

COMMITTEE OF THE WHOLE JUNE 19, 2006

**OFFICIAL PLAN AMENDMENT FILE OP.04.017
BOCA EAST INVESTMENTS LTD.
REPORT P.2005.32**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment Application, File OP.04.017 (Boca East Investments Ltd.), BE APPROVED as follows:
 - a) That the implementing Official Plan Amendment:
 - i) amend Schedules "A", "E", "F", "G1", "G2", "G3" and "H", in OPA No. 600 to remove the subject lands from the "Rural Use Area" designation and related policies of OPA No. 600, and; add and redesignate the subject lands as "Prestige Area", "Employment Area General" and "Valley Lands" to OPA No. 450 by amending Schedules "1", "2", "2A", "3" and "7" contained therein;
 - ii) include Heritage Conservation policies that recognize the importance of natural heritage features and the existing heritage buildings (8700 and 8934 Huntington Road) ensuring their preservation and use in the context of an employment area;
 - iii) include Transportation policies that:
 - recognize planned road widenings of the arterial boundary roads (eg. Regional Road 50) that may require conveyance of land for such purposes in accordance with the Planning Act;
 - require the provision for a mid-block collector road connecting Langstaff Road and Rutherford Road;
 - require additional traffic analysis / justification studies upon any request to delete or modify the planned secondary road network (local roads) within Block 64 at the plan of subdivision and/or site development stage;
 - iv) include a policy requiring Council's approval of Urban Design Guidelines and a Streetscape/Landscape Master Plan;
 - v) include a policy requiring the middle east-west collector road and associated services within the subject lands to be located in a manner that provides an equal opportunity for all landowners that are adjacent to the collector road to proceed with development.
 - vi) include policies related to the future Highway 427 North Extension that:
 - require development applications be circulated in a timely manner to the Ministry of Transportation and the City of Brampton for comment until such time as the Environmental Assessment (E.A.) process is complete or the E.A. determines that lands subject to development applications within Block 64 will not be required for the Highway 427

North Extension corridor and/or associated interchanges and accesses;

- require the use of a "Holding" provision for the zoning of any lands within Block 64 for development applications that the City of Vaughan supports, whereby the Ministry of Transportation and the City of Brampton have determined the need to protect the future highway corridor and/or associated interchanges and accesses;
- stipulate that the removal of such "Holding" provisions will not occur until such time as the E.A. for the Highway 427 extension is complete or has determined that lands subject to the "Holding" provision are not required for the highway and/or associated interchanges and accesses;
- stipulate that where there is no request from the Ministry of Transportation and the City of Brampton to protect a given parcel of land within Block 64 for a future highway extension and any associated interchange, a "Holding" provision on the zoning of lands within Block 64 will not be required for such purpose;
- stipulate that the City of Vaughan shall consult with the Ministry of Transportation and may consult the City of Brampton, regarding the status and/or findings of the E.A. for the Highway 427 Extension."

Economic Impact

The development of the subject lands at the build out stage will generate a significant tax base for the City and provide employment opportunities. The fees associated with building permits and development charges for the lands will be significant.

Purpose

An application to amend the Official Plan has been submitted by one of the Owners (Boca East Investments Ltd.) within the subject lands (Block 64) to permit employment uses. The Owner proposes to redesignate the subject lands (currently designated "Rural Use Area" and "Employment Secondary Plan Study Area" under OPA No. 600) to "Prestige Area", "Employment Area General" and "Valley Lands" under OPA No. 450—Employment Area Growth and Management Plan.

Background – Analysis and Options

Background/Application Process

The Applicant (Boca Investments Limited) submitted an application to amend the Official Plan for the entire Block 64 on July 30, 2004, which was circulated by Staff to relevant departments and agencies for review and comment. Subsequent submissions of supporting studies were also circulated.

On May 12, 2005 a Notice of Public Hearing was published in the Vaughan Citizen. A Public Hearing was held on June 8, 2005. The recommendation of the Committee of the Whole on June 8, 2005, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on June 15, 2005.

The applicant's agent provided a deputation at the Public Hearing. No one else spoke either in favour or against the proposal. Staff has received inquiries from other (non-participating) landowners within Block 64 with respect to timing and procedural matters regarding the application process, and questions related to participation in the process. In addition to

associated staff meetings, a series of meetings between Staff and the Applicant have occurred on a regular basis with respect to the various issues related to the proposal. The Applicant has also submitted a Block Plan application (File: BL.64.2005).

This application was presented at the December 5, 2005 Committee of the Whole meeting (Report 68, Item 25). Based on comments received from the City of Brampton (December 5, 2005) with respect to protecting lands for the Highway 427 North Extension Corridor, Council resolved that the application be referred to staff for a further report addressing the issues identified.

Planning staff have since met with officials at both the City of Brampton and the Ministry of Transportation and have reached a mutual agreement respecting the policy framework for protecting lands as determined necessary within Block 64 for the future Highway 427 North Extension Corridor. Details in this regard are included in the "Highway 427 Extension" and "Recommendation" sections of this report.

This report represents a revised version of the December 5, 2005 staff report to the Committee of the Whole (Report 68, Item 25) that includes further comments on the Highway 427 North Extension and corresponding recommendations.

Location

The subject lands, also known as "Block 64", comprise an area of approximately 175 ha (430 acres) and is bounded by Langstaff Road, Rutherford Road, Huntington Road and Regional Road 50, in Lots 11 to 16, Concession 10, City of Vaughan (Attachment #1). Block 64 forms part of the lands known collectively, as the "Vaughan Enterprise Zone".

Existing Conditions

Block 64 consists of 15 parcels of land with lot areas ranging from approximately 4 ha to 109 ha. Access to each parcel of land is achieved by individual driveways connecting to the adjacent arterial road. Some properties have multiple access points.

The current land uses within Block 64 include a golf course, service station, agricultural use (vacant, crop lands), single family dwellings (including two Heritage dwellings), and a school (training centre).

The topography of the land is generally flat, with the exception of the valleylands associated with the West Rainbow Creek, which is a tributary of the Humber River. There is a woodlot located in the north-central part of the Block.

The subject lands are currently serviced by on-site water and sewage disposal systems.

The surrounding lands uses are:

- North - Rutherford Road, Sears Distribution Warehouse/CP Intermodal Lands (EM1 Prestige Employment Area/A Agricultural Zone)
- South - Langstaff Road/vacant (zoned A Agricultural Zone)
- East - Huntington Road/vacant (zoned A Agricultural Zone)
- West - vacant/City of Brampton—conditionally approved Sub-Area 1 Block Plan in the Bram East Secondary Plan, including residential, commercial, and industrial

Overview of Proposal

Proposed Land Use

The application to amend the Official Plan proposes to redesignate the subject lands (currently designated "Rural Use Area" and "Employment Secondary Plan Study Area" under OPA No. 600) to "Prestige Area", "Employment Area General" and "Valley Lands" under OPA No. 450. Within the Prestige Area designation, a Service Node and Retail Warehousing is proposed at the northwest corner of the of the subject lands, as shown on Attachment #2. The areas devoted to each designation and use are as follows:

Proposed Designation/Use	Approximate Area
Prestige Area	50 ha
Employment Area General	80 ha
Service Node	3.4 ha
Retail Warehousing	9.1 ha
Valleylands	14.7 ha
Stormwater Management	10.2 ha
Roads	7.6 ha
Total Area:	175 ha

The "Prestige Area" designation is proposed along the exterior of the subject lands adjacent to the arterial roads, while the "Employment Area General" designation is assigned internal to the block. The "Valley Lands" designation applies to the West Rainbow Creek that traverses the subject lands. These lands also encompass the storm water management facilities associated with the development of the employment area.

In addition to the employment area designations, the Applicant proposes a Service Node and a Retail Warehousing site. The Service Node corresponds to the existing gas station property located at the northwest corner of the subject lands, at the intersection of Rutherford Road and Regional Road 50. The Retail Warehouse site is located immediately south, adjacent to Regional Road 50. The Applicant submitted a market study in support of the proposed commercial-related uses for this area.

Transportation/Roads

The proposed transportation network for the subject lands consists of one north-south and two east-west roads that will function as the primary collector roads within the employment block. These roads will be complimented by a series of secondary local roads and/or a series of private accesses to large development parcels within the subject lands. The Applicant submitted a traffic study in support of the proposal. Comments received on the traffic study that are relevant to this application as well as the proposed Highway No. 427 extension are provided in this report.

Servicing

There are currently no municipal water and sanitary services available within the subject lands. Full municipal services are proposed by the Applicant in accordance with the Master Environmental Servicing Plan (MESP). The MESP also recognizes the valley lands associated with the West Rainbow Creek and includes a comprehensive storm water management plan. The comments received on the MESP that are relevant to this application are identified in this report.

Planning Analysis / Technical Review

Legislative Context

The planning documents that have been reviewed and considered when processing this application include the Provincial Policy Statement, the Region of York Official Plan and City of Vaughan Official Plans No. 600 and 450. The following provides an analysis of these documents in relation to the proposal.

Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) provides direction to municipalities on land use decisions. Such decisions 'shall be consistent with' the PPS. The relevant sections are as follows:

Section 1.3 "Employment Areas", outlines the goals related to economic development and provision of lands for employment uses. The proposal addresses these goals by establishing land use designations that provide a wide variety of employment uses, and ensures that an adequate transportation and servicing plan is provided.

Section 1.6 provides guidance with respect to the servicing of lands and goals associated with transportation networks. The proposed MESP establishes the basis for providing services for the development of the subject lands. With respect to transportation, the provision of continuous collector roads within the development block is consistent with existing employment areas in Vaughan. The Applicant has submitted a traffic study that provides analysis of transportation matters affecting the subject lands and surrounding area, which has been reviewed by the relevant authorities, including the Region of Peel, York Region and City of Vaughan. Additional information and further refinements will be required as part of the ongoing planning process, including the Block Plan and plans of subdivision. The planned road network within the block will allow for development to occur in a manner consistent with Sections 1.6.5 and 1.6.6 of the PPS.

The West Rainbow Creek, a tributary of the Humber River, traverses the subject lands. Section 2 of the PPS is intended to ensure that natural heritage is preserved, protected and enhanced when development is taking place. Subject to the ongoing review of the Toronto Region Conservation Authority and City Staff, the proposal will be consistent with the policies in the section of the PPS, and implemented by the required Block Plan, plan of subdivision, zoning and site plan approval process.

From a land use standpoint, the proposal appears consistent with the intent of the Provincial Policy Statement.

Region of York Official Plan Amendment 19 (ROPA 19)

The Region of York Official Plan 19 (ROPA 19) was approved by the Ontario Municipal Board on October 22, 2001. The intent of ROPA 19 was to expand the "Urban Area" within the City of Vaughan to enable the City to meet its employment land needs to the year 2026. The subject lands represents approximately 15% of the 1000 ha included in ROPA 19. The proposed amendment to the City's Official Plan will add approximately 175 ha of employment lands within OPA No. 450, the City's Employment Area Plan, and is therefore in keeping with the intent of ROPA 19.

The proposal implements and conforms to the general intent of ROPA 19.

City of Vaughan OPA No. 600

The subject lands are designated "Rural Use Area" and form part of the "Employment Secondary Plan Study Area" under OPA No. 600, in anticipation of their future incorporation as employment

lands within OPA No. 450 (Employment Area Plan), as shown on Attachment #4. This "Study Area", now designated as "Urban Area" for employment use by ROPA 19, is expected to accommodate much of the City's long-term employment land demand.

Section 4.2.3 of OPA No. 600 requires a number of transportation related matters to be addressed prior to the adoption of a Secondary Plan within the ROPA 19 area, as follows:

- i) The necessary transportation studies shall be completed to identify the transportation infrastructure within and beyond the secondary plan area necessary to serve the proposed land uses;
- ii) The Highway 427 alignment shall have been determined by an Environmental Assessment (EA) or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, a secondary planning process may be commenced prior to the finalization of the EA or determination of the preferred alignment for the Highway 427 extension, provided that any secondary plan, adopted as a result of this process, identifies and protects all feasible potential alignments;
- iii) Appropriate phasing mechanisms shall be identified to ensure the orderly provision of transportation infrastructure including the construction of the Highway 427 extension, as needed to serve the land uses within and beyond the secondary plan area including previously approved urban expansion areas; and
- iv) The City of Vaughan in the preparation of the transportation studies shall seek the input of the Region of York, the Region of Peel, the City of Brampton and the Town of Caledon. The City will ensure that cross boundary concerns over the provision of transportation infrastructure will be addressed in the study and the results reflected in the implementing secondary plan.

The Applicant submitted a traffic study prepared by URS Consultants (August 2004), and an addendum traffic report included in the MESP document, that responds to the initial comments received from Peel Region, City of Brampton and the Region of York. The Applicant also submitted a Block Plan report prepared by KLM Planning Partners Inc., which identifies the above policies and how they have been addressed.

On November 1, 2005, the Ministry of Environment approved the Ministry of Transportation's Terms of Reference for an Environmental Assessment for the future Highway 427 extension north of Regional Road 7. Notwithstanding that all opportunities for an alignment will be examined, proceeding with the redesignation of the subject lands for future development with appropriate transportation policies would not appear to prejudice the alignment options of the future highway given the existing and planned development in the immediate area. This includes maintaining the existing CP Intermodal Yard and associated employment uses to the north, Huntington Road which functions as an important north-south arterial road, and conditionally approved planned development to the west within the City of Brampton.

Staff have reviewed the MESP, which includes the Transportation Study. The proposed development and infrastructure generally comply with the intent of the requirements of OPA No. 600. Specific comments related to the transportation network are presented in greater detail under the Transportation/Roads section of this report:

City of Vaughan OPA No. 450 (Employment Area Growth and Management Plan)

OPA No. 450 establishes the major structural elements and their role within the Employment Area shown on Attachment #5. The Applicant proposes to add the subject lands to OPA No. 450 by redesignating the lands to 'Prestige Area', "Employment Area General" and "Valley Lands".

Prestige Areas

The "Prestige Area" designation is proposed along the perimeter of the subject lands abutting the arterial roads. Access will be achieved via direct access to the arterial roads and from the proposed internal road network. Prestige Areas under OPA No. 450 are characterized by their high visual profile and their accessibility. Uses permitted within the "Prestige Area" designation include a wide range of industrial office, business and civic uses. The zoning category that would implement this designation is an EM1 Prestige Employment Area Zone under Comprehensive Zoning By-law 1-88.

Employment Area General

The "Employment Area General" designation is proposed within the interior of the subject lands and access to the properties will be gained from the internal road network. In addition to the uses permitted in the Prestige Area, the Employment Area General designation permits outside storage and uses which would be undertaken outdoors. These uses would include a full range of processing, warehousing and storage operations, and transportation and distribution facilities. The implementing zone category is an EM2 General Employment Area Zone under By-law 1-88.

Service Nodes

Service Nodes are intended to provide for the day to day needs of businesses, industries and their employees. Generally, they are located at prominent sites in employment areas such as intersections of arterial roads and the intersections of arterial and collector roads. The implementing zoning category is a C7 Service Commercial Zone under By-law 1-88. The proposed service node corresponds with the existing gas station property located at the intersection of Rutherford Road and Regional Road 50. OPA No. 450 states that service nodes shall be approximately 1.2 ha but may exceed this area if the site is developed in conjunction with a predominant use such as an office complex, hotel or retail warehousing. The proposed service node has an area of 3.4 ha. The gas station property is currently zoned C7 Service Commercial Zone under By-law 1-88, subject to Exception 1129. Given its existing C7 Zone, the gas station property is deemed to conform to the Service Node policies of OPA No. 450.

Retail Warehousing

The Applicant proposes retail warehousing within a large block located immediately south of the Service Node adjacent to Regional Road 50. OPA No. 450 indicates that retail warehousing shall generally be directed to locations characterized by high visibility and accessibility, in comprehensively planned groups or centres. The Official Plan also defines retail warehousing as a business engaged in the retailing and/or wholesaling of goods or products which by nature of its size, market area or sales format, is not readily located in neighbourhood and community oriented shopping centres. The proposed 9 ha site is relatively large and conducive to a comprehensively planned site, and is highly visible and accessible given its location adjacent to Regional Road 50 and the north-south collector road.

Retail warehousing does not fall within a particular structural class under OPA No. 450. The use is only permitted on the basis of a site specific amendment to the zoning by-law. The implementing zone category is an EM3 Retail Warehouse Employment Area Zone by By-law 1-88. In support of the proposal, the Applicant submitted a market study entitled "Retail Market Opportunity and Impact Analysis—Rutherford Road/Regional 50", prepared by urbanMetrics. The study includes an evaluation of commercial potential associated with the subject lands in the context of potential impacts to existing and planned sites within the trade area. The City of Brampton reviewed this report and provided comments. They requested updated information and confirmation that the planned retail space in Brampton is not compromised. The Applicant provided an addendum to the market study to address Brampton's concerns. The Applicant would

be required to include the Retail Warehouse Zone category (EM3 Zone) at the implementing zoning stage.

Valley Lands

The "Valley Lands" designation applies to the West Rainbow Creek that traverses the subject lands. These lands also encompass some of the storm water management facilities associated with the development of the employment area. OPA No. 450 contains extensive policies with respect to environment, open space and valley lands, including the requirement for a Master Environmental Servicing Plan. The precise valley and stream corridor will be established through the Block planning process to the satisfaction of the City and TRCA. The Applicant submitted a MESP for review and approval. The limits of the development includes a 10 m buffer beyond the combination of the Regional Floodline, staked top-of-bank, fisheries setbacks, meander belt widths, and the 100 year erosion limit.

The proposed land use designations are consistent with the locational criteria set-out in OPA No. 450, the City's Employment Area and Growth Management Plan.

Urban Design

Being located on the westerly limits of the City and adjacent to the neighbouring municipality of the City of Brampton/Region of Peel, the subject lands will function as a "gateway" into the City of Vaughan. The image of the City will be reflected in the quality of the design of streetscapes and buildings, particularly within the "Prestige Area" designation adjacent to the highly visible arterial roads. Design consideration will also need to be applied at the interface between development sites and open space and valleylands, ensuring an attractive and appropriate relationship between the two environments. The Applicant submitted Urban Design Guidelines in support of the Block Plan that are intended to identify the design principles that will establish an identity, character and quality for the Block Plan. City staff has reviewed the proposed guidelines and advise that additional work on the document is required. In addition to these guidelines, a detailed Landscape/Streetscape Master Plan will be required.

OPA No. 450 contains a number of urban design policies that are applicable throughout the Employment Area and indicate that supporting documents may be required to support the objectives of the plan. Given the location of Block 64, staff recommends that a policy be included in the Secondary Plan that requires Council's approval of the Urban Design Guidelines and the associated Landscape/Streetscape Master Plan.

Transportation/Roads

The Applicant proposes one north-south and two east-west roads that will function as the primary collector roads within the employment block, together with a series of secondary local roads and/or private accesses to large development parcels within the subject lands. The adjacent boundary roads fall under various jurisdictions, including the Region of Peel (Regional Road 50), Region of York (Langstaff Road and Rutherford Road) and the City of Vaughan (Huntington Road).

The Applicant submitted a traffic study prepared by URS Consultants (August 2004), which was circulated to Peel Region, City of Brampton, Town of Caledon, Region of York, and the Vaughan Engineering Department. There are no major transportation issues that would warrant refusing this application. The commenting agencies requested additional information with respect to specific aspects of the study. These include: identifying future road widenings; recognizing public transit and the importance of Regional Road 50 as a shared jurisdictional road. The Applicant provided an addendum report in response to the comments received to date, which will be addressed during the Block Plan approval stage.

The primary transportation issue that has been identified with respect to the development of the subject lands is regarding the Ministry of Transportation and City of Brampton's concern with allowing development to proceed in advance of determining, and possibly jeopardizing, the final alignment of the Highway No. 427 extension. A second transportation related matter involves the required widening of the arterial boundary roads. A third issue involves the proposed internal road network and the potential to alter this network to reflect market, development and property ownership conditions. These issues are discussed in more detail below.

a) Highway No. 427 Extension

Highway No. 427 is planned to be extended north from the Regional Road 7 terminus to a point to be determined through the Environmental Assessment process. The Highway No. 427 Transportation Corridor Environmental Assessment commenced in May, 2006. The Ministry of Transportation (MTO) indicates it may need to protect for a 110 m highway right-of-way and an adjacent 60 m wide transitway corridor on its west side, once a highway is established/approved by the E.A.

Issues identified by the MTO include:

- the potential alignments could fall within Block 64 and approval might limit or preclude such options identification and protection of a corridor for Hwy 427 and potential transit way;
- development should not proceed until the E.A. process is further advanced;
- no access to Rutherford Road should be permitted until the extent and location of a potential interchange at Rutherford Road is determined; and
- concern about future utilities and/or municipal or regional water and sewer crossings of the future Highway.

Staff generally concur with the applicant's findings identified in the Block Plan report which indicate that development of the subject lands will not likely have an impact upon the future extension of Highway No. 427 given the surrounding and planned development and infrastructure, including:

- the CP intermodal yard facility and associated employment uses to the north;
- the existing and planned residential development to the west, including the conditionally approved (Stage 1 approval) Sub-Area 1 Block Plan in the Bram East Secondary Plan, which was approved by the City of Brampton on September 12, 2005; and
- the protection of the surrounding arterial road network and the anticipated improvements to them to accommodate growth, including an expanded role for Huntington Road.

The EA process and further development processes within the subject lands (eg. Block Plans, Zoning, plans of subdivision) will be running in parallel. The City will endeavor to include any determined requirements associated with the highway extension as they become known.

At the December 5, 2005 meeting of the Committee of Whole, the City of Brampton raised concern with respect to the development of Block 64 potentially prejudicing the routing of the Highway 427 North Extension Corridor. Based on these concerns, Council resolved that the matter be referred to staff for a further report addressing these issues.

Planning staff have since met with officials at both the City of Brampton and the Ministry of Transportation. Through discussions, it was determined that in order to address the concerns of the City of Brampton and MTO, policies needed to be included in the Official Plan Amendment respecting the use of "Holding" provisions pursuant to the Planning Act on the zoning of lands associated with development applications. In order to accomplish this, the City of Vaughan Development Planning Department would be required to circulate all development applications

submitted in Block 64 within 15 days upon receipt of such application to the City of Brampton and MTO for review and comment and determination of applying such provision. This procedure would continue until such time as the Environmental Assessment for the future highway corridor is complete or has determined that a Holding provision is not required. It is anticipated that some development can proceed within Block 64 provided sufficient progress has been made through the Environmental Assessment process for the Highway extension corridor. The details and direction to include these policies are identified in the 'Recommendation' section of this report and have been included in the draft Official Plan Amendment (OPA #631).

b) Arterial Boundary Roads

Regional Road 50 is a shared jurisdiction road between the Region's of Peel and York Region, but is managed by Peel Region. The design and location of proposed access points and intersections onto Regional Road 50 will ultimately require approval from the Region of Peel. Due to the importance of Regional Road 50, it is suggested that the location of roads and access points be identified as early as possible in the planning process. Due to the development planned on the westerly side of Regional Road 50, there should be a concerted effort to align all intersections and or major access points in a manner that promotes safe access and provides opportunity to signalize intersections as required. The final approval of intersections and major access points along Regional Road 50 is the responsibility of Peel Region.

Regional Road 50 has been identified for widening from five to seven lanes, and the Environmental Assessment has been completed. Any lands required for this widening should be conveyed to the appropriate agency. The Region of York advises Langstaff Road has been identified for widening from two to four lanes and a jog elimination at Huntington Road. Rutherford Road was recently widened from two to four lanes. The Planning Act requires that lands required for road widening be identified in an official plan. Schedules 6 and 7 in OPA No. 450 identifies planned City and Regional roads throughout the employment area. With the exception of Regional Road 50, planned road widenings are shown for Rutherford Road, Huntington Road and Langstaff Road. As a condition of approval, all planned road widenings of arterial boundary roads shall be identified in the Secondary Plan.

c) Internal Road Network

OPA No. 450 provides for a hierarchy of roads. The applicant proposes to construct a north-south collector road and two east-west collectors roads. The supporting Block Plan report identifies a secondary (local) road network and or private access connections from large blocks onto adjacent arterial roads. This approach is proposed by the Applicant to offer some flexibility depending on market conditions and proposed end users. The Applicant has proposed that an incremental traffic analysis approach be utilized to delete roads and or make minor modifications to the proposed secondary road network and access points. Based on comments received from the various agencies, this approach is generally acceptable. As a condition of approval, the Amendment will contain a policy requiring additional traffic impact studies in support of plans of subdivision and site development applications for development blocks created within the primary collector road network. Any further refinements or conditions with respect to the road network will be addressed at the Block Plan, plan of subdivision and site plan stages.

While the Region of York has expressed concerns related to traffic levels expected on the north-south road, a road that crosses West Rainbow Creek is required in order to provide a continuous link between Langstaff Road and Rutherford Road. Due to the valley lands associated with the watercourse, the TRCA has provided initial comments. A road crossing of the creek will require the completion and approval of the appropriate studies and the use of appropriate construction techniques. The submission of these reports and related construction details can occur at a later stage of the approval process. As a condition of approval, it is recommended that the Amendment to the Official Plan include a provision requiring a mid-block collector road that connects Langstaff Road and Rutherford Road.

Servicing and Environment

The Applicant submitted a Master Environmental Servicing Plan (MESP), prepared by Schaeffers Consulting Engineers, in support of the proposed Block Plan development. The MESP recognizes the valley lands, comprehensive stormwater management and servicing. An addendum report was submitted in September 2005 to address the detailed comments received from the various agencies, including the Toronto and Region Conservation Authority (TRCA) and Vaughan Engineering Department. The document provides technical analysis associated with natural environment features, groundwater resources, surface water resources, stormwater management and water and wastewater servicing.

Vaughan Engineering advises that local sanitary capacity for development within the subject lands may be accommodated within the proposed sanitary sewers associated with Blocks 57 and 58 to the south. Regional capacity within the sanitary trunk system must be approved by the Region of York. Water distribution is available from local Pressure Districts 5 and 6. Servicing allocation will be subject to confirmation of available capacity by the Region of York.

The TRCA has provided detailed comments with respect to development limits, water budget/groundwater recharge, stormwater management, road crossing of the valley, water and sanitary servicing and natural heritage resources.

OPA No. 450 contains policies with respect to Environment, Open Space and Valley Lands, including the requirement for submission and approval of Block Plans and a MESP. The detailed comments regarding matters such as the proposed road crossing of the valley and extension of services to the subject lands, will be required to be addressed and approved at the Block Plan approval stage and subject to further refinements at the plan(s) of subdivision and site development stage.

Cultural Heritage Preservation

OPA No. 450 contains cultural heritage policies that provide a framework for the identification, conservation and preservation of individual buildings, structures, sites and landscapes.

Vaughan's Cultural Services Department advises that there are two residential buildings located within the subject lands that are listed on the City's "Inventory of Significant Heritage Properties", and as such, are defined as buildings of cultural heritage value. The buildings are located at 8700 Huntington Road (Robert Agar House) and 8934 Huntington Road (James Somerville House). The consulting archaeologists for the Applicant advises that in addition to a Stage 1 Assessment, a Stage 2 Assessment will be undertaken for all areas that will be disturbed by development and construction activities. Cultural Services concurs with this recommendation, which will occur at the latter stages of the planning process.

The welfare and condition of these heritage buildings and noteworthy natural heritage aspects should be considered when approving any development application for the properties on which they are situated. While the Ontario Heritage Act provides for the protection of these structures, the significance of these heritage aspects their significance should be reiterated in the Amendment to the Official Plan. Further, staff recommends that a policy(s) be included that ensure their preservation and reuse/integration into the development of the employment area.

Other Planning Considerations

In addition to assessing the proposal against the Provincial Policy Statement, ROPA 19 and OPA's 600 and 450, there are items that should be considered as general planning considerations. These items include compatibility with adjacent land uses, promotion of an orderly development pattern, and land ownership.

Compatibility

The proposed employment designations/uses within the subject lands are compatible with the existing and planned land uses in the surrounding area.

The subject lands and surrounding lands to the north, south and east, are located within a designated "Urban Area" by the Region of York Official Plan and a planned Employment Secondary Plan Study Area for purposes of accommodating the City's long-term employment land demand.

Within the immediate area surrounding the subject lands, there is an existing CP Intermodal Yard and associated employment uses (Sears Distribution Warehouse) located on the north side of Rutherford Road. To the south is an approved Block Plan for employment development, known as Blocks 57/58. To the west is Regional Road 50, a relatively important north-south artery which has a planned widening to accommodate seven lanes. Lands on the west side Regional Road 50 are designated "Urban System" by the Region of Peel. The Sub-Area 1 Block plan immediately to the west of the subject lands, consisting of a mix of commercial/industrial, valley lands and residential uses adjacent to Regional Road 50, was conditionally approved (Stage 1 approval) by the City of Brampton on September 12, 2005. It is important to ensure that development within Brampton and in particular residential development, not be negatively effected, but rather positively enhanced by development within the subject lands. A high quality of development (building form, streetscape/landscaping and site organization) is required in the proposed "Prestige Area" designation to address facing relationships across Regional Road 50 and views north south.

Orderly Development

With the approval of Block 57/58 for employment land uses to the south, and the adjacent CP Intermodal Yard lands to the north, the development of the subject lands for employment uses will contribute to an orderly development pattern and enable a rational servicing plan. While on the whole the development of the subject lands contributes to orderly development, the relationship between participating and nonparticipating land owners may affect the timing of development in different parts of the block. In order to ensure orderly development of the subject lands, a phasing plan for servicing and construction should be outlined and presented within the Block Plan.

Furthermore, notwithstanding that the City is prepared to consider this application, and in consideration that a comprehensive land use study will be undertaken for the ROPA 19 Urban Area, approval of an OPA for Block 64 should not be interpreted as pre-determining the outcome of any future secondary plan for the wider area.

Land Ownership

For the most part, the proposed location of roads and infrastructure is allocated in a manner that promotes cooperation between landowners, contributes to the orderly development of the subject lands and creates lots and parcels that are of a suitable size for development. Staff notes that the alignment of the "middle" east-west road may create a series of undersized parcels of lands that will limit their development potential. While it is recognized that this east-west road must intersect with Regional Road 50 and a proposed road in Brampton, the internal alignment, for example, should be adjusted to allow properties of adjacent landowners to front onto and gain access from this road. The applicant has indicated a concern related to the recovery of construction costs of this road and related infrastructure. During the Block Plan approval stage, reasonable effort will be made to promote the location of roads and other infrastructure in a manner that meets the needs of all landowners. In situations where a landowner would like to proceed with a development ahead of other land owners the use of "front-end" agreements and the associated levies for non-participating land owners may be suitable. As a condition of approval, it is recommended that the Amendment to the Official Plan include a provision requiring the middle

east-west collector road be located in a way that provides equal opportunity for all landowners that abut it to proceed with development.

Relationship to Vaughan Vision 2007

The development of Block 64 is in keeping with various sections of Vaughan Vision 2007. Specifically, this application will increase the amount of employment lands for development and implement portions of OPA 600.

Conclusion

The application to amend the Official Plan to redesignate the subject lands from 'Rural Use Area' in OPA No. 600 to 'Prestige Area', 'Employment Area General' and 'Valley Lands' in OPA No. 450 is supportable. The proposal is consistent with the Provincial Policy Statement, aids in the implementation of the planned 'Urban Area' by the Region of York Official Plan Amendment 19 and is consistent with the policies OPA No. 450 (Employment Area and Growth Management Plan).

Proceeding with the redesignation of the subject lands for future development would not appear to prejudice the alignment options of the future Highway No. 427 extension given the existing and planned development in the immediate area. This includes maintaining the existing CP Intermodal Yard and associated employment uses to the north, Huntington Road which functions as an important north-south arterial road, and conditionally approved planned development to the west within the City of Brampton. Pursuant to Council's direction, Planning Staff have met with officials of the City of Brampton and the Ministry of Transportation and have reached a mutual agreement respecting the policy framework for protecting lands as determined necessary within Block 64 for the Highway 427 North Extension Corridor.

Provided that the relational issues are addressed primarily through the provision of a high quality public and private realm, the proposal would be compatible with the surrounding land use context.

Staff recommends approval of the application to amend the Official Plan, subject to the conditions set-out in this report.

Attachments

1. Location Map
2. Proposed Land Use
3. Surrounding Land Use Map
4. Schedule "A" to OPA No. 600
5. Schedule "I" to OPA No. 450 (Employment Area Plan)

Report prepared by:

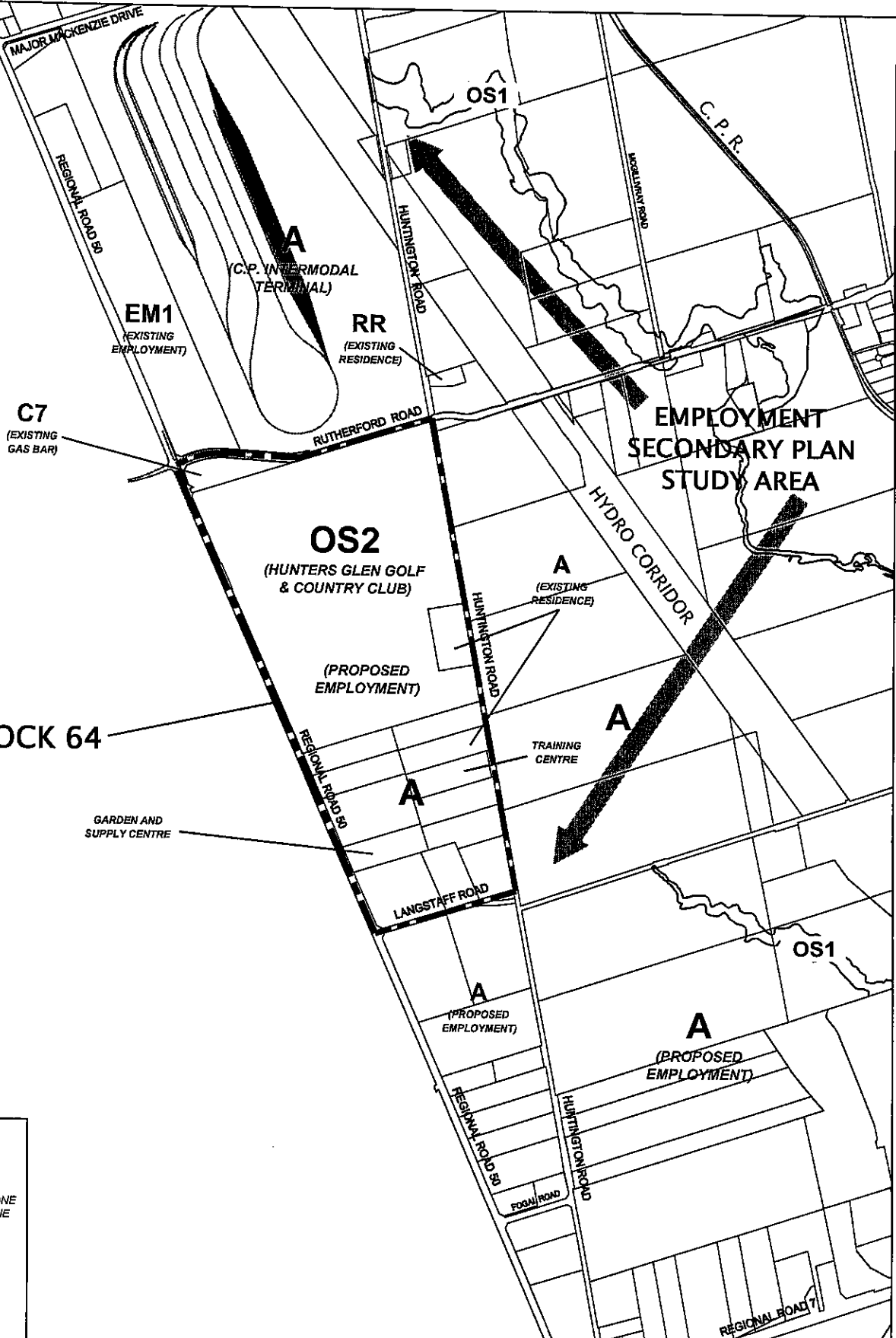
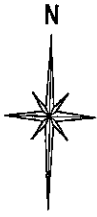
Aaron Hershoff, Planner 1, ext. 8320
Duncan MacAskill, Senior Planner, ext. 8017
Wayne McEachern, Manager of Policy Planning/Urban Design, ext. 8026

Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

DIANA BIRCHALL
Director of Policy Planning/Urban Design

/RF



CITY OF BRAMPTON

BLOCK 64

EMPLOYMENT
SECONDARY PLAN
STUDY AREA

LEGEND

- A - AGRICULTURAL ZONE
- C7 - SERVICE COMMERCIAL ZONE
- EM1 - PRESTIGE EMPLOYMENT AREA ZONE
- OS1 - OPEN SPACE CONSERVATION ZONE
- OS2 - OPEN SPACE PARK ZONE
- RR - RURAL RESIDENTIAL ZONE

SUBJECT LANDS

Location Map

Lots 11 - 16,
Concession 10

APPLICANT:
BOCA EAST INVESTMENTS LTD.



Policy Planning /
Urban Design Department

Attachment

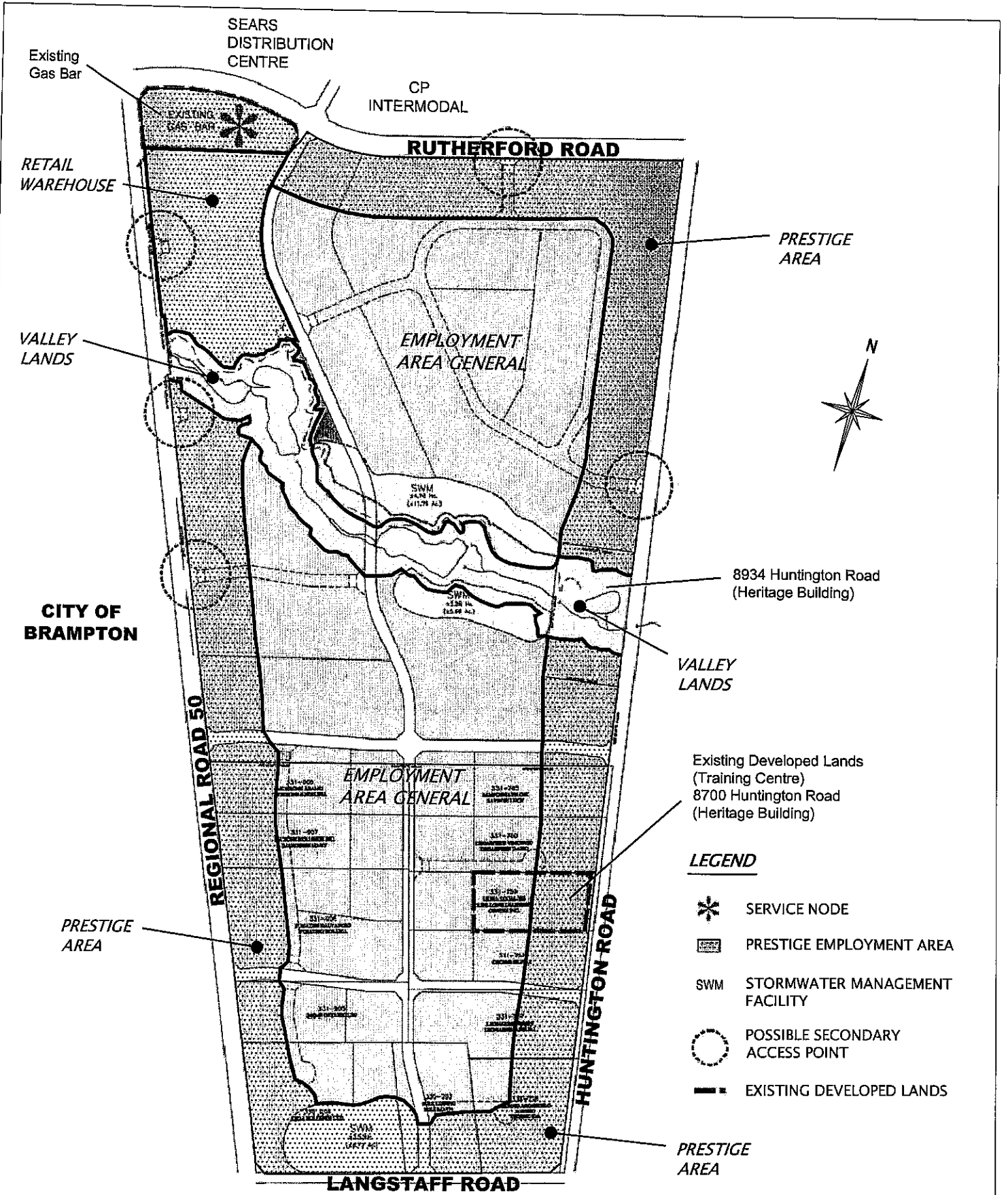
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OP.04.017

June 19, 2006

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1

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Proposed Land Use

Lots 11 - 16,
Concession 10
APPLICANT:
BOCA EAST
INVESTMENTS LTD.



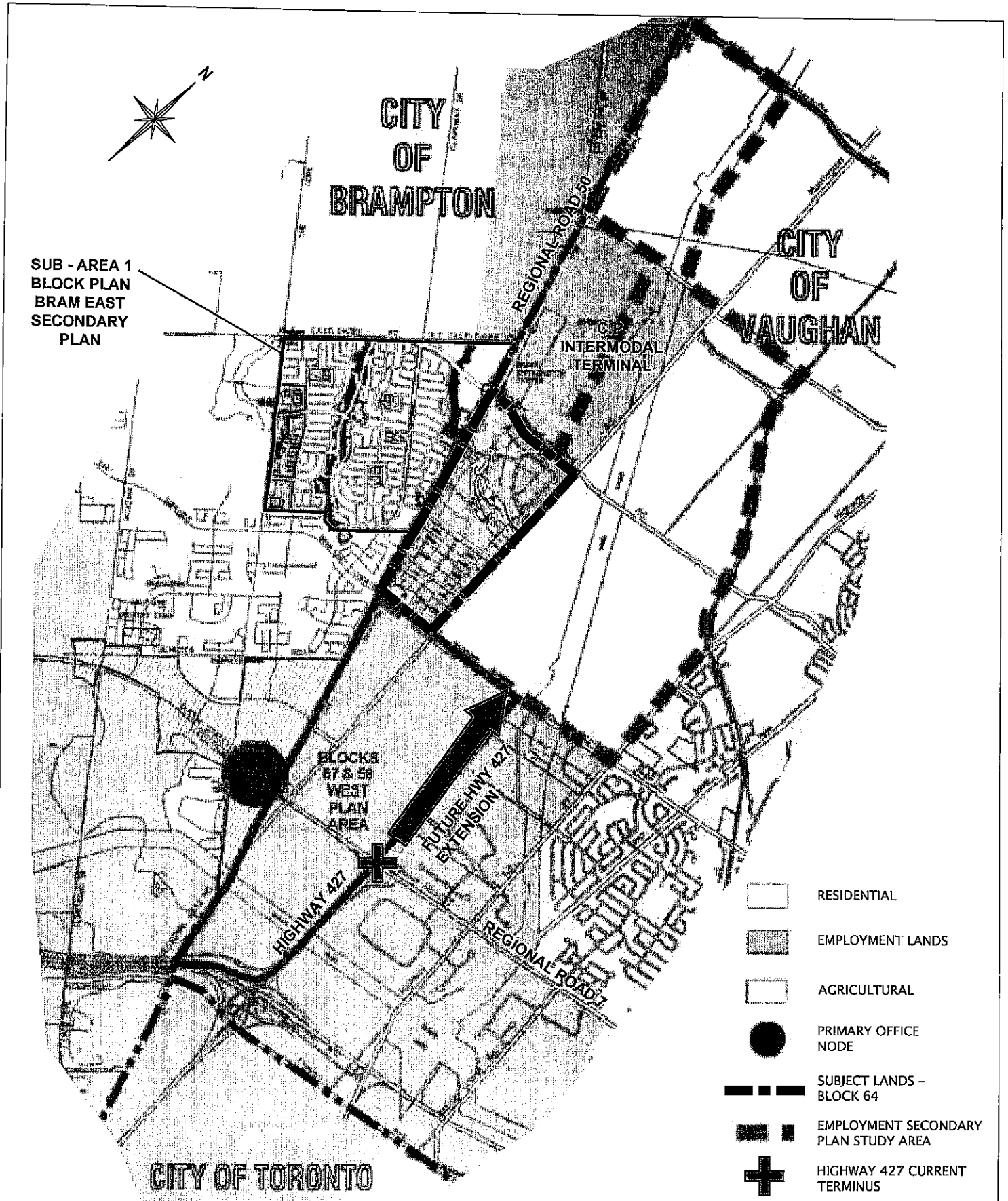
Policy Planning /
Urban Design Department

Attachment

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OP.04.017
June 19, 2006
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2

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Surrounding Land Use Map

APPLICANT:
BOCA EAST
INVESTMENTS LTD.

Lots 11 - 16,
Concession 10

City of
Vaughan

Policy Planning /
Urban Design Department

Attachment

FILE No.:
OP.04.017

June 19, 2006

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3

THIS IS SCHEDULE 'A'
TO AMENDMENT NO. 600
ADOPTED THE ___ DAY OF ___, 2001

L.D.JACKSON





MAYOR

J.D.LEACH



CLERK

AREAS DESIGNATED BY OPA 600:

LEGEND

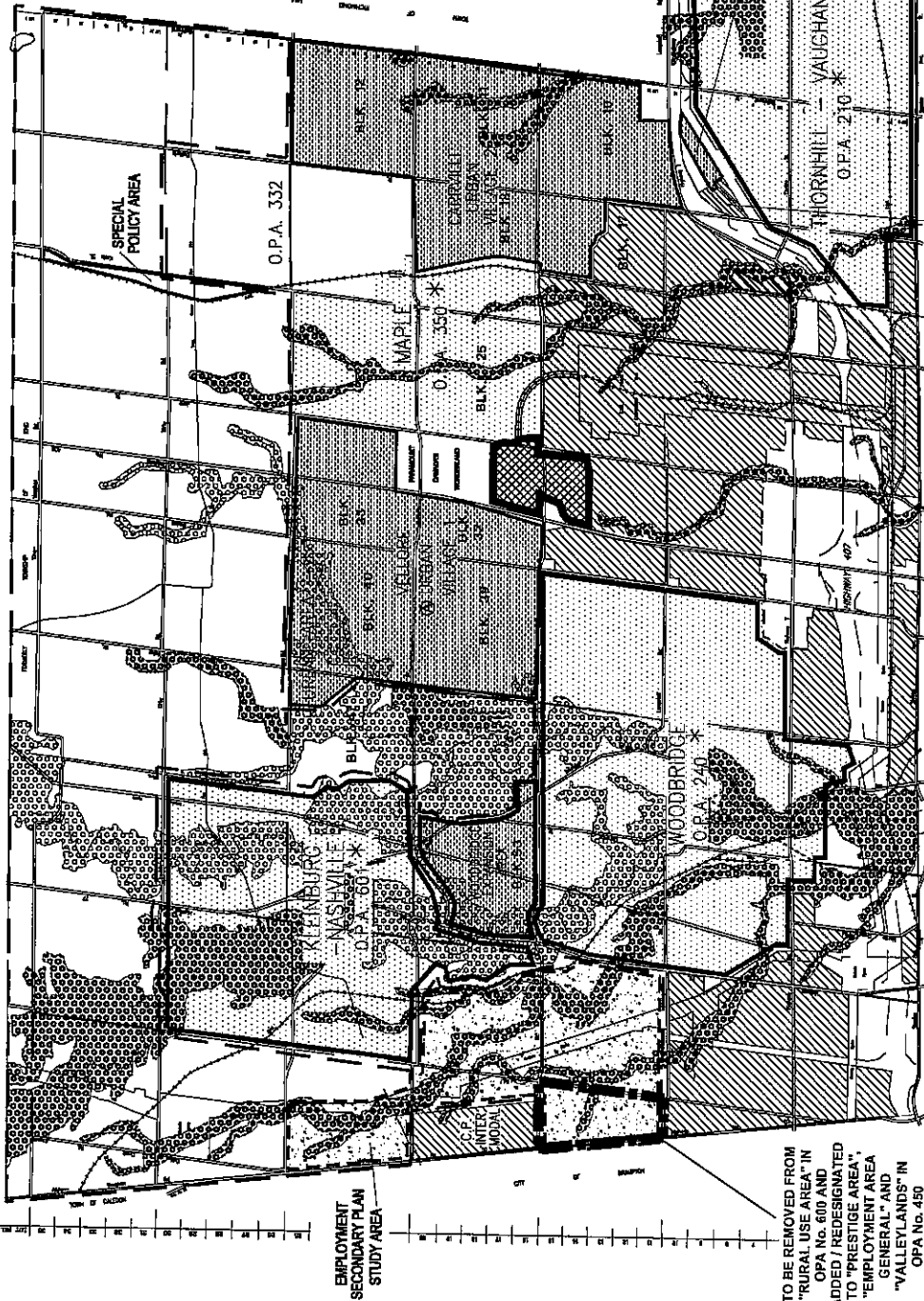
-  URBAN VILLAGES AND WOODBRIDGE EXPANSION AREA
-  VAUGHAN CENTRE
-  VAUGHAN CORPORATE CENTRE
-  RURAL AREA - GENERAL
-  MAJOR OPEN SPACE & VALLEY LANDS
-  WASTE DISPOSAL ASSESSMENT AREA
-  EMPLOYMENT SECONDARY PLAN STUDY AREA

EXISTING COMMUNITY / EMPLOYMENT AREAS
(NOT SUBJECT TO OPA 600)

-  EMPLOYMENT AREAS
-  COMMUNITY AREAS *AS AMENDED

AREA SUBJECT TO OPA #600
AS AMENDED BY OPA #604

MODIFICATION #17 UNDER
SECTION 17(9) OF THE
PLANNING ACT



TO BE REMOVED FROM
"RURAL USE AREA" IN
OPA No. 600 AND
ADDED / REDESIGNATED
TO "PRESTIGE AREA",
"EMPLOYMENT AREA",
"GENERAL" AND
"VALLEYLANDS" IN
OPA No. 450

Schedule 'A' to OPA No. 600

APPLICANT:
BOCA EAST
INVESTMENTS LTD.

Lots 11 - 16,
Concession 10







Policy Planning / Urban Design Department

Attachment 4

FILE No.:
OP.04.017

Not to Scale
June 19, 2006

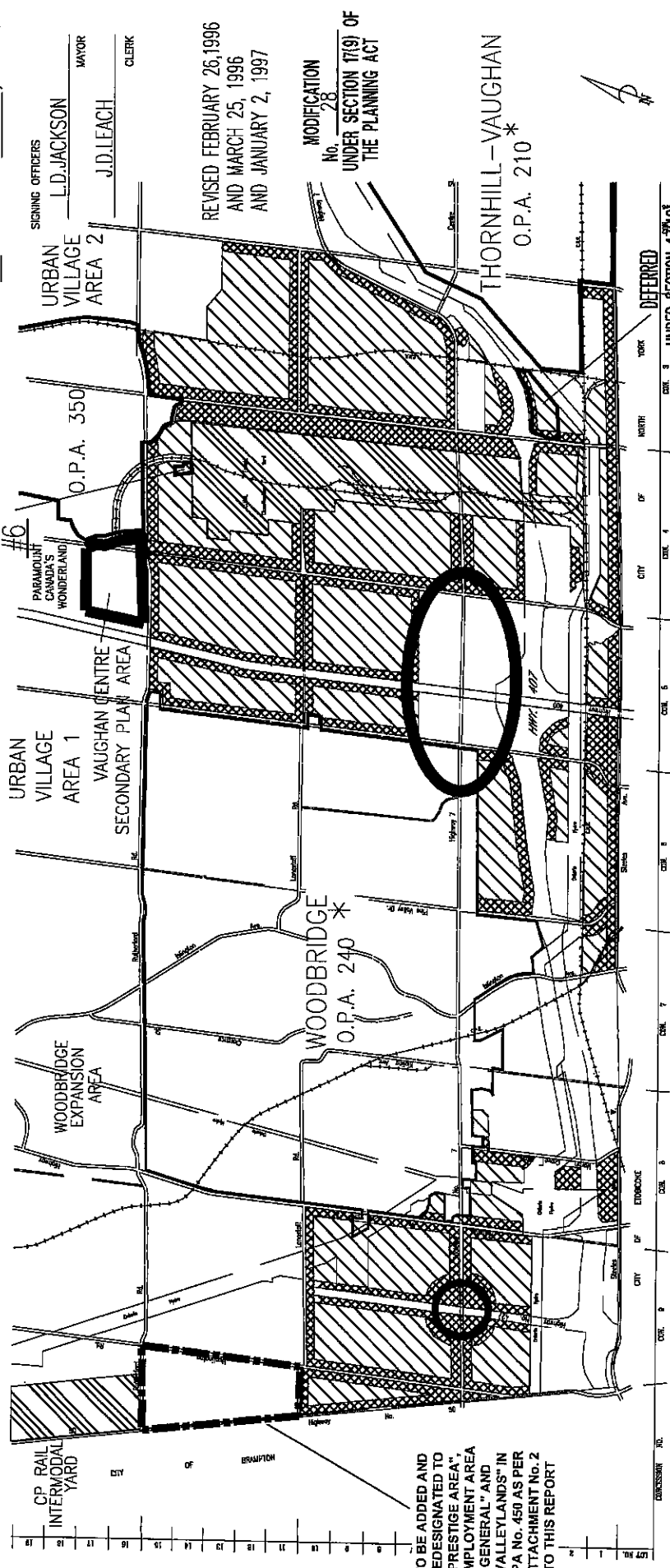
LEGEND

-  PRESTIGE AREA
-  EMPLOYMENT AREA GENERAL
-  CENTRE
-  RAILWAY FACILITIES

-  VAUGHAN CORPORATE CENTRE SECONDARY PLAN AREA
-  * AS AMENDED

EMPLOYMENT AREA STRUCTURAL PLAN

THIS IS SCHEDULE '2'
TO AMENDMENT NO. 450
ADOPTED THE 3RD DAY OF OCTOBER, 1994



SIGNING OFFICERS
L.D. JACKSON MAYOR
J.D. LEACH CLERK

REVISED FEBRUARY 26, 1996
AND MARCH 25, 1996
AND JANUARY 2, 1997

MODIFICATION
No. 28
UNDER SECTION 17(9) OF
THE PLANNING ACT

THORNHILL-VAUGHAN
*
O.P.A. 210

WOODBIDGE
*
O.P.A. 240

TO BE ADDED AND
REDESIGNATED TO
"PRESTIGE AREA",
"EMPLOYMENT AREA
GENERAL" AND
"VALLEYSLANDS" IN
OPA No. 450 AS PER
ATTACHMENT No. 2
TO THIS REPORT

 SUBJECT LANDS

DEFERRED
UNDER SECTION 17(10)
OF THE PLANNING ACT
#3b

Schedule '1' to OPA No. 450

APPLICANT:
BOCA EAST
INVESTMENTS LTD.

Lots 11 - 16,
Concession 10



Policy Planning / Urban Design Department

Attachment 5

FILE No.:
OP.04.017
Not to Scale
June 19, 2006