

COMMITTEE OF THE WHOLE JUNE 19, 2006

BLOCK PLAN FILE BL.64.2005
BOCA EAST INVESTMENTS LIMITED

Recommendation

The Commissioner of Planning recommends that the Block Plan for Block 64 dated December 23, 2005 and shown on Attachment 2 BE APPROVED subject to the following:

A) Conditions of Block Plan Approval

The following items are required to be submitted and approved prior to the approval of any draft plans of subdivision/site development application to the satisfaction of the City of Vaughan and other relevant agencies:

General Implementation

- 1) The related Official Plan Amendment (OPA 631) shall be in full force and effect.

Transportation

- 2) The location and preliminary design of all proposed valley crossings be finalized to determine the final internal road pattern and any required structures (i.e. bridges or culverts) and the determination of the Environmental Assessment for the valley crossings to the satisfaction of the TRCA and the Engineering Department.
- 3) A revised Traffic Study shall be provided to the satisfaction of the City of Vaughan Engineering Department.
- 4) Preliminary grading information shall be provided for the Block that demonstrates acceptable lot and road grading to the satisfaction of the City of Vaughan Engineering Department. Final grading plans will be required as a condition of draft plan of subdivision / site plan approval.
- 5) A Transportation Management Plan shall be prepared to the satisfaction of the City of Vaughan Engineering Department.

Environment

- 6) A plan to obtain an environmental net gain must be prepared to the satisfaction of the TRCA.
- 7) The appropriate permits for the relocation or piping of a watercourse shall be issued by the regulating authorities and provided to the City of Vaughan Engineering Department.

Master Environmental Servicing Plan

- 8) A Water Supply Analysis shall be provided to the satisfaction of the City of Vaughan Engineering Department demonstrating that adequacy of supply and proper looping is available and provided for both at the Regional and local level, to satisfy all City design criteria.
- 9) All outstanding issues with respect to the proposed servicing of the development of Block 64 including but not limited to water supply, sanitary sewers, stormwater management,

transportation and grading be addressed through revisions and finalization of the MESP to the satisfaction of the City of Vaughan Engineering Department.

- 10) The Block Plan Report, together with supporting reports must be revised and updated to reflect modifications arising from the resolution of all conditions identified in a memorandum dated December 19, 2005 from the TRCA.

Hydrogeology

- 11) A Hydrogeological Report and Water Balance Analysis are required to be submitted for review to the satisfaction of the City of Vaughan Engineering Department and the TRCA.
- 12) A groundwater monitoring program shall be prepared and implemented immediately to provide baseline conditions to the satisfaction of the TRCA. A Geohydrology Study is required to ensure the existing wells in the vicinity of the proposed development will not be adversely affected by the subsurface construction activities. Monitoring of the existing wells before, during and after construction shall be required.
- 13) Details for the maintenance of surface and subsurface flows of the watercourse on the east side of Block 64 must be provided to the satisfaction of the TRCA.

Soil Analysis

- 14) A Geotechnical Report shall be submitted for review to the satisfaction of the City of Vaughan Engineering Department.

Urban Design Guidelines / Landscape Master Plan

- 15) A detailed Streetscape and Landscape Master Plan shall be approved by the City of Vaughan Development Planning Department. The Streetscape and Landscape Master Plan shall address the following items:
 - a) Adaptive reuse and integration of identified heritage structures and properties into the proposed development scheme;
 - b) Gateway Developments;
 - c) Integration with Brampton's Streetscape and Landscape Master Plan for Regional Road 50;
 - d) Development abutting identified valleylands with specific concerns related to slope preservation, construction impact mitigation and the quality of the interface including views, landscaping, materials and activities; and
 - e) Conflict Mitigation and general enhancements abutting Regional Road 50 and adjacent proposed and existing residential developments.

Development Phasing

- 16) A Development and Infrastructure Phasing Plan shall be provided to identify the infrastructure required to adequately service all phases of the Block development including sanitary, water, storm water management facilities, and Regional infrastructure such as road widening and water and wastewater system improvements to the satisfaction of the City of Vaughan. The phasing plan shall address the impact of the non-participating landowners on the overall servicing of the Block, and what interim servicing

measures will be required. Details of each phase are to be outlined on the Phasing Plan to the satisfaction of the City of Vaughan.

- 17) The timing for infrastructure/transportation improvements required for development in Block 64 including the reconstruction and widening of Huntington Road and Langstaff Road must be established to the satisfaction of the City of Vaughan.
- 18) All Regional infrastructure work including road widening, water and wastewater system improvements necessary to support development in Block 64 must be identified in the MESP to the satisfaction of the City of Vaughan.

B) Conditions of Draft Plan of Subdivision/ Site Plan Approval

THAT the following conditions be satisfied prior to the approval of the first draft plan of subdivision/site development application, or as part of the individual subdivision/site development application approval to the satisfaction of the City of Vaughan and other relevant agencies:

Transportation

- 1) No final approval of plans of subdivision / site plans may occur until such time as the conditions of the "Holding" provisions are met and the "Holding" provision is removed.
- 2) No access to Rutherford Road east of the proposed north-south collector road shall be permitted until such time as the location of the potential Highway 427 North extension interchange with Rutherford Road, if required, is identified by the Ministry of Transportation. Upon identification of the location of the interchange any access point or road from Block 64 to Rutherford Road or Huntington Road will require a traffic impact study to determine the suitability of the type and location of the access and the impact it may have on the functionality of the proposed interchange and the other road networks within the subject lands and adjacent to the subject lands.
- 3) The final location of all access points and roads as identified on Attachment 3 Transportation, shall be determined and approved during the development process. Those accesses and roads that access Regional Road 50 will require the approval of the Region of Peel.
- 4) A detailed traffic impact analysis based upon the proposed use and expected impact on the existing road network within the subject lands and adjacent lands shall be completed to the satisfaction of the City of Vaughan Engineering Department and the findings of this report shall be incorporated into the design of the proposed road network and / or access points.
- 5) The removal of any road shown on Attachment 3 Transportation shall be accompanied by a detailed report addressing potential impact on traffic levels and routing within the subject lands, adjacent Blocks and neighbourhoods. This report shall be prepared to the satisfaction of the City of Vaughan Engineering Department.
- 6) The location of transit stops shall be to the satisfaction of York Region Transit.

Environment

- 7) Measures to promote infiltration over the site shall be undertaken to the satisfaction of the TRCA.

Master Environmental Servicing Plan

- 8) Details shall be provided, to the satisfaction of the TRCA, for the maintenance of surface and subsurface flows to the watercourses on the east side of the Block, regardless of whether it is preserved within the Block or downstream from Huntington Road.
- 9) Final design details for servicing shall be approved by the appropriate agencies with consideration given to ensuring that the design includes suitable capacity for the extension of services to other Blocks.

Stormwater Management

- 10) The design and location of all stormwater management ponds shall be finalized and approved by the TRCA and any other regulatory agency and approved by the City. The applicant is responsible for providing copies of all required permits and documentation to the City of Vaughan Engineering Department.

Analysis of Erosion Characteristics

- 11) A stable slope study shall be submitted and the development limit approved by the TRCA and City of Vaughan Engineering Department.
- 12) The final valley limits shall be determined to be the greater of the long term stable slope, the physical top of bank, floodplain or the dripline of vegetation plus one metre, plus a 10 metre buffer, to the satisfaction of the TRCA and the City of Vaughan Engineering Department.

Heritage /Archaeological Resources

- 13) A Stage 2 Archaeological Assessment shall be completed with all recommendations and findings being addressed to the satisfaction of the City of Vaughan Engineering Department OR a determination to the satisfaction of the City that a Stage 2 Archaeological Assessment is not required.

Land Uses

- 14) The lands shall be zoned in accordance with OPA 450 as amended by OPA No. 631 to permit the uses proposed as identified within the Block Plan Report. The use of the a "Holding" provision to protect a reasonable corridor, including interchanges / accesses, for the Highway 427 Extension will be used by the City of Vaughan where appropriate.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

An application for Block Plan approval has been submitted by one of the property owners (Boca East Investments Ltd.) within the subject lands. The purpose of the application is to develop the lands for Prestige and General Employment uses in accordance with the policies of OPA No. 450 (Employment Area Plan). An application to amend the Official Plan (OP.04.017) for this purpose has been submitted and a draft Official Plan Amendment (OPA 631) has been prepared.

Background - Analysis and Options

Background

Block Plan Process to Date

On July 29, 2004, the applicant submitted a Block Plan application and application to amend the City of Vaughan Official Plan to allow for the development of the lands in Block 64 for 'Employment Lands' and related uses.

The current Block Plan is dated December 2005 and reflects revisions in response to comments received from various City Departments and external commenting agencies. The Block 64 submission includes the Block Plan and the following supporting documentation:

1. Block 64 Block Plan Report–December 2005 (Revised)–KLM Planning Partners Inc.
2. Master Environmental Servicing Plan, Block 64 DRAFT–April 2005–Various Consultants
3. Huntington Glen (Block 64) Urban Design Guidelines – September 2005 – Watchorn Architect Inc. / The MBTW Group
4. Huntington Glen (Block 64) Landscape Master Plan–January 2006, The MBTW Group
5. Retail Market Opportunity and Impact Analysis–November 2004–urbanMetrics Inc.
6. Stage 1 Archaeological Assessment of Block 64–June 2004–Archeoworks Inc
7. Traffic Review for the Block 64–Hunter's Glen Industrial Park–August 2004–URS Canada Inc.
8. Functional Servicing Report–August 2004–Schaeffers
9. Phase 1 Environmental Site Assessment–June 2004–Shahen Peaker Limited

In addition to the submission of the reports listed above, the applicant prepared and submitted revised reports and additional information in response to comments received.

Pursuant to the requirements of the Planning Act, a public hearing was held on June 8, 2005 for the related application to amend the Official Plan. This Public Hearing also presented the Block Plan.

The proposed Block Plan was circulated to various agencies and City Departments for comment which are identified in this report.

Location

The "subject lands", known as "Block 64", comprise an area of approximately 175 ha (430 acres) and are bounded by Langstaff Road on the south, Rutherford Road on the north, Huntington Road on the east and Regional Road 50 on the west, 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, various agricultural uses (vacant, crop lands), single family dwellings (including one heritage building), and a training centre that includes a heritage building.

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

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 - "Bram East Secondary Plan" including residential, commercial, and industrial uses.

Proposal

The application to adopt a Block Plan for the subject lands was initiated by a single "participating" land owner within the Block. The applicant, Boca East Developments Ltd, owns approximately 109 ha (62%) with the remaining 65 ha (38%) being owned by 14 "non-participating" land owners.

The Applicant proposes to develop the lands in accordance with the designations within OPA No. 450. The applicant proposes that the land be developed as shown in Table 1.

Table 1: Proposed Land Uses in Block 64

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 proposal contains a through north-south road and two east-west roads, as well as a series of secondary roads to service and provide access to developments within Block 64. The north-south and east-west through roads will be developed as primary collector roads within the Block, while the secondary roads will function as local roads. The applicant has indicated that in some instances, local roads may be deleted to allow for larger single use developments to occur.

Neighbourhood Circulation and Consultation

No formal or organized consultation has occurred with the "non-participating" land owners by City Staff. The applicant has indicated that they have met with many of the non-participating landowners and discussed the proposal. A series of monthly meetings occurred between Staff and the applicant throughout the process to discuss and provide updates and to request that additional information be provided.

Notification of the Public Hearing for the Official Plan Amendment application, held June 8, 2005, was carried out through an advertisement in the newspaper.

Staff sent a letter inviting all land owners within Block 64 to the Committee of the Whole Meeting held December 5, 2005. Staff has also informed all land owners of the status of this application and has invited them to attend today's Committee of the Whole meeting.

Non Participating Land Owners

There are a total of 15 non-participating landowners within Block 64, representing 65 ha or 38% of the land area of the Block. As previously noted, this application was initiated by a single land owner, who owns the majority of the lands within the Block 64. With the exception of the northerly east-west road, all major collector roads have been located in a manner to minimize the creation of undevelopable parcels. The phasing of development on the applicant's lands will be impacted by the non-participating land owners as it is expected that servicing will occur primarily from the south.

Provincial Policy Statement (PPS)

The related draft Official Plan Amendment (OPA No. 631) was reviewed to ensure it was consistent with the Provincial Policy Statement (PPS).

The development of Block 64 is consistent with the following sections of the PPS:

- 1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - c) planning for, protecting and preserving employment areas for current and future uses; and
 - d) ensuring the necessary infrastructure is provided to support current and projected needs.
- 2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.
- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The proposed development is consistent with the Provincial Policy Statement provided the environmental features (i.e. Rainbow Creek) and the existing identified Heritage Resources are protected. These items will be considered through appropriate conditions of approval of the Block Plan, Zoning, Draft Plan of Subdivision and Site Plans.

York Region Official Plan Amendment 19 (ROPA 19)

The proposed employment uses within the Block 64 Block Plan are consistent with the policies contained in ROPA 19 and implement the draft Official Plan Amendment (OPA No. 631). ROPA 19 brings a number of Blocks, including Block 64, into the "Urban Area" for employment uses.

City of Vaughan Official Plan

The purpose of draft Official Plan Amendment (OPA No. 631) is to redesignate the subject lands from "Rural Use Area", and identified as "Employment Secondary Plan Study Area" under OPA No. 600, to "Prestige Area", "Employment Area General" and "Valley Lands" under OPA No. 450 (Employment Area and Growth Management Plan). Draft OPA No. 631 conforms to the Provincial Policy Statement, Region of York Official Plan Amendment 19 (ROPA 19) and generally conforms to the provisions of Official Plan Amendment No. 450, as amended.

The Official Plan Amendment Application (OP.04.017) was presented to Council at the December 5, 2005 Committee of the Whole meeting. The Committee deferred the application pending review of the potential impact the development of these lands would have on the Environmental Assessment process for Highway 427. These concerns were raised by the City of Brampton. The staff report on the OPA application addresses this matter.

Zoning

The subject lands are currently zoned C7 Service Commercial Zone, A Agricultural Zone and OS2 Open Space Park Zone. It is expected that the following zones will be used to implement the proposed Block Plan:

- a) EM1–Prestige Employment Area Zone,
- b) EM2- General Employment Area Zone ,
- c) EM3–Retail Warehouse Employment Area Zone
- d) C7–Service Commercial Zone and
- e) OS1–Open Space Conservation Zone.

General Comments About the Application

The related Official Plan Amendment (OPA 631) will permit the proposed Block Plan, incorporating the lands for employment use in OPA No. 450 (Employment Area Plan). As a condition of approval of the Block Plan, OPA No. 631 shall be in full force and effect and that any required revisions to OPA No. 631 be incorporated into the Block Plan.

An issue of utmost importance in the approval of this Block Plan is the potential impact of the development of the subject lands on the potential routing of the Highway 427 North Extension. These concerns were raised by the City of Brampton and are discussed elsewhere in this report.

Specific Comments Received

Transportation

Due to the location of the subject lands, the existing and proposed road network and the proximity of the subject lands to the Highway 427 Extension Environmental Assessment Corridor, many stakeholders have an interest in both the internal road network and the impact the development of the subject lands will have on the surrounding road networks. Transportation related reports and documents were circulated for comment to the Region of Peel, City of Brampton, Town of Caledon, York Region, Ministry of Transportation and internally. The following is a summary of Transportation related comments received and suggested conditions of approval.

Region of Peel

Regional Road 50, formerly provincial Highway 50, is a shared jurisdiction arterial road between the Region's of Peel and York Region, but is managed by Peel Region. Peel Region intends to maintain Regional Road 50 as a high capacity arterial in the medium and long term by limiting the number of accesses to Regional Road 50.

Due to the importance of Regional Road 50, the location of roads and access points must be identified as early as possible in the planning process. The design and location of proposed access points and intersections onto Regional Road 50 will ultimately require approval from the Region of Peel and may require a financial contribution by a land owner for planned upgrades prior to any draft plan of subdivision approvals in the Block.

Town of Caledon

The Town of Caledon expressed concerns similar to the Region of Peel with respect to the long term viability of Regional Road 50 as an arterial road. In addition to the comments related to Regional Road 50, Caledon expressed concern with respect to the impact any approval of development within this Block may have on the routing of the Highway 427 Extension and the associated Environmental Assessment.

These issues can be addressed by limiting the number of access points to Regional Road 50 and providing conditional approval of the Block Plan by using "Holding" provisions to control development until such time as the location of the Highway 427 Extension Corridor is closer to being delineated and that the stakeholders have no further interest. As access to Regional Road 50 is controlled by Peel Region, both Caledon and Peel Region's concerns can be addressed during the development approval process.

City of Brampton

The City of Brampton has expressed concern with respect to the approval of this Block Plan and the potential impact on the proposed Highway 427 Extension. They have requested that a "Tulip Protection Area" be illustrated based on the original MTO proposal and that the area associated with this "Tulip" be protected until such time as this option is ruled out. As directed by Council during the OPA process City staff met with officials from the City of Brampton to discuss their concerns. From this meeting it was determined that in order to protect a suitable corridor for the Highway 427 North Extension the OPA would contain policies to enable the use of "Holding" provisions pursuant to the Planning Act. The removal of the "Holding" provisions will be based upon the Environmental Assessment that is currently underway and the findings contained within it. In recognition of the "scoping" process of the Environmental Assessment, the City of Vaughan will consult with the City of Brampton and the Ministry of Transportation, prior to approving any applications for draft plans of subdivision / site plans. In order to address the concerns of the City of Brampton and MTO; policies were included in the Official Plan Amendment respecting the use of "Holding" provisions pursuant to the Planning Act on the zoning on lands associated with development applications.

In addition to these policies, an understanding was reached with respect to the process related to requesting comments and incorporating comments into final development approvals. The agreed upon process will require the City of Vaughan Development Planning Department to circulate all development applications submitted in Block 64 to the City of Brampton and MTO for review and comment and determination of applying such provision. This circulation will occur within 15 days upon receipt of such application. This procedure will 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.

York Region

The proposed location of transit stops as described in the MESP do not conform to York Region Transit standards. The location of the proposed stops must be addressed during the subdivision/site plan process and may be incorporated into Development Agreements. Except for locations that may be impacted by the valley crossing there are no substantive reasons for York Region Transit's standards not to be met.

Ministry of Transportation

The Ministry of Transportation's primary concern is ensuring that a future corridor is identified and protected for the Highway 427 extension north of Highway 7. The following comments highlight the Ministry of Transportation's interest in the development of the subject lands.

- a) 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;
- b) development should not proceed until the E.A. process is further advanced;
- c) no access to Rutherford Road should be permitted until the extent and location of a potential interchange at Rutherford Road is determined; and
- d) concern about future utilities and/or municipal or regional water and sewer crossings of the future Highway.

In response to these comments, the applicant and City staff have reviewed and discussed with the Ministry of Transportation the potential impact the development of the subject lands would have on any extension of Highway 427. Due to engineering design standards for a 400 series highway the development of the subject lands as proposed should have minimal impact on the extension of Highway 427. However, as noted the development of access points (i.e. driveways or secondary roads) on Rutherford Road may impact the location and design of potential interchanges.

In order to preserve the requested corridor it has also been suggested by the Ministry of Transportation to utilize the "Holding" provision of the Planning Act with respect to lands in the northeast quadrant of the Block. This recommendation is reasonable and forms a condition of Draft Plan / Site Plan approval to be included in the implementing Zoning by-law.

City of Vaughan Engineering

The Engineering Department's comments with respect to the proposed road network relate primarily to ensuring that the City's design standards are met and that suitable levels of service within the Block can be accommodated. Engineering has requested that a Transportation Master Plan be completed and approved as a condition of Block Plan approval. The requirements and contents of this Master Plan are outlined in a letter dated December 19, 2005, which has been provided to the Applicant.

Toronto Region Conservation Authority (TRCA)

The applicant proposes a road network that includes a crossing of West Rainbow Creek. The TRCA has expressed concern that the proposed design is not suitable when other items are taken into consideration and should be reviewed. Therefore, it is suggested that prior to any approval of draft plan of subdivision / site plan a suitable agreement and design standards for a stream crossing shall be approved by the TRCA and any other regulatory agency that may need to be involved, including the City of Vaughan.

Environment

MESP Terrestrial Resources

OPA No. 600 and the TRCA has identified two tableland woodlots within the boundary of Block 64. These woodlots are located in the north end of the site and are not proposed to be protected within this Block Plan. The TRCA is willing to support the removal of these woodlots, provided that their removal is tied to an environmental net gain for the ecosystems within the Block 64 Planning Area. This can be accomplished through additional protection and improvement of the valleylands associated with the West Rainbow Creek. A suitable condition has been included to accomplish the TRCA's request.

The applicant is proposing to remove a watercourse located in the southwest corner of the property. The TRCA questions how this will be achieved and has identified other interested parties, such as the Department of Fisheries and Oceans. In order for this item to be addressed, additional information will be required to be submitted by the applicant to the satisfaction of the TRCA and the City of Vaughan. As this is likely to occur during grading and prior to development it is reasonable to require that prior to any draft plan of subdivision or site plan approvals the required permits and approvals be provided to the City for the removal or rerouting of any watercourses in Block 64.

The TRCA has indicated that there are meadow marsh habitats located throughout the Block. Having assessed these marshes, it is acceptable to the TRCA that they be developed, provided that their removal is factored into the environmental net gain for the Block. This item is included as a condition of Block Plan Approval.

The "online" configuration of the proposed Storm Water Management ponds within the valleylands associated with the West Rainbow Creek are of concern to the TRCA. It is their opinion that a satisfactory design and ecological solution can be obtained by reconfiguring the proposed ponds to take them "offline". This reconfiguration would contribute to the environmental net gain previously mentioned and improve the condition of the West Rainbow Creek. Therefore, as a condition of the Block Plan approval the design of the storm water management ponds within the valleylands shall be approved by the TRCA with the intent of contributing to an environmental net gain in the Block.

Water Distribution System

The City's Engineering Department has indicated only minor items are required to be addressed prior to the approval of the Block Plan. These items include the submission of a comprehensive water network analysis of the relevant water distribution systems; revisions to the MESP to establish the internal water network that includes water main sizing; demonstrate the adequacy of supply and proper looping is available and provided for; and revisions to the MESP with respect to design criteria and a monitoring program of existing wells in the area prior to, during and after construction. As many of these items require design approval of the infrastructure, a series of suitable recommendations have been included as conditions of Block Plan approval and that the City's Engineering Department is satisfied that the conditions are met prior to the approval of any draft plans of subdivision or site plan approvals.

Sanitary Servicing

The Region of York has indicated that due to topographic constraints and existing land use patterns, the oversizing of sewer lines to allow for expansion in adjacent Blocks is advisable. The final design and location of the wastewater system can incorporate this request, but should not be used to delay the Block Plan approval process. This item is included as a condition to be satisfied prior to the approval of draft plans of subdivision or site plans in Block 64.

Similar to the Region of York's comments, the City's Engineering Department has concerns related to the final design and capacity of the sanitary sewer system. A series of conditions of Block Plan approval have been included as conditions in the Recommendation section of this report.

Stormwater Management

Toronto and Region Conservation Authority

The TRCA expressed concern with respect to external land uses and their impact on the Storm Water Management (SWM) ponds in the northern portion of Block 64. Having reviewed site conditions this worry has been allayed and the TRCA is satisfied that external conditions will have a negligible impact on the proposed Storm Water Management plan for this Block.

The TRCA has indicated that the capacity and assumptions used to calculate the capacity and functioning of SWM Pond 1 require additional review in order to demonstrate that the storm drainage system and open channel section within Block 57/58 have the ability to convey the post development discharge from the pond. This request is reasonable as it ensures and promotes a holistic and regional approach to storm water management. This request can be addressed through a condition of approval that requires additional information on the design of storm water management ponds prior to any draft or site plan approvals in the Block to the satisfaction of the TRCA.

With respect to outfall of Pond 1, the TRCA indicates that it would be suitable to address this outside the framework of the Block Plan process. Therefore, it is recommended that the final design solution be included as a condition of draft plan of subdivision / site plan approval in the Block.

The TRCA has identified that the general design and configuration of the SWM ponds is problematic in terms of sloping, location, and the calculation of capacity. In order to address these concerns additional refinement in the design and modeling used to calculate the required capacity will be required and included as a condition of approval to the satisfaction of the TRCA.

City of Vaughan Engineering Department

In reviewing the proposed Stormwater Management Plan, the City's Engineering Department requires the following items to be addressed and included as conditions:

- a) coordination of stormwater management ponds with adjacent Blocks, specifically SWM Pond 1 with Block 57/58;
- b) confirmation and approval of storm water management pond size and locations;
- c) confirm design standards for municipal storm sewers.
- d) provide additional geotechnical information as outlined in a letter dated December 19, 2005;

Soil Analysis

The TRCA has commented that due to the surface geology and dominant soil types in the Block they have concern with respect to the permeability and transmission of surface water. The TRCA has requested that a condition of Subdivision and Site Plan approval be imposed that addresses this concern. The condition would require that reasonable measures be taken to promote infiltration of surface water over the entire Block and that these measures be described and approved prior to any draft plan of subdivision or site plan approvals.

Analysis of Erosion Characteristics

The TRCA indicates that a requested report relating to establishing and delineating the "Stable Slope Line" has not been received. In order for the final limits of development to be approved this item is required. The TRCA has requested that a condition be imposed that requires the submission and approval of this report prior to any draft plan of subdivision approvals in this Block.

The TRCA has indicated that it is acceptable to defer a comprehensive streambank erosion study to the design phase of development. The next design phase would be during the draft plan of subdivision and site plan approval process. This item can be addressed in the condition related to the "Stable Slope Line" and plans can be finalized and approved prior to any draft plan of subdivision / site plan approvals.

Urban Design Guidelines / Landscape Master Plan

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. 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 have reviewed the proposed guidelines and advise that they are generally acceptable. In addition to these guidelines, a detailed Landscape/Streetscape Master Plan has been submitted and is being reviewed. As a condition Block Plan approval these items shall be finalized to the satisfaction of the City.

Heritage /Archaeological Resources

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 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 welfare and condition of these heritage buildings should be considered when approving any development application for the properties on which they are situated. The building located at 8700 Huntington Road has successfully been integrated into the training centre development. The building located at 8934 Huntington Road will require special attention during the development of that property. These buildings should be considered and included in the Landscape Master Plan and Urban Design Guidelines.

The consulting archaeologists for the Applicant advise that in addition to the completed Stage 1 Assessment, a Stage 2 Assessment should 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. If upon further analysis of the lands, it is determined, to the satisfaction of the Cultural Services Department, that a Stage 2 Assessment is not required then further development approvals may be granted without this Study being required. It shall be the applicant's responsibility to provide supporting evidence with respect to determining what additional work is required to satisfy the Cultural Services Department. These requirements have been included as conditions of approval.

Land Uses

The proposed land use regime within the Block conforms to the designations, land use policies and policies in OPA 450, as amended by proposed OPA No. 631. In order to implement this land use regime, OPA 631 requires adoption by Council and approval by York Region. Once OPA No. 631 is in effect, lands within the Block will require rezoning in accordance with the approved Block Plan prior to development. Table 1 outlines the proposed uses and the area associated with each one.

The City of Brampton has reviewed the Block Plan Report and has provided comment with respect to the land uses and supporting documentation. Brampton has expressed concern with respect to the impact the proposed retail warehouse lands may have on the retail hierarchy proposed in the Bram East Secondary Plan (Area 41). A report titled "Retail Market Opportunity and Impact Analysis" was prepared by urbanMetrics on behalf of the applicant. The report's primary finding was that within the study area there is a market opportunity for approximately 1.6 million square feet of retail type uses. Considering the amount of land (9.11 ha / 22.5 acres) and the configuration of the land being proposed for retail warehousing, combined with the requirements contained within OPA 450 with respect to retail warehousing in Employment Lands Areas, the amount of additional floor area appears negligible. No specific conditions are required for the approval of the Block Plan, except that the implementing zoning by-law must conform to the underlying designations and policies contained within OPA 450 as amended by OPA No. 631.

Development Phasing

OPA 450 requires that a phasing plan be submitted for consideration and review during the approval process for a Block Plan. A phasing plan has not been submitted. In order to ensure that the provision of infrastructure occurs in a manner consistent with existing City policies it is recommended that a condition of approval include the submission of a detailed phasing plan for the Block prior to the approval of any amendment to the Zoning By-law, draft plan of subdivision or site plan approvals in the Block. The phasing plan should have consideration for the Environmental Assessment process related to the Highway 427 extension.

The City's Engineering Department has requested that the phasing plan be submitted and reviewed for conformity to existing City design and servicing policies. It is reasonable to expect this as a condition of Block Plan approval and not permit any approvals until such time that the City is satisfied that the phasing plan is in keeping with the City's ability to provide and assume services.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5, "Plan and Manage Growth"'.

Conclusion

Staff supports the approval of the Block 64 Block Plan subject to the Applicant addressing conditions set forth in the "Recommendation" section of this report. The Block Plan represents a development pattern that is consistent with the Provincial Policy Statement, implements the Region of York Official Plan Amendment 19 and City of Vaughan Official Plan Amendment 450 (Employment Area Plan). The subject lands will be incorporated into OPA 450 by the related OPA No. 631.

Issues have been identified that allow the Block Plan to be approved conditionally provided that the identified items are resolved to the satisfaction of the commenting agency and/or the City of Vaughan, prior to the City processing applications for draft plan of subdivision, site plan and

zoning approval. This report includes conditions that are to be addressed as part of the draft plan of subdivision, site plan and zoning approval process.

Attachments

1. Location Map
2. Block Plan–Proposed Land Use Map
3. Block Plan–Transportation Map

Report prepared by:

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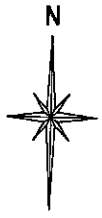
Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

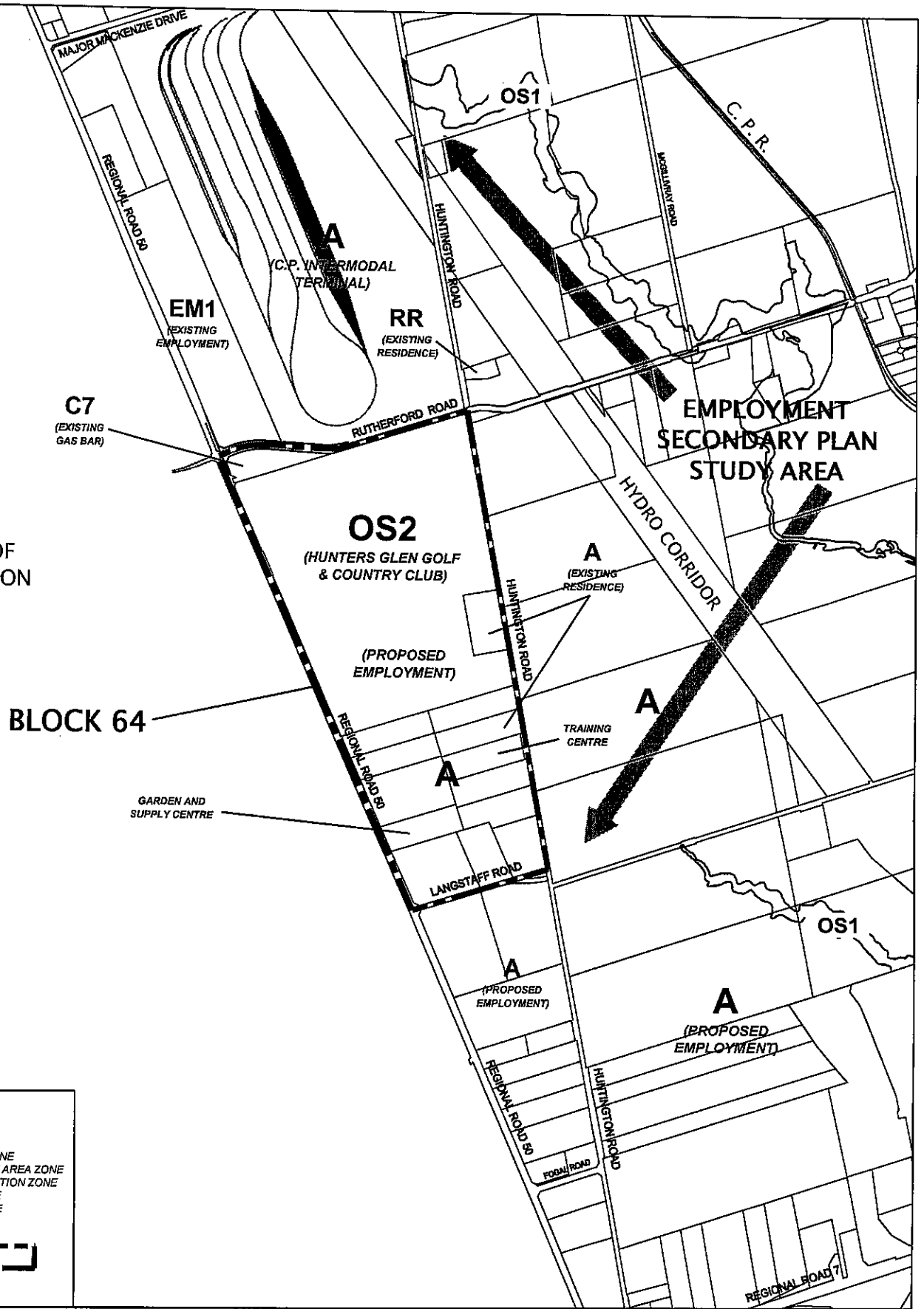
DIANA BIRCHALL
Director of Policy Planning / Urban Design

/RF

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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

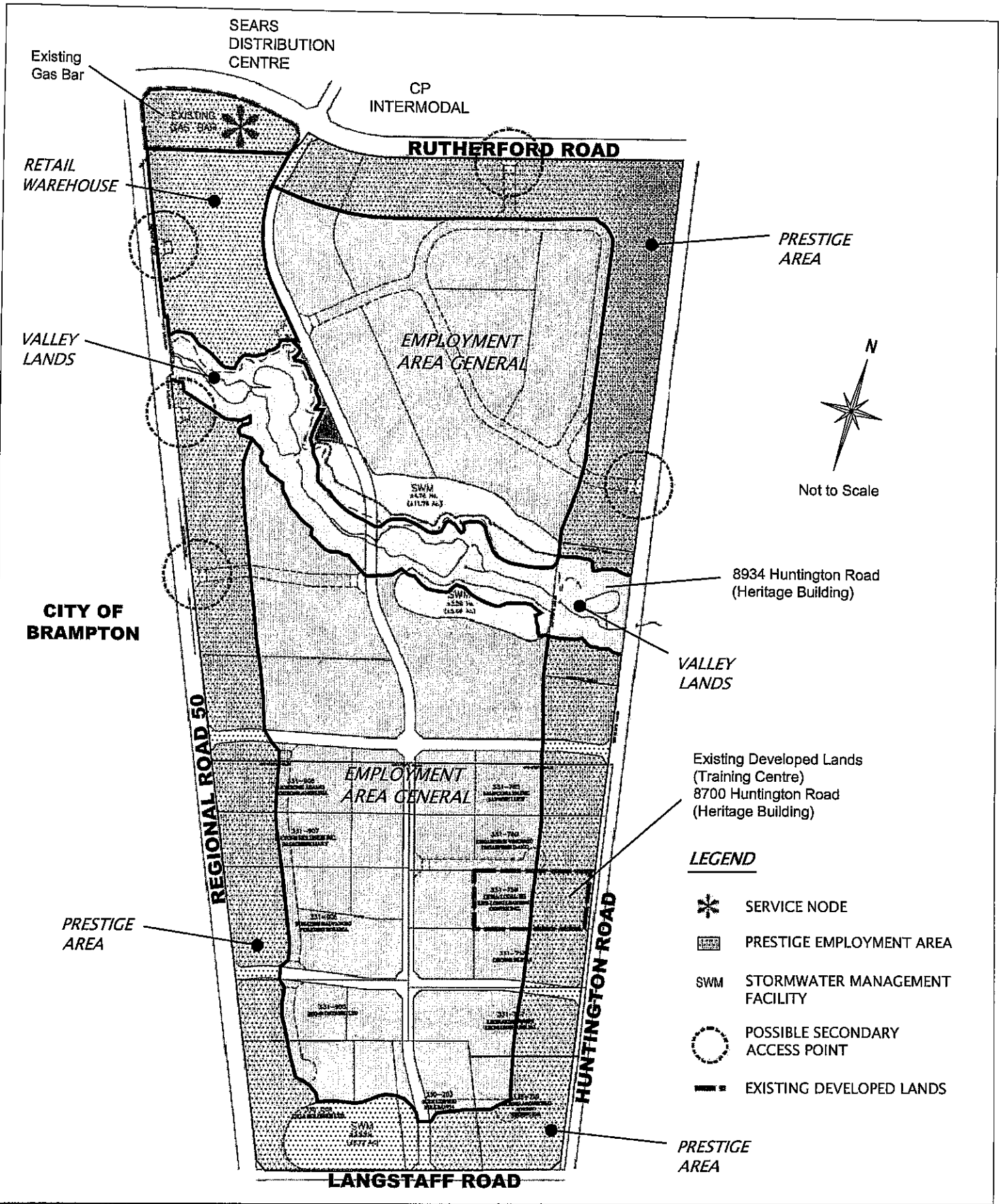
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FILE No.:
BL.64.2005
RELATED FILE:
OP.04.017

May 24, 2006

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Proposed Land Use

Lots 11 - 16,
Concession 10

APPLICANT:
BOCA EAST
INVESTMENTS LTD.

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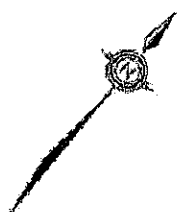
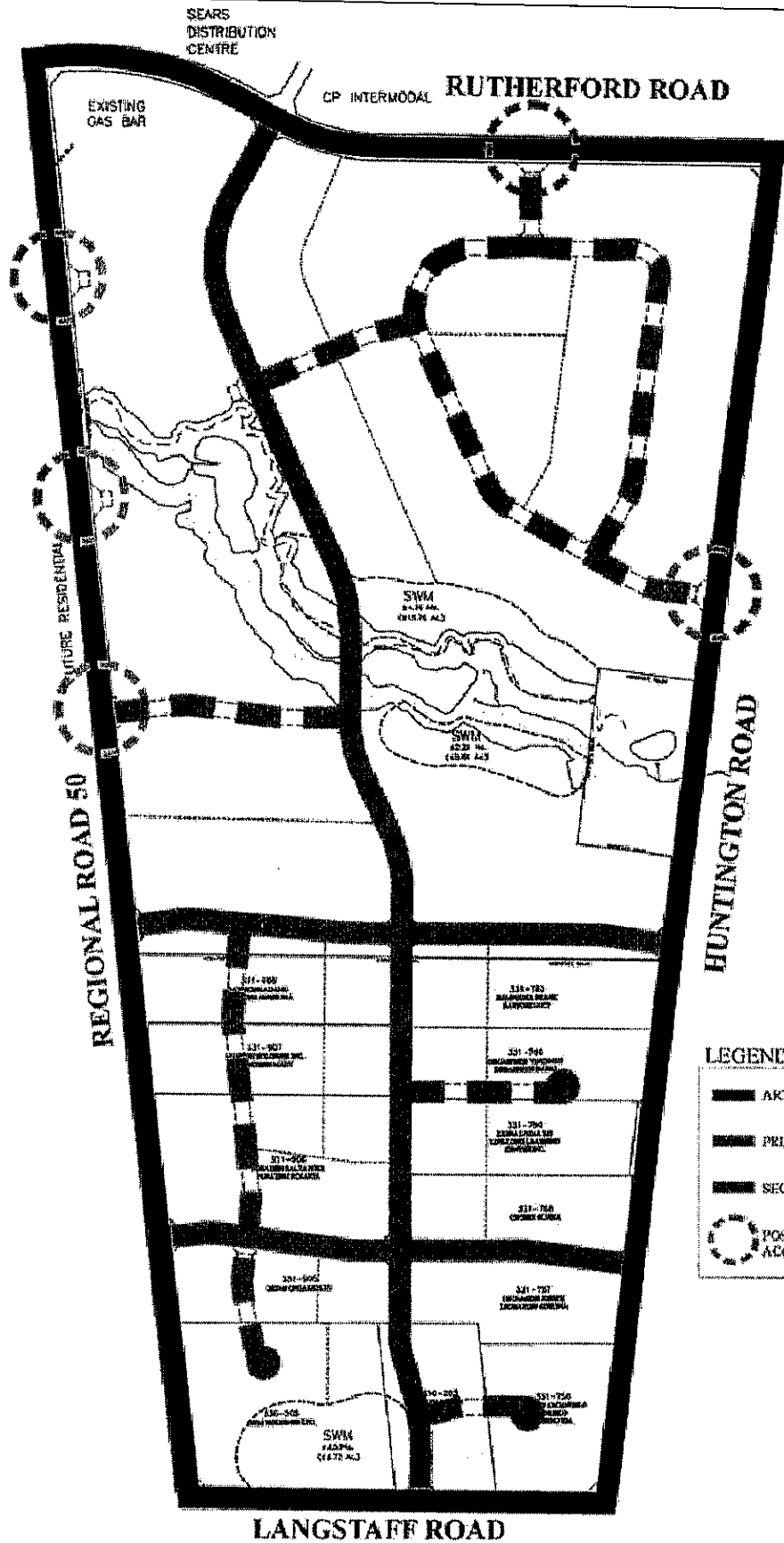
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May 24, 2006

2



LEGEND

- ARTERIAL ROAD NETWORK
- PRIMARY ROAD NETWORK
- SECONDARY ROAD NETWORK
- POSSIBLE SECONDARY ACCESS POINT

Not to Scale

Transportation Map

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



Policy Planning / Urban Design Department

Attachment

FILE No.: BL.64.2005
 RELATED FILE: OP.04.017

May 24, 2006

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