,546	11,111
OPA #600	4,720	14,733

- Population is calculated on the basis of 3.49 persons per unit (ppu) for low density; 2.77 ppu for medium density; and, 2.03 ppu for high density.

The total population proposed is lower than what had been projected in the Official Plan. The lower counts are primarily attributable to two factors. Firstly, the MacMillan lands had been included in the OPA as low density residential lands, however, since the owners have decided to retain the majority of the lands as a nature preserve, over 58.0 ha of developable land has not been planned for urban uses. Secondly, the large private institutional use (UJA site) was also originally contemplated as low density residential and has effectively removed 16.0 ha of potentially developable residential lands.

OPA # 600 provides that the Urban Village areas should achieve an overall gross density of 16 to 18 units per hectare. A gross hectare includes all lands excluding valleys, woodlots and existing development. The proposed block plan provides for development at a gross density of 11.06 units per hectare which is below the density policy provisions of OPA #600. This density results from significant residential land area being removed from development, and the proposed low percentage of high density residential. Recognizing that both the UJA development and the Macmillan Nature Preserve are unique uses not foreseen by the Official Plan and that both will complement the Carrville community, it seems reasonable to relax the City's density policies for the block accordingly. If the UJA Site and Macmillan lands are excluded from the density calculation, the gross density of the block would increase to 13.6 units per hectare. In order to bring the block to a gross density of 16 uph, as provided in OPA # 600, an additional 398 units would be required (beyond the 182 units proposed) within the designated District Centre lands in Block 11. Residential densities within the southwest part of Block 11 (i.e the Carrville District Centre Study Area) will be addressed in the Carrville District Centre Study recently initiated by the City.

The net density within the low density portion of Block 11 is 18 uph, which is within the Official Plan range of 16 to 18 units per hectare provided in OPA #600. The net density within the medium density residential portion of the block plan is 26 uph, which is also within the average density of 25-35 uph provided in the Official Plan. The net density of 115 uph is within the range of 60 to 150 uph provided for high density residential by the Official Plan. It should be noted however that the percentage of high density provided in the block plan is significantly lower than outlined in OPA # 600.

Pockets of townhouses have been proposed within Low Density Residential areas of the Block Plan along Bathurst Street, immediately north of the proposed neighbourhood commercial site at the northwest corner of Rutherford Road and Bathurst Street, and fronting the north side of Street "F", opposite the UJA site. The proposed smaller lots are appropriately located as per the policies of OPA #600, Section 4.2.1.1, iii-Low Density Residential Areas, which states:

"Street townhouses may also be permitted within the Low Density Residential areas on a limited basis, in accordance with the following criteria:

- adjacent to another more intensive land use designation as a transitional use
- in instances where their physical form assists in mitigating the impacts of a noise source, such as a road or highway”

Street "F" is expected to experience significant traffic volumes, particularly as a result of school buses delivering students to the UJA campus in the morning and evening. Therefore, the north side of Street "F" is proposed for street townhouses to address traffic, noise and design related concerns.

The Macmillan Family Nature Preserve

The Macmillan family owns 64.65 ha of greenfield land located in the central-west portion of Block 11 along Dufferin Street. While a 6.0 ha parcel in the central part of the block has been conditionally sold for development, approximately 58.6 ha are to be maintained as the “Macmillan Family Nature Preserve” through a conservation (easement) agreement with the Nature Conservancy of Canada. Nearly all of the site lies within the Oak Ridges Moraine Conservation Plan and is characterized by environmental features and functions typical of the ORM.

Through this long term contract, the lands will effectively be protected from development. Accordingly, the following are prohibited:

- any change in the topography of the property
- interference with ponds, streams or wetlands
- removal of native plants
- hunting or fishing
- recreational motorized vehicles, and,
- the subdivision of the property

If and when farming is no longer viable on the property, then NCC may begin activities to restore farm lands to a natural forested state. The lands will remain in private ownership, but the NCC has primary management responsibility for the property. Current and future owners must utilize the preserve in accordance with the restrictions in the conservation agreement.

The Carrville District Centre Study Area

Block 11 includes an approximate 27.9 ha area located at the northeast corner of Rutherford Rd. and Dufferin Street which forms part of the Carrville District Centre Study Area. OPA #600 foresees the Carrville District Centre as the high density residential and commercial focal point of the surrounding Carrville community and its planned population of more than 65,000 residents. The Study is now underway and is expected to conclude in the Spring of 2003, and will produce a Tertiary Plan, providing an appropriate planning framework for the review and evaluation of private development proposals. The Study Area is also subject to an Interim Control By-law which prohibits any planning approvals until such time as the Study is completed. The District Centre Study Area is therefore not considered as part of the Block 11 Plan under consideration for approval at this time.

Other Areas Excluded from Block Plan Approval

9933 Dufferin Street Limited Lands

The parcel of land just south of Street G1 on the east side of Dufferin Street (identified by the broken lines) is not being considered for approval at this time as it is subject to the Oak Ridges Moraine Conservation Plan, and is subject to further environmental study.

Parcel (6.0 ha) at Northeast Boundary of the Macmillan Property

The 6.0 ha parcel located at the northeast boundary of the Macmillan property (identified by the broken line) is similarly subject to the policies of the Oak Ridges Moraine Conservation Plan and is subject to further environmental study. Therefore, it is not being considered for conditional approval as a component of the Block 11 Plan at this time.

Non-Participating Owners Located Within the Oak Ridges Moraine Settlement Area

Other portions of the Block Plan which cannot be approved at this time are three remaining parcels located within the "Settlement Area" of the Oak Ridges Moraine Plan (See Attachment #2) where planning applications were not filed prior to November 16, 2001. These properties are subject to the ORMCP as per the Provincial Legislation. To receive block plan approval, the owners of these parcels will be required to provide an Addendum to the final Block 11 block plan at the time the property owners wish to proceed with development. The Addendum must satisfy the block plan requirements prescribed in OPA #600, and address these issues in the broader context of the approved Block 11 block plan.

Neighbourhood Commercial Centres

Site No. 1 proposed at the southeast corner of Dufferin Street and Major Mackenzie Drive

The irregular-shaped commercial site is located as per the Official Plan on lands designated neighbourhood commercial and is proposed to be 2.98 ha in size. The site is to have access from Dufferin Street and the primary road Street G1, and will serve the northwest portion of the block.

Site No. 2 proposed at the northwest corner of Bathurst Street and Rutherford Road

This site is proposed to be 5.79 ha in area and will serve the southeast portion of the block. The design of this particular neighbourhood commercial site is also an issue, as the residential development to the north is proposed directly adjacent to the commercial block. This is problematic for two reasons. Firstly, the commercial use causes privacy issues for the residential in that noise, lighting, odours from restaurant uses etc. detract from the residential enjoyment of the property; secondly, the creation of a secluded area in the rear of a commercial property has proven inviting for criminal activity. York Region Police now provide comments on Block Plans, and they have specifically recommended that this site be redesigned:

"There may be a lack of natural surveillance from the north side due to the planned residential homes and wooden fencing that will most likely be installed along the north border. If possible, either alter the streets on the north side so that the front of the homes face the commercial area or place an access road for the plaza along the north border which will provide more natural surveillance."

Staff concur that the site should be redesigned such that a single loaded road is directly adjacent to the north boundary of the neighbourhood commercial site. This will provide a physical separation between the site and proposed residential uses, and thereby minimize land use conflicts. In addition, the reconfiguration will improve accessibility to the site for the internal neighbourhood such that a walkway may be designed in future to permit pedestrian access for the entire residential area located between Street "H" and the commercial block.

Neighbourhood commercial centres are generally planned to provide approximately 5,000-15,000 sq.m of gross leasable area, to a maximum of 20,000 sq.m, as per the policies of the Official Plan. Existing neighbourhood commercial sites elsewhere in Vaughan typically reflect a ratio of "lot area to gross floor area (GFA)" of approximately 4:1, owing to the associated requirements for

parking, loading and landscaping on site. Using the ratio of 4:1 for lot area to GFA, the GFA of this commercial site would be about 14,475.0 sq.m.

Staff have identified a concern with the proposed concentration of commercial development at the Bathurst and Rutherford intersection and its potential impact on the timing and opportunity for development in the Carrville District Centre. Staff note that the site currently being built on the southwest corner of Bathurst Street/Rutherford Road in Block 10 is also larger than the average permitted by OPA #600, being 3.7 ha in area (9,661.0 sq.m of GFA). The existing commercial mall on the northeast corner (in Richmond Hill) accounts for a further 2591.0 sq.m of retail. The three corners collectively provide a total of approximately 26,727.00 sq.m. By comparison, District Commercial Centres are intended to provide a maximum of 40,000.00 sq.m of commercial. It would appear that the amount of commercial at this corner, not far from the Carrville District Centre location at Dufferin Street and Rutherford Road, could undermine the viability of the District Centre and also be in excess of the commercial necessary for the block. As such, it is recommended that the applicant complete a Commercial Needs Study to justify the scale of neighbourhood commercial development at this location.

Site No. 3 proposed on the southeast corner of Major Mackenzie Drive and the north/south primary (Street "E")

This third site replaces one designated at the southwest corner of Major Mackenzie Drive and Bathurst Street, where the only available access from the arterial roads, and close to the intersection, could have presented a problem. Instead, the 3.53 ha site has been proposed on the south side of Major Mackenzie Drive at the north/south primary road. OPA #600 (Section 4.2.2.4, iii.- Neighbourhood Commercial Centre) permits Neighbourhood Commercial uses to be located on sites designated "Medium Density Residential/Commercial", provided other locational criteria, such as the positioning of the commercial site adjacent to an arterial and other higher order road, are adhered to.

This commercial site, which will serve the northeast portion of the block, should also be flanked by at least one internal subdivision road to improve access (both vehicular and pedestrian) and surveillance, and to minimize land use conflicts.

Local Convenience Centres

Three Local Convenience Centres are proposed at intersections of primary and arterial roads within the block. Two are located within the Carrville District Centre Study Area and will be considered in detail through its planning process. An additional 0.27 ha Local Convenience Commercial site is identified on the plan at the corner of Rutherford Road and Street "E". These commercial sites all range in size from 0.27 ha to 1.27 ha and would provide services at a scale consistent with the Official Plan.

Parks and Open Space

A total of five neighbourhood parks are proposed within the block plan, with four of these being approximately 2.2 hectares in area and located adjacent to school sites to allow for shared facilities. The park site located in the southeast quadrant, immediately south of the private institutional use (UJA site), is proposed to be 3.7 ha in area. This larger park is to contain active parkland facilities and will be readily accessible to both residents and the UJA site.

A 9.17 ha district park and community centre are proposed at the midpoint of the block on the south side of Major Mackenzie Drive, across the primary road (Street "D") from the secondary school site. This is a desirable location, readily accessible to the secondary school, and on a major arterial served by public transit facilities. This site also is well connected to greenways/open space/valley lands and primary roads in the block. The total amount of dedicated park area proposed in Block 11 is 14.94 ha, leaving a deficit of 1.407 ha.

The Urban Design Department, in consultation with the Parks Department, has reviewed the parkland distribution throughout the block plan and are able to confirm that they are generally satisfied with the amount of parkland provided, size of park blocks, configuration and the preliminary facility fit prepared for each park.

Some minor adjustments are required, including the reconfiguration of the neighbourhood park located in the northeast quadrant of the block, to eliminate the lotting along the north edge on Street "G2", and the removal of the lotting located along the south limit of the district park, to allow for a more appropriate district park facility fit. In addition, the open space feature that traverses through Neighbourhood Park 5 shall be filled in to allow for a more appropriate park facility fit and community street exposure.

These adjustments will reduce the parkland dedication deficit noted above, with the exception of approximately 0.4 ha which will be available to be allocated to the Carrville District Centre, if appropriate.

Parkland Calculation

The Urban Design Department has prepared a preliminary calculation of the Parkland Dedication based on the land use schedules provided for the Block 11 Block Plan. They are as follows:

Total block Area	403.74 ha
Minus Credits	
Open Space (include valleyland woodlots)	126.46 ha
Tableland Woodlots	2.21 ha
Medium and High Density	41.85 ha
Commercial Land Area	16.80 ha
Existing Institutional	0.41 ha
Existing City Owned Land	0.19 ha
Total	<u>187.92 ha</u>
Total Lands Subject to 5% Dedication	215.82 ha
Total Parkland Dedication at 5%	<u>10.791ha</u>
Calculation Based on 1 ha per 300 Units	
Medium Density Units	1,382 Units
High Density Units	184 Units
Total Parkland Dedication at 1 ha per 300 Units	<u>5.220 ha</u>
Calculation Based on 2% Commercial Lands	
Commercial Land in Block Plan	16.80 ha
Total Parkland Dedication at 2%	<u>0.336 ha</u>
Total Parkland Dedication	16.347 ha
Total Parkland in Block Plan	14.940 ha
Deficit	<u>1.407 ha</u>

Greenways and Pedestrian Trails

The greenway systems are to facilitate a continuous network of open space and institutional uses throughout the new communities, accommodating a public trail system of pedestrian walkways

and bicycle paths. This system will play an important role in facilitating non-motorized movement within the block, and providing residents with convenient access to public amenities and facilities such as the parks, schools and valley/open space areas.

The greenway proposed for Block 11 follows the north/south primary road, the northerly east/west primary road, and the southerly east/west primary road. The numerous secondary pedestrian trails provided throughout the plan require further detail to address concerns with respect to safety, conflicts between public street sidewalk system and setbacks from private residential backyards.

The Greenway designs are to conform to the following criteria:

- a) Connect the local street system to transit stops and include high quality streetscape elements (i.e street furniture) as meeting places.
- b) Located along primary roads and link into the open space pedestrian path system.
- c) Where they abut natural features, the landscape elements shall provide an appropriate transition and protect environmentally sensitive areas.
- d) Private driveway crossings of greenways shall be avoided where possible.
- e) Stormwater management pond designs should include pedestrian and cycling trails that interconnect with the valley corridors.

Tableland Woodlots

There is a 2.2 ha tableland woodlot designated 'Woodlot' by OPA #600, located adjacent to the valley within the District Centre Study Area. Other tableland woodlots identified in OPA #600 are located within the "private nature preserve" (Macmillan lands) fronting on Dufferin Street.

School Sites

Four elementary school sites are provided in the Block, each a minimum of 2.2 ha in area.

The Public School Board has requested three elementary school sites, while the Separate School Board has requested one site. The Public Elementary School sites will be subject to confirmation of need in view of the proposed four private elementary schools on the UJA site. It is understood that the underlying designation is low density residential, should the site not be ultimately needed.

All elementary school sites have been located adjacent to a neighbourhood park as per the policies of the Official Plan.

A 7.12 ha secondary school site has been sited on the south side of Major Mackenzie Drive. The site is centrally located to serve both Blocks 11 and 12 and the near vicinity. Staff have been advised by the school boards that all elementary school sites and sizes, and the secondary school site, are satisfactory. Included in the Recommendation Section of this report are the York Region District School Board's conditions of Block Plan approval, respecting phasing of development for school sites.

The United Jewish Appeal Federation Lands (UJA)

The proposed private institutional uses of the United Jewish Appeal Federation along the south side of the Weldrick extension/primary road are to be provided in a campus format, including a secondary school, four elementary schools, community centre with underground parking facilities,

long-term care for the elderly, children and elderly day care, play fields, recreational and open space uses, and offices for medical and community services.

The campus is to be built in phases, with the first phase to be the easterly parcel of the subject lands located between Street "E" (N/S primary road) and Bathurst Street. It is contemplated that the first phase will be built by the 2005 school year.

The UJA site, because of its size and concentration of land uses, has been subject to careful consideration respecting traffic and urban design. Private schools generally have a much larger catchment area than public schools, resulting in a higher proportion of students traveling by private automobile rather than by bus or walking. This results in a high trip generation rate. It is therefore imperative that traffic calming, adequate on-site parking with easy access from the surrounding road network, and sufficient on-site parking, is provided on this site. Staff have included a condition that the traffic management plan for the UJA must be approved by City Engineering Staff prior to the approval of a UJA site development application/draft plan of subdivision, and prior to draft plan approval of lands directly abutting the site, east of Street D. This will ensure that internal circulation functions efficiently, and that traffic from the site will not negatively impact on surrounding areas within Block 11.

It was also noted by the Traffic Consultant performing the Peer Review of Block 11, that the UJA site poses additional urban design considerations for surrounding lands:

"There is a high potential for operational problems along Street "F", since high traffic volumes may be combined with several school access points, drop-off/pick-up areas and pedestrian circulation. As a result of these considerations, residential frontage on Street F may not be appropriate."

For this reason, the Plan now reflects the townhouse development on the north side of Street "F" with rear-laneways. Urban Design Staff have also commented on the importance of ensuring that urban design guidelines and a master landscape plan are approved for the site in co-ordination with the City approved Block 11 Urban Design Guidelines and Master Landscape Plan, prior to the approval of a site development application for the UJA. This has also been included as a condition of Block Plan approval.

Environment

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) Staff have a number of issues with the Block Plan and the level of detail provided in supporting information. These concerns have been summarized as follows:

"It is our recommendation that prior to the approval of the Block Plan, the applicants demonstrate to the satisfaction of the TRCA and the City of Vaughan the outstanding issues noted above, or, that the Block Plan be revised accordingly to require, as conditions for individual development applications, the following:

1. That SWM Ponds 2, 3, 5, 6 and 8 be subject to additional hydrogeological, geomorphic and/or environmental impact review which must demonstrate no adverse impacts to groundwater function, fish and wildlife habitat and valley corridor connectivity. Where subsequent investigation reveals that they cannot be properly developed without compromising these features, relocation and/or re-configuration of the Pond and/or Tableland blocks will be required.
2. That all valley crossings proposed be supported by the necessary detailed information to ensure that design accounts for, and incorporates the appropriate

fluvial geomorphic criteria as determined by a detailed meander-belt analysis, provides for unimpeded passage of fish and wildlife, and maintains valley corridor connectivity.

3. That in consideration of the above and in conjunction with the proposed cut/fill, the provision of buffer areas where deemed suitable and necessary, and where future detailed geotechnical investigations demonstrate the need, the limits of development as illustrated on the Block Plan be subject to revision, as required and demonstrated by the review and approval of detailed technical submissions for individual development applications.”

A detailed description of the TRCA's concerns is contained in their letter of November 4, 2002, provided as Attachment #7 to this report.

Block 11 Master Environmental and Servicing Plan Environmental Impact Statement

Oak Ridges Moraine

The westerly portion of Block 11 is designated "Settlement Area" by the Oak Ridges Moraine Conservation Plan (ORMCP). The ORM Act and Plan do not apply to applications under the Planning Act or Condominium Act on lands in the Settlement Area where the application was commenced prior to November 16, 2001. Plan of subdivision applications 19T-95044, 19T-95064, 19T-95065 and 19T-95068 are exempt from the ORMCP based on the filing date of the applications. The Block Plan application is not an application under the Planning or Condominium Acts. The Guglietti, Smith, 9767 Dufferin Holdings, Macmillan and Disera Estate properties do not have active Planning or Condominium Act applications filed with the City prior to November 16, 2001 and therefore, any planning applications on these lands will be subject to the applicable provisions of the ORMCP.

Additional environmental analysis and reports will be required on those portions of Block 11 where planning applications are subject to the ORMCP to demonstrate that the applications conform to the requirements of the ORMCP. The Province of Ontario is in the process of preparing technical Guidelines and mapping of "Key Natural Heritage Features" and "Hydrologically Sensitive Features" for use in the implementation of the ORMCP. Provincial staff have advised that mapping for most of these features and most of the technical guidelines are expected to be finalized by January 2003. Some features are to be identified as part of the development application and may involve additional investigations in the Block.

A condition has been included that addendums to the MESP will be required for applications subject to the ORMCP, demonstrating conformity with the ORMCP to the satisfaction of the City of Vaughan.

Groundwater/Hydrogeology

The City and TRCA's hydrogeology peer reviewer for Block 11, Terraprobe Limited, has reviewed the hydrogeologic reports and has advised that the MESP provides sufficient information demonstrating the feasibility of development in the block from a hydrogeologic perspective. Certain specific details remain outstanding relating to the water balance, design measures for infiltration, ground water monitoring plan, and ground water constraint areas for servicing and grading which have been included in the recommendation section, to be addressed prior to draft plan approvals being granted. It is noted that other detailed matters can be dealt with as conditions of draft plan approval. The most significant outstanding hydrogeologic matter concerns the potential ground water impacts associated with storm water management ponds 2, 3 and 8. The base of these three storm water management ponds are close to the ground water elevation and, as mitigating measures, are proposed to be lined with low permeable material or constructed with an underdrain system. Terraprobe has recommended that the ponds be

constructed such that they do not intercept groundwater or divert groundwater flows. This may require relocation or revision of the ponds, or revision to the pond elevation. A condition has been included in the recommendation section requiring additional detailed information demonstrating that ponds 2, 3 and 8 will not negatively impact existing groundwater function or that they be relocated or reconfigured such that they do not impact existing ground water function.

Valley and Stream Rehabilitation/Enhancement Areas

The lands generally drain in a southeasterly direction and contain a significant amount of existing valley systems. The East Don River traverses the Block together with a number of its main tributaries. The Oak Ridges Moraine Area extends across the westerly part of the Block.

The MESP has identified four sections of valleyland areas for rehabilitation where past human activities and agricultural uses have degraded the valley features and functions. Planting is proposed to reconnect these degraded areas to forested sections of the valleys in the Block, along with the removal of existing on-line ponds, which will improve temperature moderation of the streams. The planting and stream rehabilitation details will be finalized by the City and the TRCA as conditions of draft plan approval.

The proposed stream channel width of 30m for the tributary upstream and adjacent to storm water management ponds 5 and 6, and the stream channel width for the tributary adjacent to storm water management pond 7, shall be confirmed and, if required, revised to a width satisfactory to the Vaughan Engineering Department and the TRCA prior to approval of the affected draft plan of subdivision 19T-95066 (Nine Ten West Limited). A condition has been included in the recommendation to this matter.

Master Environmental and Servicing Plan

Vaughan Engineering Department

The Vaughan Engineering Department have reviewed the revised Block Plan, and related documents, and advise that a number of issues respecting water distribution, stormwater management ponds, and servicing of the subject lands must be addressed prior to the finalization of the Block 11 Plan, including the following:

"As outlined in our previous memo, the MESP shall identify the proposed water supply and distribution system that is required to service the proposed development area including the phasing and sequencing of major infrastructure for both the interim and ultimate build out conditions. The information provided in the MESP should be sufficient to describe the overall servicing framework for the Block, which will be used later as a guide in the preparation of the detailed design of the municipal services for each subdivision.

Although some additional information on the proposed water system for the Block was provided in the Addendum submission, further information is still required before the MESP can be considered acceptable and complete. Specifically, a comprehensive plan should be provided, together with the appropriate narrative text that clearly describes the proposed water supply and distribution system for the proposed development within the Block. In addition, the need and timing for system improvements based on the proposed development phasing in the Block should be presented. The appropriate supporting water system analysis should also be provided."

The Engineering Department has also provided specific information on the outstanding issues which is contained in Attachment # 8, and their conditions of approval have been summarized and included in the "Recommendation" section of this report.

Water Distribution System

Based on the existing topography within Block 11, the development within the northern third and the southwest corner of the Block will be serviced by Pressure Districts 7 (PD#7) of the York Water Supply System. The balance of the Block falls within the service area of Pressure District 6 (PD#6).

The areas within PD#6 can be serviced by the extension of the existing water distribution system on Rutherford Road and connections to the proposed watermains in Block 10. Specifically, the Block 17 Developer's Group extended a PD#6 trunk watermain on Rutherford Road from Keele Street easterly to Confederation Parkway to service their block development. The further extension of this trunk watermain to the first primary road intersection east of Dufferin Street is recommended in order to provide adequate water supply and security to Blocks 10 and 11. This trunk watermain on Rutherford Road is proposed to be included in the next update of the City's Development Charge By-Law as a Special Service Area Development Charge.

The Pressure District 7 Interconnection trunk watermain currently being constructed by the Region of York on Dufferin Street and Major Mackenzie Drive together with interconnections with the water system in Block 18 will provide the necessary water supply to the northern portion of Block 11.

Sanitary Servicing

The proposed Regional Bathurst Street Sanitary Trunk sewer will provide the sanitary outlet for Blocks 10, 11 and 12.

Under the current Regional Master Sewer Plan, the projected in-service date for the section of the Bathurst Collector from Steeles Avenue to about the mid-point of Block 10 is 2004/5. In 2001, the Region completed a Class Environmental Assessment for the extension of the Bathurst Street Trunk Sewer from Block 10 northerly to service Blocks 11 and 12. The Class EA recommended that the preferred route for the sewer extension be along the north-south primary road in Block 11. Accordingly, the Block 11 Landowners would need to coordinate the construction of the Bathurst Street Trunk Extension with the City and Region.

Surface Water Resources and Management:

Block 11 is entirely located within the Don River Watershed. The storm water management plan for Block 11 proposes the establishment of eight end-of-pipe storm water management facilities to control the urban storm water runoff in the Block to the target rates established for the lands within the Upper Don River Watershed. These facilities will also provide water quality treatment and erosion control.

From a drainage perspective, the locations of the storm water management facilities appear acceptable, however, further consideration will need to be given to the surrounding land uses and configuration of the facilities. The City's Design Standards Review provided a number of recommendations with respect to storm water management facilities including that they should be integrated as community amenities to optimize their use as a component of the publicly accessible open space network. In addition, a public road or publicly owned and accessible lands should be next to a substantial portion of the perimeter of a storm water management facility. The recommendations and design principles outlined in the City's Design Standards Review document should be implemented in the development of the Block.

Grading

Given the existing diverse topography of the Block, the MESP should include a landform conservation plan that demonstrates the existing landform character of the site will be maintained

to the greatest extent practical. This plan shall identify preliminary road grades and lot grading. The City will consider modifying engineering and design standards in order to achieve the objectives of landform conservation.

Noise

The development within Block 11 will be subjected to noise from road traffic on Rutherford Road, Dufferin Street, Major Mackenzie Drive and Bathurst Street. Other potential noise sources in the area such as the operation of the Keele Valley Landfill and the Eagle Rock Sand & Gravel, and the existing employment uses near Bathurst Street and Rutherford Road were not audible during on site investigations by the noise consultant. However, the potential noise impact of these land uses should be investigated further when the detailed noise assessment is undertaken for each subdivision.

The preliminary noise impact assessment concludes that residential development is feasible in Block 11 with the implementation of standard noise attenuation measures. Specifically, sound attenuation barriers ranging in heights between 2.5 to 5.0 metres in height will be required to protect reversed frontage and flanking lots that are exposed to arterial road traffic. These noise barriers may be in the form of acoustic fences, with or without berming. We note that buffer blocks have been identified on the Block Plan to accommodate the required noise barriers. The width of these buffer blocks shall be finalized through the detailed design of each subdivision.

For residential lots that are adjacent to the arterial and collector roads, the installation of central air conditioning in each home will be mandatory. Lots that are partially exposed to arterial road traffic noise will require installation of a forced air ducting system to enable installation of central air conditioning equipment at a future date.

The proposed road network internal to Block 11 includes two collector roads. The potential noise impact on the residential development from traffic on the collector roads and mechanical noise from the proposed commercial uses shall be investigated in conjunction with the detailed noise assessment for each subdivision.

Development Staging

OPA #600 provides that, within each Block, an Infrastructure Phasing Plan be approved by Council, identifying water and sewer trunks, arterial and primary roads (and sections thereof) to be constructed in each subsequent phase. Planned development in Block 11 will entail a minimum of two development phases. As a condition of block plan approval, this Phasing Plan requires Council's approval.

Transportation

The primary road network was developed through extensive consultation with City Staff, and subject to a Peer Review of the Block 11 Transportation Study. A Peer Review was undertaken because of differences between the proposed road network and the road network shown on Schedule "J" of OPA 600, and concerns with potential traffic impacts from the Macmillan Nature Preserve and the institutional uses proposed on the UJA lands. There was the potential for high north-south traffic volumes through the middle of Block 11 and into Block 10, operational impacts in the southern portion of the block, and poor vehicular levels of service at several of the primary road intersections. The final Plan more closely conforms to OPA # 600, and follows the recommendations of the Peer Review. Specifically:

Road Pattern/Transportation Study

The proposed Block Plan incorporates the following primary road network:

- A continuous central north-south primary/collector road through Block 11 connecting the westerly primary road in Block 12 with the central primary road in Block 10.
- A continuous easterly north-south primary road through Block 11 connecting the easterly primary road in Block 12 with Rutherford Road.
- A continuous westerly north/south primary road connecting the southwest part of Block 11 and the District Centre through Block 10 to Highway #7.
- A continuous east-west primary road (in the north half of Block 11 - Streets G1, G2), connecting to Block 18 and to McCallum Drive at Bathurst Street in the Town of Richmond Hill.
- A continuous east/west primary road (in the south half of Block 11 - Streets B, H), connecting to the southerly Block 18 east/west primary and to Shaw Boulevard at Bathurst Street in Richmond Hill.
- A central east/west primary road (Block 11 – Street "F") extending west from Weldrick Road at Bathurst Street, along the northern edge of the UJA lands.

The Block Plan has undergone a number of revisions with respect to road network. The final Plan has been reviewed by Vaughan Engineering for its compliance with the Peer review recommendations as follows:

- The primary road network has been modified to provide an acceptable level of east-west travel connectivity in the southern portion of the Plan, through the lining up of Streets "B" and "H" providing direct connections to both Dufferin Street and Bathurst Street.
- Adequate access and mobility for the residential area north of Rutherford Road, west of Street D, has been addressed through provision of a right in/right out access for the area on Rutherford Road (Street "I").
- Traffic signals are now proposed at the following four primary road intersections: Street "E"/Street "F", Street "D"/Street "B", Street "D", Street "F", and Street "D"/Street "G".
- Street classifications have been revised as necessary to comply with OPA #600, given the revised traffic volumes. Some of the street classifications have been revised to comply with the traffic volume thresholds set out in OPA 600. Street D between Street F and Rutherford Road, Street E between Street F and Rutherford Road, and Street F between Street D and Bathurst Street are now shown as collector roads rather than primary roads.
- Residential frontages on streets with projected volumes above the primary road threshold have been minimized.

Other Transportation Issues

The location of Street D intersection with Major Mackenzie Drive has been shifted to the east. Engineering Staff have no concerns with the new location as long as it forms a four-way intersection with the north/south primary road which connects to Dufferin Street in Block 12. Engineering Staff recommend that three internal north-south road connections be incorporated in the northeast quadrant of the block, south of the planned elementary school, to increase internal connectivity and lessen the potential for speeding. The opportunity of making an additional road connection to Bathurst Street opposite Pemberton Road should also be explored. Finally, the Transportation Management Plan for Block 11 should incorporate more traffic calming measures to discourage speeding, particularly along the primary and collector roads.

Region of York Transportation and Works

The Region of York Transportation and Works Department has reviewed the proposed block plan and provided the following comments:

Servicing

In accordance with the provisions of Vaughan's OPA #600, the City shall confirm the allocation of servicing capacity for the subject lands prior to the approval of any draft plans of subdivisions.

Transit

From a passenger accessibility perspective, we note several circumstances in which the design and lay-out of certain areas within Block 11 exceed the standard 400 metre walking distance to transit service, namely:

- a) In the proposed Low Density residential neighbourhood situated in the northwest quadrant of the Block, immediately north of the proposed Nature Preserve, the re-positioning of Street G1 further south in order to reduce walking distances, or alternatively the provision of a pedestrian walkway linking this area to Dufferin Street in order to reduce walking distances to transit service, should be considered.
- b) In the proposed Low Density Residential neighbourhood situated in the southeast quadrant of the Block, immediately east of the intersection of Streets "B" and "D", the provision of a pedestrian walkway should be considered which would directly link this area to Street "D".
- c) Similarly in the proposed Low Density residential neighbourhood located just north of Street "F", immediately east of the valley block, the provision of a direct pedestrian walkway from this area to Street "D" would reduce walking distances to transit services.
- d) Streets "D", "E", "F", "G1" and "G2" have been identified as candidates for future transit services. Accordingly, these streets should be built to allow safe access by buses with a minimum 12 meter paved width and 15 meter corner radii.
- e) Physical, traffic calming measures (ie. tables, bumps, or humps), should not be provided on roads with transit or in the vicinity of schools. As a minimum, if traffic calming measures are necessary they should take into account the characteristics of transit vehicles, with the aim of minimizing delays and discomfort experienced by the ridership.
- f) The six watercourse crossings planned within Block 11 need to be developed as part of the first phase of development, particularly Streets "D", "F", "G1" and "G2", to facilitate the provision of transit services.
- g) Direct pedestrian access shall be provided to Bathurst Street and Major Mackenzie Drive.
- h) Bus-stops should be located approximately every 250-300 meters apart. The bus-stop locations proposed in the Block Transportation Study (Exhibit 5) will need to be adjusted.
- i) Staff recommend that the building entrance to the secondary school site be sited to encourage pedestrian use of the signalized intersection and transit stop in order to minimize pedestrian vehicle/jaywalking conflicts elsewhere.

Recommendations f) to h) inclusive will be included as part of the conditional approval for the Block Plan. Other comments will be considered by City Staff as part of their review and finalization of the Master Landscape Plan and the Traffic Calming Plan for the Block.

Archaeological and Heritage Assessment

Archaeological

A Stage 1 Archaeological Assessment of Block 11 has determined that eight archaeological sites have been registered in the block plan area. The block plan area has also been generally characterized as having archaeological potential based on the presence of several watercourses within the study area limits and on the historic land use. The report concludes that a detailed determination of archaeological potential, including a field review, must be conducted in order to visually assess archaeological potential, and to confirm the degree to which recent construction may have affected archaeological potential.

The Cultural Services Department of Recreation and Culture has provided the following comments:

Heritage

The following structures, which are listed in the Inventory of Heritage Structures for the City, are considered to be highly significant:

- 9740 Bathurst Street
- 910 Rutherford Road
- 1010 Rutherford Road
- 1040 Rutherford Road
- 1076 Rutherford Road
- 9933 Dufferin Street (Graham House only)
- 9605 Dufferin Street (Both the William Cook and Valentine Keffer House)

The remaining structures from the Inventory list should be further assessed for architectural and historical significance:

- 995 Major Mackenzie Drive
- 1061 Major Mackenzie Drive
- 9933 Bathurst Street (north building)

The Heritage Vaughan Committee, an advisory committee to Vaughan Council regarding heritage issues, will have to review all proposals for preservation and/or removal of these structures. Additionally, it is recommended that as per section 4.2.6.4 (i) & (ii) of OPA # 600, that a Cultural Heritage Assessment be prepared by a qualified heritage consultant as supporting material for the Block 11 Plan.

Urban Design

Urban Design Guidelines

A review of City Urban Design Guidelines was undertaken in the Fall of 2001. The objective of the review was to establish a zoning framework that would encourage more innovative forms of housing to meet community urban design objectives and market expectations. The New Design Standards were approved by Council on November 26, 2001, and incorporated into City Zoning By-law 1-88 earlier this year (By-law 192-2002). The proposed design guidelines for Block 11 will be reviewed in the context of the New Urban Design Guidelines. Once the Urban Design

Guidelines are approved for the block, a revised architectural guidelines report for Block 11 should be prepared and submitted to the City for approval.

Urban Design Guidelines prepared by Paul Cosburn Associates Limited have been submitted for Block 11. The guidelines deal with design treatments for parks and schools, valley lands and woodlots, greenways and trails, focal points and treatments for stormwater management facilities. Streetscape design elements are recommended for arterial and primary roads that address community identity, and entrances. The Urban Design Guidelines proposed for the Block 11 community require further detailed text with respect to the community structuring elements, community character, lotting fabric, built form and the public realm streetscape. These guidelines must be finalized to the satisfaction of the City prior to the approval of any draft plans in the Block 11 Plan area. These guidelines shall comply with the amended City Design Standards as approved by City Council, that include but are not limited to the following treatments:

- Boulevard and sidewalk design;
- Tree locations;
- Above and below grade utilities;
- On-street parking;
- Community feature locations, including design principles for high quality bridge structures in the Block 11 urban streetscape fabric;
- Public realm landscape architecture;
- Urban design built form guidelines for commercial, institutional and townhouse development

Streetscape Design

The following are recommendations from the Urban Design Department respecting streetscape design:

1. The continuous sidewalk along the arterial roads offers opportunities to link the adjacent communities with pedestrian connections.
2. Where fencing is required along the highly exposed community edges, decorative fencing should be integrated with the appropriate landscape planting buffers to create a high quality urban streetscape.
3. Where noise attenuation walls are required, they should be located in the private residential lots with the appropriate landscape buffers along the arterial roads.
4. All entry feature structures such as walls, columns, piers and ornamental fencing should be located within dedicated public entrance feature blocks and should not prevent the connection of private front walks to the public sidewalk.
5. The street lighting and pathway illumination shall be visually coordinated with respect to style, colour and design.

Landscape Masterplan

A Landscape Master Plan shall be developed for the Block 11 community, prior to approval of any draft plans of subdivision for the Block. The Master Plan shall address but not be limited to the following issues:

1. The use of hard and soft landscape elements to define significant street vistas and generate a pleasing public realm street character.

2. Landscape and streetscape treatments for the community edges including the parallel window streets and pedestrian access to arterial roads for public transit services.
3. Entry and special landscape features which express and enhance the community identity.
4. Landscaping of open space lands including pedestrian/cycling trails, bridge crossings, pedestrian access points, seating areas and erosion repair sites.
5. The landscape treatment of stormwater management facilities.
6. Preliminary park facility fits that demonstrate the park block is of sufficient size and configuration to accommodate the required facilities.
7. Special furniture, including benches, waste receptacles, bicycle racks, and tree grates shall be provided throughout the block that support the community character.

Stormwater Management Facilities

1. The proposed stormwater management design for this Block Plan creates numerous stormwater management ponds throughout the Block and permits some excellent opportunities for pedestrian pathways within the facilities.

Access points and alignment is subject to further discussion during the finalization of the Landscape Masterplan for the Block 11 community.

The detailed design of each pond facility shall incorporate the following criteria to the satisfaction of the City:

- a) all pond facilities shall be fully planted with species suitable to the water fluctuation and sediment deposition, both during and after subdivision development.
 - b) All ponds shall be curvilinear and natural form and include natural elements such as legerock/armour stone around headwalls and on side slopes.
 - c) 15 metre setback from high water line (first flush) to all residential property lines.
 - d) Pond slopes shall vary from a maximum of 3:1 to 5:1.
2. Should any stormwater management facility be provided within a designated open space or environmental feature, the total area will be subject to the 5% Parkland Dedication requirements under the Planning Act.

MESP Terrestrial Resources

The Urban Design Department has reviewed the Terrestrial Resources technical report provided in the MESP and comments as follows:

1. The individual vegetation units for the tableland woodlots have been inventoried and assessed for both health and capacity to withstand development in accordance with City OPA #600, Vegetation Inventory, Assessment and Preservation Guidelines. However, the depth and composition of any required buffer zones have not been identified in the report. It is imperative that the buffers and edge management zones for all environmental features be addressed prior to defining the limits of development.

2. The Urban Design Department requires that when defining the edge of environmental features, the defined edge is generally regarded as 1 metre outside the established dripline.
3. A mitigation strategy for the terrestrial resources shall be included as part of the submission of the Environment Impact Statement. The documentation must include the following:
 - a) Recommendations with respect to remedial and mitigation measures required within designated impact zones, including any edge management planting or maintenance programs.
 - b) An assessment of the effectiveness of the proposed/selected mitigation techniques.
 - c) A conceptual monitoring program specific to identified effects.
 - d) Identification of proposed limits of clearing.
 - e) Restoration opportunities.

The vegetation units in the numerous hedgerows that have been assessed for possible preservation will be subject to detailed vegetation preservation plans at the draft plan of subdivision stage.

Conclusion

Staff support the approval of the Block 11 block plan, subject to the exclusion of certain properties identified in this report, and subject to satisfying the conditions described in the "Recommendation" section and/or red-lined on Attachment #4. Given the broad scope of outstanding conditions still to be satisfied, it must be recognized that many of the elements of this Block Plan are potentially subject to modification, including the land uses, lot yield, road configuration, and location of public services and facilities (i.e schools, parks, storm ponds, trails). When the noted conditions have been satisfied, the Block 11 Landowner Group should provide the City with a final version of the Block Plan and supporting documents, reflecting all such modifications.

The Block 11 Landowner Group has completed considerable work to date in the preparation of the Block Plan. As noted in this report, work still remains to be done to address the identified concerns. The Landowners Group is aware that additional work remains to be completed. Staff will continue to work closely with the proponents to address the remaining issues. The recommendations of this report summarize the conditions of approval associated with this Block Plan, and the conditions of approval for subsequent draft plans of subdivision and site plans in Block 11. The conditions of approval address the scope, timing and staging of construction of public infrastructure to enable the Block's full development, including its water and sewer services, roads, bridges, parks and schools.

Attachments

1. Proposed Block 11 Plan
2. Areas not subject to Block Plan Approval
3. OPA # 600, Schedule "C"
4. Red-lined Block 11 Plan
5. Proposed Transportation Management Plan
6. Proposed Sidewalk/Pathway Plan
7. TRCA Letter of November 4/02 – Conditions of Block Plan Approval
8. Vaughan Engineering – List of Outstanding Issues

Report prepared by:

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Wayne McEachern, Manager of Policy, ext. 8026

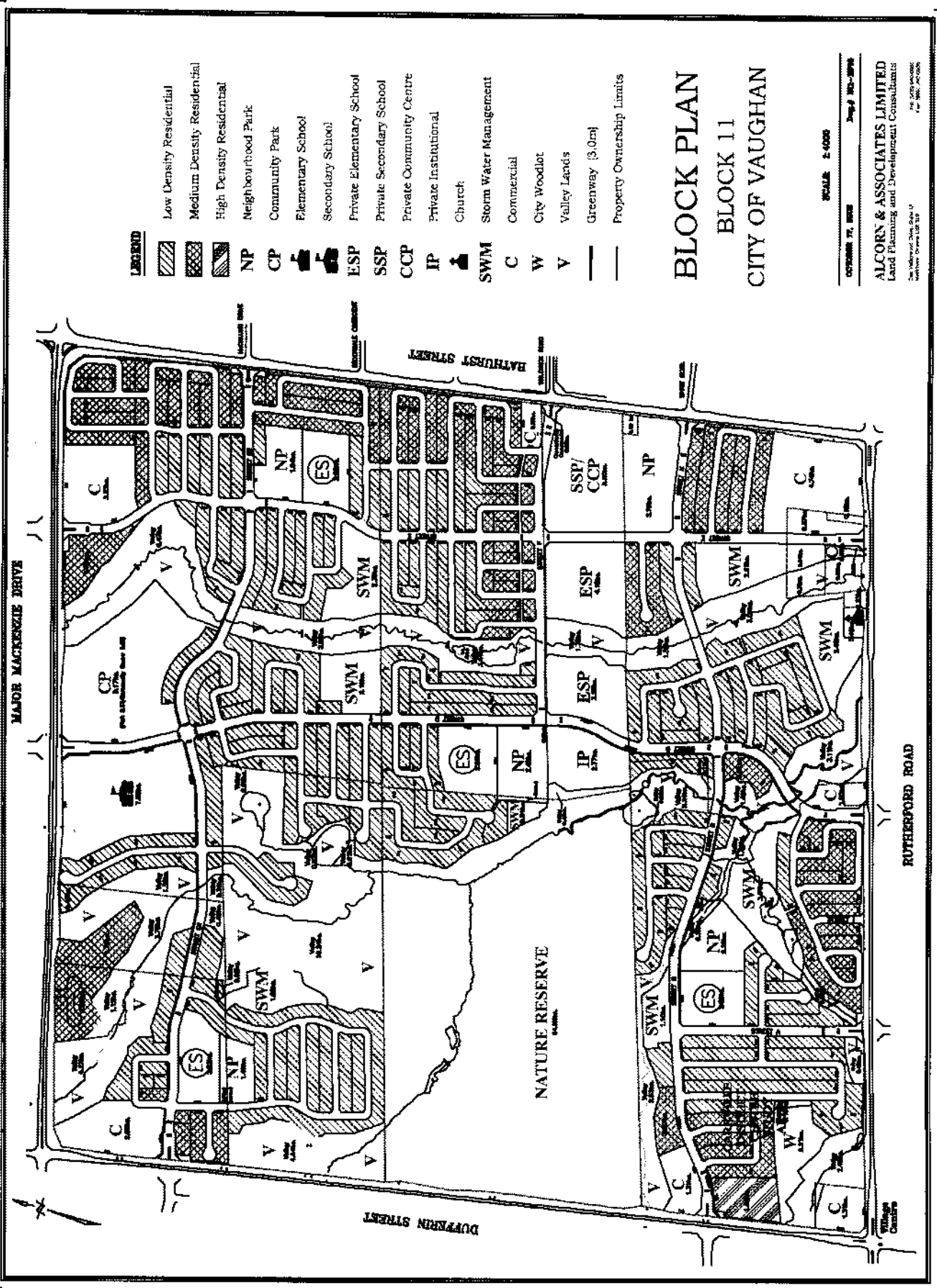
Respectfully submitted,

MICHAEL DeANGELIS
Commissioner of Planning

JOANNE ARBOUR
Director of Community Planning

/CM

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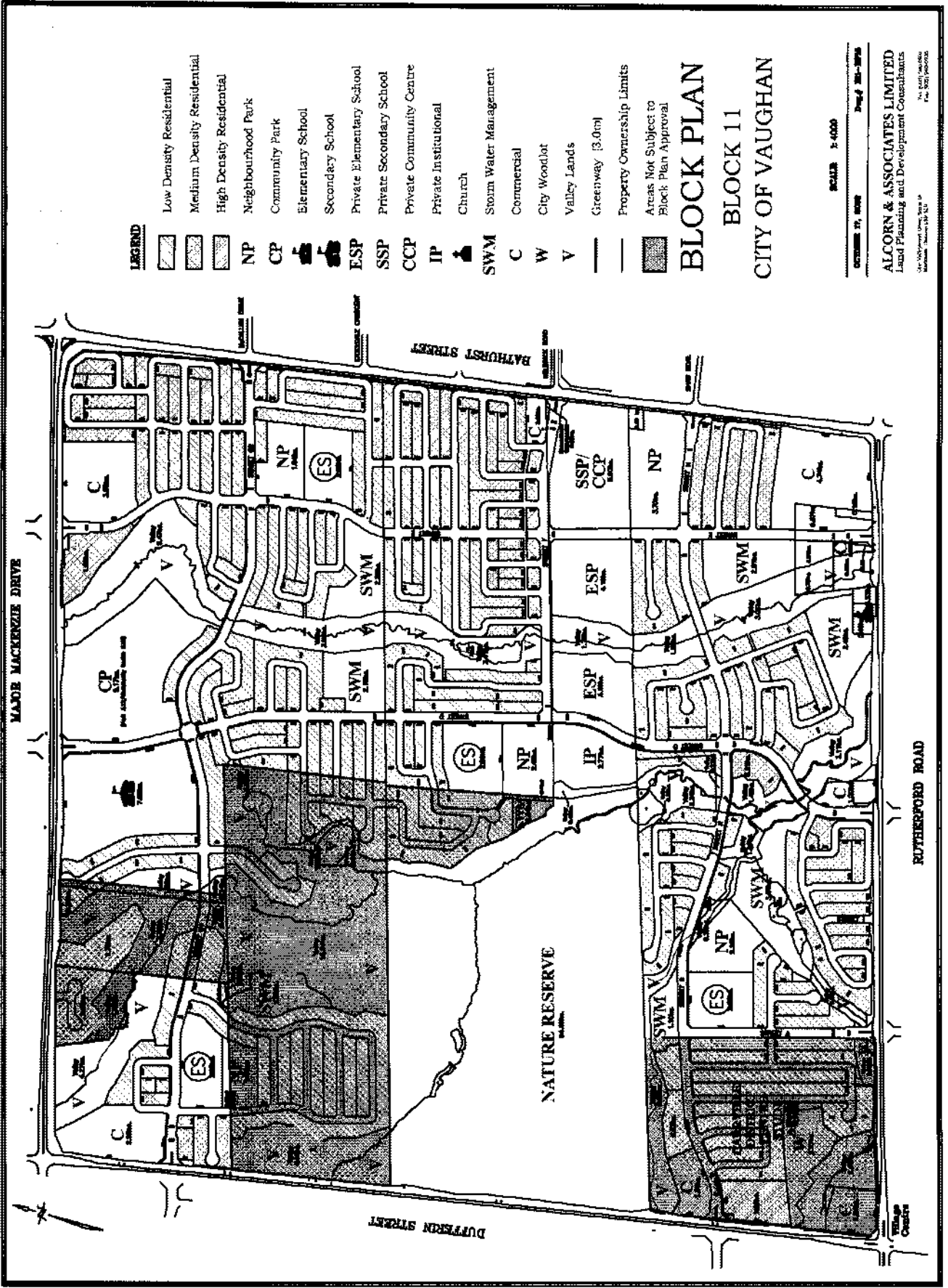


- LEGEND**
- Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Neighbourhood Park
 - Community Park
 - Elementary School
 - Secondary School
 - Private Elementary School
 - Private Secondary School
 - Private Community Centre
 - Private Institutional
 - Church
 - Storm Water Management
 - Commercial
 - City Woodlot
 - Valley Laxis
 - Greenway (3.0m)
 - Property Ownership Limits
- NP CP ES SSP CCP IP SWM C W V Greenway (3.0m) Property Ownership Limits

**BLOCK PLAN
BLOCK 11
CITY OF VAUGHAN**

DATE: 11/12/2002
 SCALE: NOT TO SCALE
 APPLICANT: NINE-TEN WEST LIMITED, ET. AL
 ALCORN & ASSOCIATES LIMITED
 Land Planning and Development Consultants
 200 Midland Ave., Suite 117
 Scarborough, Ontario M1V 4W5
 Tel: (416) 291-2000
 Fax: (416) 291-2006

ATTACHMENT '1' BLOCK PLAN	FILE #:	REPORT #:	DATE:
	BL.11.2001	LOCATION: LOTS 16 TO 20, CONCESSION 2	CITY OF VAUGHAN PLANNING DEPARTMENT



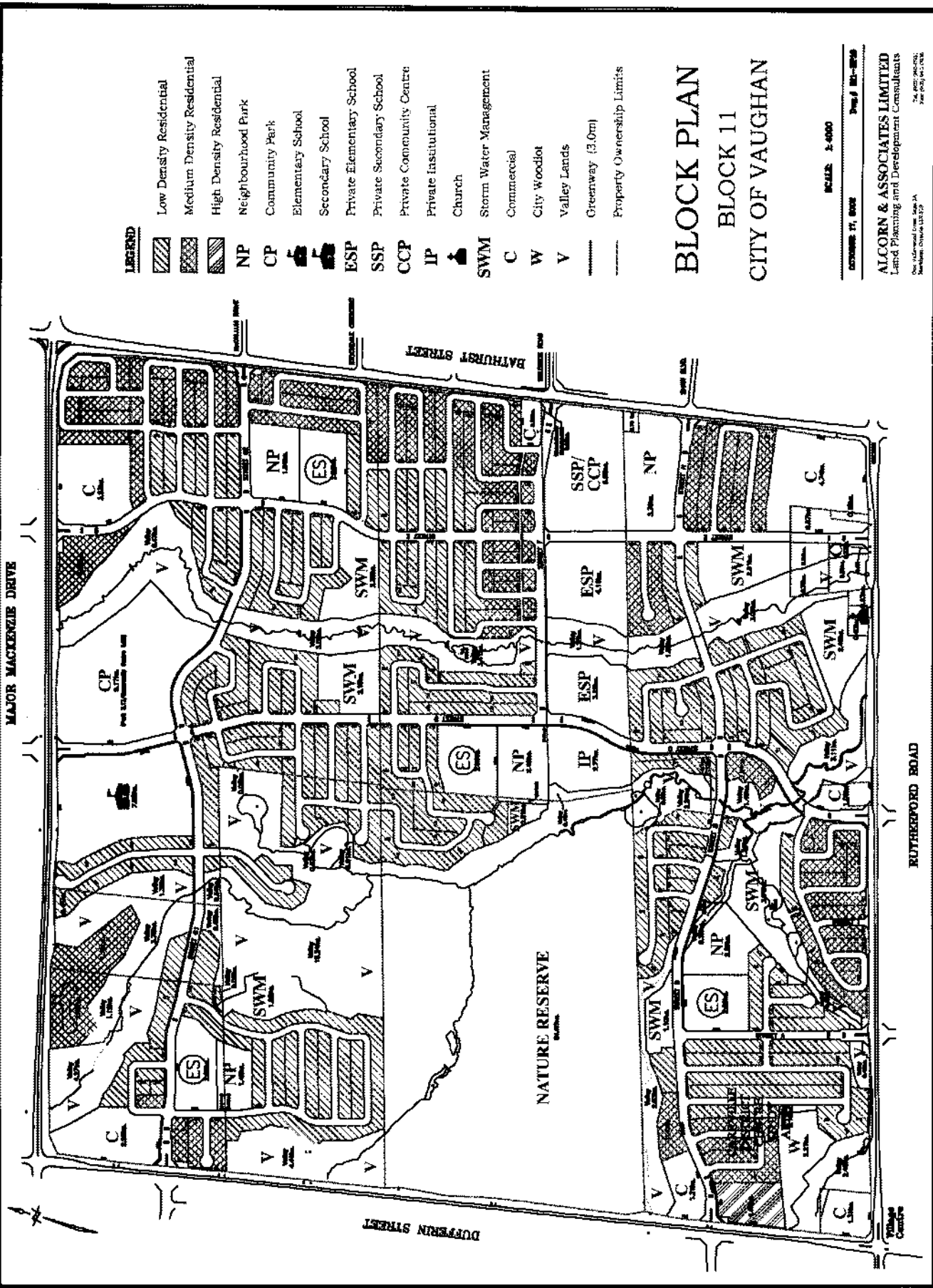
LEGEND

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighbourhood Park
- Community Park
- Elementary School
- Secondary School
- Private Elementary School
- Private Secondary School
- Private Community Centre
- Private Institutional
- Church
- Storm Water Management
- Commercial
- City Woodlot
- Valley Lands
- Greenway (3.0m)
- Property Ownership Limits
- Areas Not Subject to Block Plan Approval

BLOCK PLAN
BLOCK 11
CITY OF VAUGHAN

SCALE: 1:4000
 OCTOBER 27, 2002 Page 1 of 20
ALCORN & ASSOCIATES LIMITED
 Land Planning and Development Consultants
 100 Adelaide Street East, Suite 1100
 Toronto, Ontario M5H 1A2

<h1>ATTACHMENT '2'</h1> <h2>BLOCK PLAN</h2>	FILE #:	REPORT #:	DATE: 11/05/2002
	BL11.2001	LOTION: LOTS 16 TO 20, CONCESSION 2	APPLICANT: CITY OF VAUGHAN PLANNING DEPARTMENT
		SCALE: NOT TO SCALE	
		NINE-TEN WEST LIMITED, ET. AL	

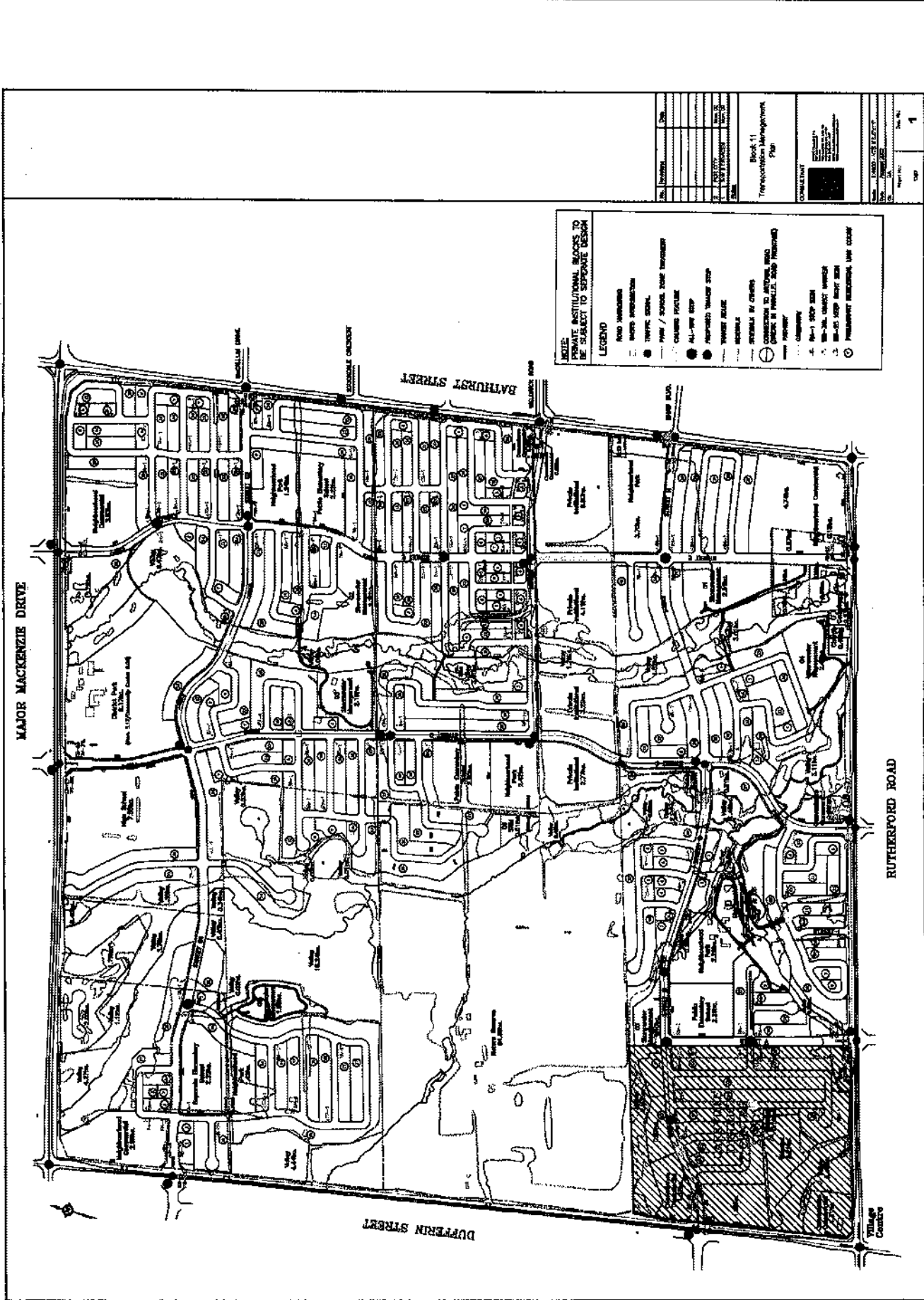


ATTACHMENT '4'		FILE #:	REPORT #:	DATE:
RED-LINED		BL.11.2001	LOCATION:	11/12/2002
BLOCK PLAN		LOTS 16 TO 20, CONCESSION 2	CITY OF VAUGHAN	SCALE: NOT TO SCALE
			PLANNING DEPARTMENT	APPLICANT:
			NINE-TEN WEST LIMITED, ET. AL	

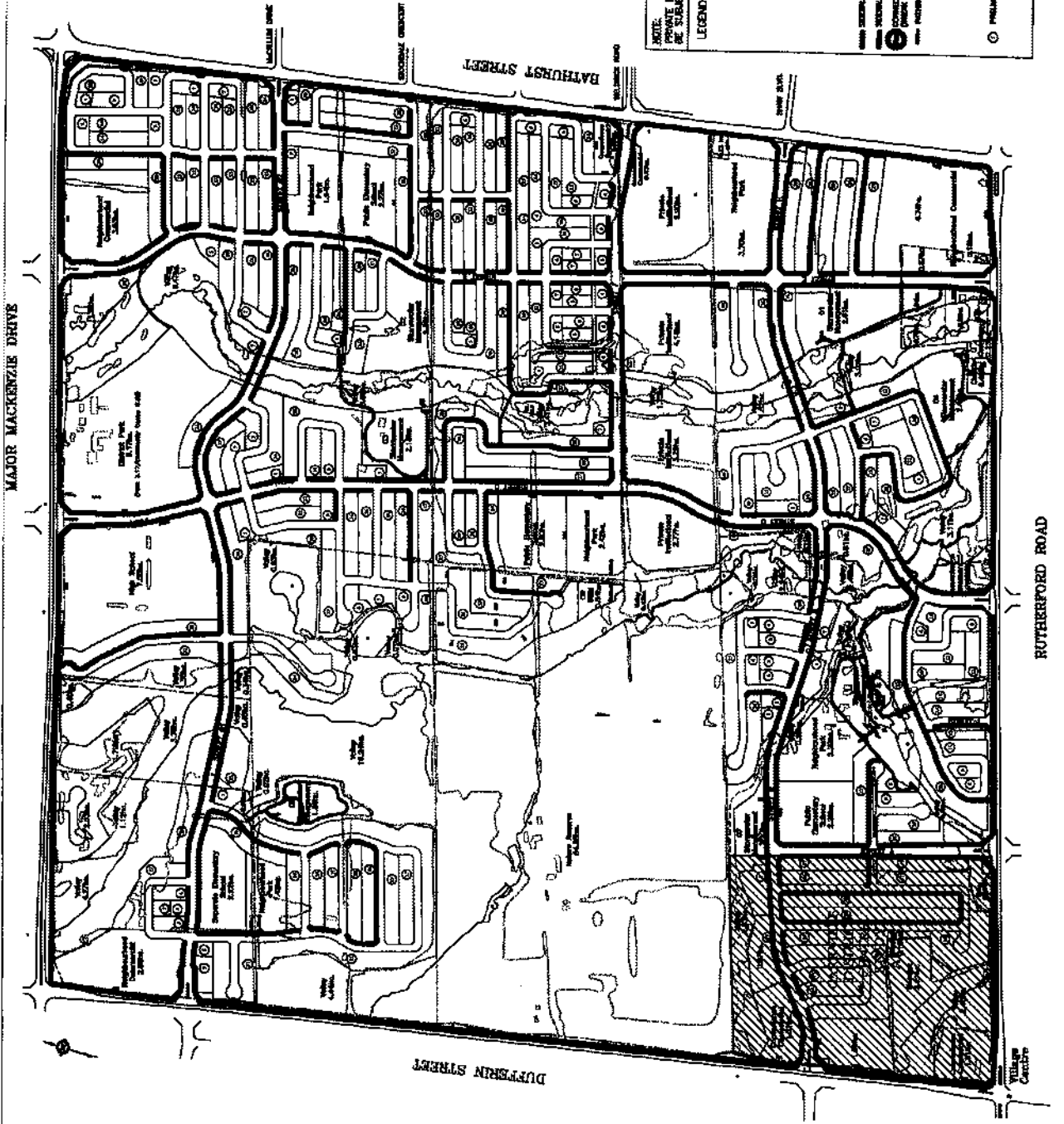
LEGEND:
 Low Density Residential
 Medium Density Residential
 High Density Residential
 Neighbourhood Park
 Community Park
 Elementary School
 Secondary School
 Private Elementary School
 Private Secondary School
 Private Community Centre
 Private Institutional
 Church
 Storm Water Management
 Commercial
 City Woodlot
 Valley Lands
 Greenway (3.0m)
 Property Ownership Limits

BLOCK PLAN
BLOCK 11
CITY OF VAUGHAN

EXHIBIT P1, 0000
 SCALE: 2:4000
 Page 9 of 10-0000
ALCORN & ASSOCIATES LIMITED
 Land Planning and Development Consultants
 24, 4027 SHEPPARD AVE. EAST
 MARKHAM, ONTARIO L3R 9V9



ATTACHMENT '5' TRANSPORTATION MANAGEMENT PLAN	FILE #: BL.11.2001	REPORT #: LOCATION: LOTS 16 TO 20, CONCESSION 2	DATE: 11/12/2002
	CITY OF VAUGHAN PLANNING DEPARTMENT		SCALE: NOT TO SCALE
			APPLICANT: NINE-TEN WEST LIMITED, ET. AL



NOTE: PRIVATE INSTRUMENTAL BLOCKS TO BE SUBJECT TO SEPARATE DESIGN

LEGEND

WATER SERVICE LINE

SEWER SERVICE LINE

GAS SERVICE LINE

UTILITY EASEMENT

PROPOSED SIDEWALK

PROPOSED PATHWAY

DATE	11/12/2002
SCALE	NOT TO SCALE
APPLICANT	CITY OF VAUGHAN PLANNING DEPARTMENT
REPORT #	BL11.2001
LOCATION	LOTS 16 TO 20, CONCESSION 2
FILE #	BL11.2001
ATTACHMENT	'6' SIDEWALK/PATHWAY PLAN
DATE	11/12/2002
SCALE	NOT TO SCALE
APPLICANT	NINE-TEN WEST LIMITED, ET. AL
REPORT #	
LOCATION	
FILE #	
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REPORT #	
LOCATION	
FILE #	
ATTACHMENT	

ATTACHMENT '6' SIDEWALK/PATHWAY PLAN

FILE #:
BL11.2001

REPORT #:
LOCATION:
LOTS 16 TO 20,
CONCESSION 2

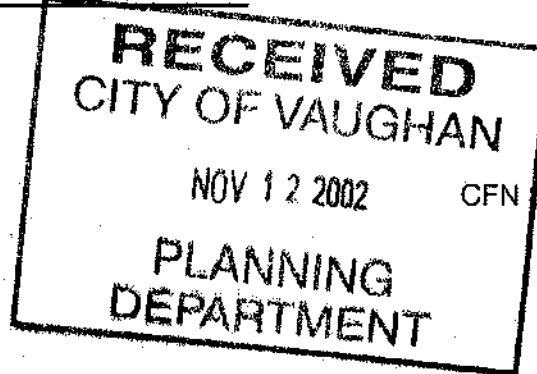
CITY OF VAUGHAN
PLANNING DEPARTMENT

DATE: 11/12/2002
SCALE: NOT TO SCALE
APPLICANT: NINE-TEN WEST LIMITED, ET. AL



November 4, 2002

Ms. Anna Sicilia
Community Planning Department
City of Vaughan
2141 Major Mackenzie Drive
Maple, ON L6A 1T1



Dear Ms. Sicilia,

Re: Block 11 - Master Environmental Servicing Plan
City File BL.11.2001
Lots 16-20, Concession 2 WYS
City of Vaughan (Nine-Ten West Limited et al.)

Further to our comments of January 15, 2002, we wish to provide our comments on both the submissions and our remaining concerns as discussed at our recent site walks and meetings for the Block 11 Plan.

In general, Toronto and Region Conservation Authority (TRCA) staff have a number of issues with the Block Plan and the level of detail provided in supporting information attempting to address these concerns. Upon review of all submissions, addendum reports and site investigations, TRCA staff continue to have concerns with the conceptual land-use layout as illustrated without adequate consideration of the almost certain need for revision to this layout at the time of individual development applications. In particular, lot fabrics for those areas adjacent to Valleyland and/or Stormwater Management Facility Blocks may require revision to address those concerns noted herein.

These comments are outlined in point-by-point form generally correspond to the sequence of responses within the Block 11 Addendum Report, Main Text, August 2002, and incorporate our review of subsequent submissions and results of the hydrogeologic peer review conducted by Mr. Paul Bowen of Terraprobe Limited.

Sections A, B & C: Water Balance, Groundwater Resources & Hydrogeology, Stormwater Management:

As noted in correspondence from Mr. Paul Bowen of August 16th, 2002, the hydrogeologic components of the Block Plan revealed a number of deficiencies which have been discussed in the October 2002 Hydrogeological Addendum Report (Dillon Consulting Ltd). Review comments from Terraprobe Ltd. dated November 1st, 2002 note the following:

1. Through the provision of additional information based on further site investigation, hydrogeological studies reveal the presence of significant groundwater recharge areas in the north and west areas of the Block. Discharge zones have been identified and generally fall within the valleylands and open space blocks.

...2



2. A water balance has been conducted which indicates significant increases in post-development runoff. The applicants have indicated that the infiltration of roof runoff from the residential blocks will maintain or enhance existing groundwater recharge and volumes. There is no detail, however, on how this will be achieved. In the absence of this information, the maintenance of infiltration may require special infrastructure (such as third pipe) to ensure that volumes and flow paths of shallow groundwater are not impaired, and accordingly, may affect the limits of development.

It is recommended that the water balance use an infiltration rate of 125/150 mm/a as opposed to the 100mm/a indicated in the addendum.

3. The addendum report has identified areas which may pose a constraint to the construction of services and houses, proposing remedies which includes reduction in the depth of house foundations and raising grades. In addition, the installation of drains within sewer trenches are proposed for those areas in the extreme northern and southern end of the Block are recommended to convey or re-direct groundwater.

It is acknowledged by the applicant that additional subsurface and surface investigations of groundwater levels will be required at the time of individual development application.

Stormwater Management Ponds & Hydrogeology:

4. Our review reveals concerns with the siting of Ponds 2, 3 and 8, where it is concluded that the base of the ponds may be close to or within the groundwater table, depending on final design parameters. It is noted that Pond 8 will be constructed below the top of the sand aquifer and will likely intercept groundwater flow. Additional detailed information should be collected (eg., boreholes etc.) to confirm current sub-surface conditions. A preliminary outlet design must also be provided prior to approval of the proposed location to confirm that slope erosion will not occur.
5. Ponds 5 and 6: Requested additional geomorphologic and ecological investigation for the purpose of determining an appropriate corridor width for the south-west tributary between SWM Ponds 5 and 6 has not been provided. A 10m low-flow channel is conceptually illustrated which in our experience, will be grossly inadequate. In addition, TRCA staff are furthermore concerned that the siting of Ponds 5 and 6 at the locations proposed may interfere with local shallow groundwater tables based upon observations made on site.
6. The proposed block plan includes a 72 ha drainage diversion along the east limit of the site area adjacent to Bathurst Street. The diversion of flow was examined and can be considered in principle given that flows currently discharge to an existing storm sewer system. The reduction in area to the East Don River east of Bathurst is negligible and flows combine into a common receiving system short distance downstream.

Notwithstanding, given the increased drainage area proposed to outlet to the east tributary within the block planning area, over-control within SWM Pond 1 and Pond 2 will be required based unit release rates applied to existing drainage areas in order to prevent increased erosion and flooding downstream.

7. The following comments refer to attachments in the Addendum Report:

Attachment A: Please confirm how the development area east of Pond 7 and north of the east swale (shown on Figure 17) can be serviced by proposed Pond 6;

Attachment D: An additional pond is indicated on Figure 12 (Pond 2). Please review and revise accordingly.

- Attachment E:**
- i) Provide pond side slope information on pond drawings 4, 5, 6, 7 and 8.
 - ii) Confirm proposed pond levels shown on pond drawings 5 and 7.
 - iii) Revise the location of the pond profile shown on drawing 6 to show the receiving watercourse at a lower elevation in order to confirm proper pond function (i.e., existing profile appears to be located through existing farm crossing).
 - iv) As noted in previous comment, we will require additional information to confirm how proposed outflows will be conveyed from proposed SWM pond 8 to the receiving watercourse (eg., location, preliminary channel design etc.).

- Attachment H:**
- i) Erosion sizing summary table should be noted as interim and must be revised based on results of the required comprehensive erosion assessment.
 - ii) As noted previously, quantity control targets used to size SWM ponds 1 and 2 must be revised to reflect current drainage areas values (i.e., Don Sub-Basin 18).

Attachment I: Given the recent participation of the Venturon development, please confirm whether interim SWM Pond 8 will be required. However, concerns with the location of Pond 8, as noted above, must be addressed as the sequence development applications dictate.

Attachment KK: Drainage areas calculated for SWM Pond 6 and 7 (i.e., 24.4 ha and 14.3ha) do not match values indicated on Figure 17 or within Attachment H (i.e., 26.5 ha and 11.9 ha).

Attachment MM: The proposed crossing configurations provided in Attachment MM are based solely on hydraulic requirements (i.e., passage of flows). No additional information has been provided to assess other key functions that must be addressed in order to provide an acceptable design (eg., aquatic, terrestrial, corridor, meander belt, wildlife and human passage etc.) See comments under Section F below.

Contingency & Monitoring:

7. The applicants proposed a monitoring plan to assess groundwater levels and base flow measurement through a network of approximately 6 wells, however, the locations of these wells and the frequency of monitoring proposed is not indicated. As a minimum, it is recommended that base flow be monitored at the upstream (north end of the Block) and downstream (south end of the Block) areas for both major watercourses within the Block. It is further recommended that the monitoring program be initiated immediately to provide the necessary baseline information in advance of individual development applications.
8. It is noted by the applicants that significant contingency measures cannot be implemented after the site has been designed and developed and TRCA staff concur. Accordingly, it is imperative to ensure that all potential development impacts on hydrogeology be properly identified and dealt with at the earliest stage of the Design process (i.e: Block Plan)

Accordingly, given the concerns noted above, it is recommended that the applicant provide the following:

Additional information to address the locations of SWM Ponds 2, 3, 5, 6 and 8 or alternatively, the proponents must agree to a conditions that these ponds be relocated or re-configured if subsequent investigation reveals that they cannot be properly developed without compromising groundwater function. Where necessary, such relocation and/or re-configuration may require revision to the limits of development illustrated.

Furthermore, it is recommended that the following measures be implemented during the draft plan approvals process for individual applications, and that these requirements be acknowledged within the Block Plan:

- i) Further subsurface investigation and delineation of groundwater levels. Using this information, the constraints to servicing and site grading must be identified and confirmed. In addition, the requirements for short-term (construction) groundwater control and mitigating measures should also be identified.

- ii) Revision of the water balance as outlined in comments under Section A, B, C (2) above.
- iii) Provision of specific design measures to maintain ground water recharge (i.e: lot level controls or other controls such as third pipe systems).
- iv) Conditions of draft approval are to ensure that groundwater function (recharge and discharge) are maintained through proper site design. This must include protection and maintenance of the zone of groundwater discharge noted in Figure 5 of the Addendum Report.

Section D - Erosion Analysis

1. Submission of a comprehensive erosion analysis required to determine streambank erosion requirements for all SWM facilities remains outstanding. It should be noted that the analysis is required to determine minimum storage and release rates not to confirm standard values currently applied in the original submission (i.e., 25 mm, 48 hour).

Section E - Floodplain Delineation

1. A digital copy of the floodplain mapping presented in the Addendum is required.
2. A review of the hard copy mapping (included in Attachment B) indicates that Regional Storm floodplain encroaches within the proposed development limit in several areas. It is also noted in the response to the City of Vaughan comments that minor cut and fill will be completed in order to address this issue. Without a suitable level of detail required to support a cut and fill balance, an in-principle approval is not acceptable without acknowledgement that detailed engineering may alter the lot fabric as illustrated on the Block Plan.

Section F: Aquatic and Terrestrial Resources:

1. **Setbacks and Buffers:** The addendum states that OPA 600 requires a valley buffer consisting of a minimum of 10m structural setback from the proposed rear lot line/staked valley feature limit which may be in private ownership based on technical studies. While this is an accurate statement with respect to the MINIMUM level of protection that may be accepted, staff wish to clarify the intent of the OPA 600 policies as follows:

The extent and treatment of valley land buffers should be determined through technical study. These studies should assess the nature and sensitivity of the natural feature (both hazard and ecological) as well as the potential impact of the proposed use, (ie, lighting, noise, drainage, public access, emergency access etc.) and determine the extent of buffering required (ie. width) and treatment (portion public, portion private, single block, rear yards etc.).

As stated above, this buffering function will be achieved with NO LESS THAN a 10m structural setback, IF the features and proposed adjacent land uses are conducive to this approach. The technical studies provided to date are not sufficient to support the proposed approach.

2. **Street Alignments and Valley Crossings:** As noted above, the addendum reports have not adequately addressed our concerns with the designs proposed for valley crossings and have rationalized proposed design based solely on hydraulic criteria.

As previously requested and as discussed on site, all crossings must ensure no hydraulic or flooding impacts in addition to providing for fish and wildlife passage and continuity of the valley corridor with minimal disturbance to natural features. As noted on site, there are crossings which are clearly not suitable for the culvert spans proposed, particularly for crossings of the main valley corridors for Streets B and D.

As a minimum, crossings must span the defined meander belt and provide for fish and wildlife passage. The valley lands are predominantly forested and the crossings must manage for the movement of wildlife to maintain connectivity. Where existing crossing areas are going to be used, they must be upgraded to the higher standard to ensure they do not become a "bottleneck" barrier to wildlife passage

Accordingly, TRCA staff cannot support the recommendations for street crossings provided in the Addendum Report and Attachment MM, and we will require explicit acknowledgement of the above concerns to be incorporated within the Block Plan, and the omission of Attachment MM.

3. **Valley Corridor Block - South-West Tributaries:** As noted above, we are particularly concerned with the watercourse between ponds 5 and 6 indicating a 10m corridor width, in conjunction with potential hydrogeological concerns which would further constrain the allocated land area. Furthermore, the Block Plan does not distinguish the valley/stream corridor lands from the SWM block.

In addition, the delineation of the limits of the valley corridor for the tributary flanking the southern boundary of the Nature Reserve (MacMillan Lands) eventually meeting the main valley corridor south of Street "B", appears to be arbitrary. The submission appears to illustrate cross sections suggesting 15 from top of bank to top of bank but there is no substantiating information to deem this adequate to accommodate an appropriate natural channel design.

Contrary to comments under Response 22 of the Addendum Report, implications of the Federal Fisheries Act cannot be assumed as attainable without alteration to the conceptual land-use layout. Constraints identified at detailed design may not provide favourable development limits for the applicant at the draft plan stage.

This also applies to the determination of the appropriateness of valley crossings discussed above. Accordingly, it is imperative that the Block Plan acknowledge the likelihood of revisions to the conceptual land-use layout provided.

4. The valley restoration plans provided are very conceptual and our concerns chiefly rest with the resolution of matters noted above, where the basic information is required to define the stream corridor prior to assessing an appropriate restoration plan.
5. Access to valleylands is restricted to a few east-west crossings and/or trails constructed in conjunction with stormwater management facility design. Given that there is no public buffer proposed, this could significantly limit access for future management purposes (hazard trees, erosion, fire, encroachment and dumping).

Geotechnical and Top-of-Bank Survey:

The most current top-of-bank survey provided by Randy Alcorn Associates, dated October 17th, 2002, illustrates a combination of "staked" limits, areas requiring staking, and areas where the applicant has proposed changes to the staked limits to address design limitations. As noted above, our concerns with approving this limit significantly compromises outstanding matters with respect to the valley corridor blocks and channel corridor width for the south-west tributaries and the cut/fill area on the eastern tributary. Furthermore, as acknowledged within the addendum, the need for additional geotechnical analysis will be determined, as required, during the review of individual development applications. As per normal practice, this may dictate the need for revisions to the top-of-bank as illustrated.

Accordingly, we require adequate consideration within the Block Plan to address the potential for revisions to the limits of development as illustrated, to address these outstanding matters.

Venturon & MacMillan Lands

Venturon: The TRCA is not in a position to incorporate detailed comments on the Venturon lands as they relate to the Block Plan. It is our understanding that the City of Vaughan will not include these areas or the conceptual land-use fabric illustrated on these lands as part of the Block Plan approval, in part due to implications of the Oak Ridges Moraine Conservation Plan (ORMCP) and the finalization of features mapping from the Province. On this understanding, we offer the following preliminary comments based upon our review of the submitted documentation.

Preliminary Servicing: (Schaeffer's, July 26, 2002)

1. Refer to the above comments with respect to the location of SWM Pond 8.
2. The proposed SWM strategy for the eastern Venturon lands illustrated on Figure 4 is not consistent with the current Block 11 MESP strategy.

Environmental Report - Development Potential: (Dillon, August, 2002)

1. Environmental information provided to support the proposal for the Venturon portion of Block 11 is inadequate. Site investigations revealed the need for much additional information. Outer boundaries of the forests and wetlands were staked and are to serve as a reference point for the provision of additional studies detailed inventory and evaluation in order to demonstrate appropriate buffers and connections.

Many of the natural areas on this site are wetlands they are very sensitive to changes in the levels, timing and duration of inundation, particularly the swamps. The water management scheme for the site needs to demonstrate maintenance of the current hydrologic conditions. We anticipate that the valleylands and forests on these lands will be mapped and designated as significant woodlands and wetlands by the MNR under the ORMCP. The technical guidelines will provide clear direction on the level of minimum level of inventory, buffering and connectivity which must occur.

2. Based upon site investigation, we have concerns with the small peninsula extending southward between the two eastern tributaries and forests. These areas are actively regenerating and in time have the potential to join the southwest wetland with the central swamp. The role of this area in terms of the other habitats on the site needs to be better addressed. In addition, there are several large hedgerows on these lands as well that should be evaluated both for habitat and for their role in providing some connectivity.

MacMillan Lands:

As with the Venturon Property, the TRCA is not in a position to incorporate detailed comments on the MacMillan lands at this time. Any future development application will be subject to provisions of the ORMCP and a detailed site walk must be completed to determine preliminary limits of development.

Please note that SWM Pond #9, as illustrated on the most current Block Plan layout, has not been reviewed as part of our hydrogeological assessment of the prior submissions.

Summary:

As noted, the TRCA is concerned with the premature approval of the Block 11 Plan in the absence of appropriate safeguards within the text and schedules ensuring that the limits of development, as illustrated, will not serve to compromise the issues outlined herein which the TRCA considers to be outstanding.

Accordingly, it is our recommendation that prior to the approval of the Block Plan, the applicants demonstrate to the satisfaction of the TRCA and the City of Vaughan the outstanding issues noted above, or, that the Block Plan be revised accordingly to require, as conditions for individual development applications, the following:

1. **That SWM Ponds 2, 3, 5, 6 and 8 be subject to additional hydrogeological, geomorphic and/or environmental Impact review which must demonstrate no adverse impacts to groundwater function, fish and wildlife habitat and valley corridor connectivity. Where subsequent investigation reveals that they cannot be properly developed without compromising these features, relocation and/or re-configuration of the Pond and/or Tableland blocks will be required.**
2. **That all valley crossings proposed be supported by the necessary detailed information to ensure that design accounts for, and incorporates the appropriate fluvial geomorphic criteria as determined by a detailed meander-belt analysis, provides for unimpeded passage of fish and wildlife, and maintains valley corridor connectivity.**
3. **That in consideration of the above and in conjunction with the proposed cut/fill, the provision of buffer areas where deemed suitable and necessary, and where future detailed geotechnical investigations demonstrate the need, the limits of development as illustrated on the Block Plan be subject to revision, as required and demonstrated by the review and approval of detailed technical submissions for individual development applications.**

It is the preference of the TRCA that the outstanding matters discussed herein be addressed prior to the approval of this Block Plan. We would request a response from both the applicants and the City detailing how these issues are proposed to be addressed.

Please note for future reference that all incoming correspondence on this matter should now be referred to **Ms. Sandra Malcic, Senior Planner**, (Ext. 5217).

Please do not hesitate to contact the undersigned should you have any questions.

Yours truly,



Jason L. Scott, Senior Planner
Development Services Section, Ext. 5280

cc: Eric Taylor, City of Vaughan
Karen Antonio, City of Vaughan
Luch Ognibene, Region of York
Randy Alcorn, Alcorn & Associates
Dave Ashfield, Schaeffers Engineering
Jennifer Harker, Dillon Consulting Ltd.
Donna Lue, Venturon
Carolyn Woodland, TRCA
Sandra Malcic, TRCA
Dena Lewis, TRCA
Glenn Farmer, TRCA

ATTACHMENT NO. 8

VAUGHAN ENGINEERING OUTSTANDING ISSUES

The following information is required:

- The Pressure District 6 and 7 water system boundary conditions that are used in the analysis of the water distribution system must be validated;
 - Submission of the minimum hour scenario analysis for PD 7. This was missing from Attachment BB;
 - A plan identifying all areas within the Block where residual pressures under peak hour demand periods are expected to be 310 kilopascals or less (under both interim and ultimate build out conditions);
 - All plans illustrating the proposed water system should be based on the current Block Plan;
 - We note several inconsistencies between the plans included as Attachments BB and CC in the MESP with respect to the proposed size of the core watermain;
 - Within the Block and the locations of the proposed connection points to the neighboring Blocks. These inconsistencies should be resolved; and
 - Clarification that the proposed water system will provide adequate water supply for fire protection for the various land uses within the Block.
1. The External Sanitary Drainage Plan provided in Attachment DD must be revised to incorporate the current Block Plan, proposed pipe sizes, and population and outlet points for all sub-trunks. All external tributary areas and population must correspond with the current Regional design for the Bathurst Trunk sewer as established through the Environmental Assessment for the Bathurst/Langstaff Trunks, and including any modifications determined via detailed design.
 2. Ground water balancing for the Block has been addressed in the Hydrogeological Addendum prepared by Dillan dated October 2002. The results of the ground water balancing investigation will be subject to review and comment by the City's peer review consultant Terraprobe, and TRCA.
 3. A plan identifying the major system overland flow routes has been provided in Attachment HH. However, this plan does not incorporate the current proposed Block Plan and related storm water management pond details and should be revised accordingly.
 4. The response in the addendum provides an explanation that the watercourse and drainage pattern is to be re-established to that which existed prior to farming activities. Details on how long the current drainage pattern has existed, an assessment of the potential impacts of re-establishing the drainage pattern and any mitigation measures that may need to be implemented needs to be documented. Comments from the TRCA are required with

respect to the re-establishment of the drainage flows. In addition, confirmation from the Macmillans must be provided that they have no objection to the proposed diversion of flows.

5. We have not received a copy of the additional information pertaining to the proposed 72 hectare storm drainage diversion that was noted in the revised Block Plan Submission dated October 18, 2002.
6. Regional flood lines cannot encroach onto private property. Further clarification is required as to how this issue has been addressed.
7. The necessary upgrades to the Regional arterial road network shall be carried out concurrently with the residential development within Block 11. The scope of the required upgrading, timing of construction and funding issues will be established through the on going discussions between the City and Region, prior to the finalization of the Block Plan. Developer front-ending of these works may be required. This issue is the subject of on-going discussions between the City, the Region of York and the Block 11 Developers Group, however, it is anticipated that improvements may need to be carried out to Dufferin Street between Rutherford Road and Major Mackenzie Drive, Bathurst Street from Teefy Avenue and Weldrick Avenue and potentially Rutherford Road between Keele Street and Bathurst Street.
8. As discussed at the last technical review group meeting for Block 11, the consulting group were to review the implication of the new Municipal Class Environmental Assessment process as it relates to the proposed road network in the Block. We await additional information on this issue.
9. Grading
 - a) Given that the proposed road network in the Block is close to being finalized, additional details should now be provided demonstrating how standard lot and road grading will be achieved in the areas of special grading consideration identified on Attachment NN.
 - b) In addition, the profile of Street H/B provided in Attachment NN should be revised to accommodate a flatter grade at the approach to the proposed intersection of Street H and Street A. This can be addressed at the detailed design stage.
10. We await detailed information pertaining to any development charge projects associated with the servicing of Block 11, including cost estimates and benefiting areas.
11. We await detailed information pertaining to the provision of full municipal servicing to the existing church on Rutherford Road and the proposed convenience commercial lands at the northeast corner of Dufferin and Rutherford prior to Block Plan Approval.
12. Additional servicing information identifying what storm water quantity control measures will be implemented for the proposed 2.03 ha medium density residential area at the northeast corner of Dufferin and Rutherford will be required prior to Block Plan Approval.

13. All Regional infrastructure work including road widening, water and wastewater system improvements that are necessary to support the development in Block 11 should be identified in the MESP.
14. Three separate plans have been prepared by various Block consultants that show the location of proposed sidewalks in the Block. These plans include Attachment OO in the MESP Addendum, Transportation Management Plan dated August 2002 and the Master Landscape Plan. It was noted that inconsistencies exist between these plans, and in some cases the location of the sidewalks don't meet the City's current Sidewalk Location Policy. Accordingly, it was agreed at the October 3, 2002 Block 11 Status meeting that all pertinent Block consultants would collaborate to produce a comprehensive master sidewalk/walkway plan which conforms to the current City Sidewalk Location Policy. The proposed Transportation Management Plan and the Master Sidewalk/walkway Plan have been provided as Attachments to the Staff Report. The Plans will need to be revised to correspond with the final Block 11 Plan, and approved by Council.
15. In accordance with provisions of Section 10.4 Development Staging and Phasing of OPA #600, a development phasing and infrastructure plan should be established for the Block Plan that addresses issues such as the phasing/sequencing of major infrastructure, availability of servicing capacity, internal sanitary, storm and water servicing and development phasing.
16. In order to ensure completion of the road system and the transportation connectivity of the plan, the valley crossings shall be constructed prior to the issuance of building permits in the affected plans of subdivision.
17. The MESP shall address the issue of contaminated soil and/or contaminated ground water as per OPA #600. Phase 1 Environmental Site Assessment Reports, and if necessary Phase 2 reports should be submitted to the Engineering Department for all participating landowners' properties in the Block for review by the City's Peer Reviewer in accordance with the City's Policy and Procedures for Dealing with Contaminated or Potentially Contaminated Sites- May 2001.
18. We note that the latest revised Block Plan submission of October 18, 2002 identifies 9 proposed stormwater management facilities. It is expected that all relevant data within the MESP pertaining to the additional pond shall be included and/or revised accordingly.
19. VENTURON DEVELOPMENTS SUBMISSION (JULY 26, 2002) COMMENTS

Two sanitary servicing options (gravity sewer outlet versus pumping station and forcemain) were presented in the MESP for the northwest corner of Block 11. A site walk of these lands on October 8, 2002 confirmed that the proposed alignment of the gravity sewer through the open space lands was clear of significant vegetation hence allowing for non-intrusive sewer construction. Based on this site walk and the additional information presented in the Venturon Developments engineering submission, it has been determined that the gravity sewer option is preferred. It is our understanding however, that implementing this option would result in the need to deepen the downstream sanitary sewer system to facilitate a gravity connection the extent of which should be addressed in the MESP. It should be noted that given the vicinity of the existing wetland area in the southeast corner of the Venturon lands to the proposed sanitary sewer, construction

considerations for seepage collars and dewatering techniques should be addressed at detailed design. A restoration plan will be required along the alignment of the sewer.

20. Figure 3 – “Proposed Water Distribution Supply” should be revised as necessary to reflect all relevant revisions required to the Block Plan MESP as noted in part one of this memorandum.
21. Figure 5 must be revised to reflect additional comments relating to propose storm water management facility 8 noted below.

(*Staff note that the Venturon property is one of the properties in Block 11 which is not being considered for Block Plan approval at this time.)

22. As agreed during the Technical Review Group meeting on October 3, 2002, the MESP must identify the required design criteria and parameters for all proposed valley and stream crossings to the satisfaction of the TRCA and the City prior to Block Plan Approval. The preliminary crossing designs provided in Attachment MM of the MESP Addendum are misleading and should be removed from the MESP at this time. Additional criteria to be considered include the following:

- The proximity of local road intersections to bridge/crossing structures;
- The need to freeze lots immediately adjacent to the bridge/crossing structures until detailed design has been completed;
- Maintenance considerations; and
- The esthetics of the bridge/crossing structures.

23. Redlined storm water management pond drawings 1 through 8 have been attached. We ask that the noted comments be addressed and that the redlined drawings be returned with the revised submission. Further, we note that the latest revised Block Plan submission of October 18, 2002 identifies 9 proposed storm water management facilities. It is expected that all relevant details pertaining to the additional pond shall be included within the MESP for review prior to Block Plan Approval.

Any outstanding issues noted should be carried forward as conditions of Block Plan Approval.