

COMMITTEE OF THE WHOLE NOVEMBER 15, 2011

**BLOCK 61 WEST (NASHVILLE HEIGHTS)
BLOCK PLAN CONDITIONS REPORT
BLOCK PLAN FILE BL.61.2009
WARD 1**

Recommendation

The Commissioner of Planning, in consultation with the Commissioner of Engineering and Public Works recommend:

- 1) That the outstanding issues discussed in Section D in the report to Committee of the Whole, May 10, 2011 (Attachment 2) of Block 61 W Plan be addressed as follows:
 - a) That any outstanding Block Plan technical submissions and supporting studies be updated as necessary to reflect the measures taken to establish the Block Plan as illustrated on Attachment 1, and that such matters be resolved through the Draft Plan of Subdivision process and that conditions of draft plan approval to this effect be applied, as necessary, to the Block 61 West draft plans of subdivision.
 - b) That the Traffic Management Master Plan [Issue D 3) ii] prepared by Poulos and Chung and Malone Given Parsons Ltd. for Block 61 West BE APPROVED, subject to detailed design.
 - c) That the requirement for a Transportation Demand Management framework (Issue D 3) iii.) be resolved through the draft plan of subdivision process and that conditions of draft plan approval to this effect be applied, as necessary, to the Block 61 West draft plan of subdivisions to the satisfaction of the City in consultation with the Region.
 - d) That the requirement for a Landscape Master Plan and Urban Design Guidelines [Issue D 3) iv.] be resolved through the draft plan of subdivision process and that conditions of draft plan approval to this effect be applied, as necessary, to the Block 61 West draft plan of subdivisions.
 - e) That the Development and Infrastructure Phasing Plan [Issue D 3) v.] BE APPROVED subject to the following requirement being addressed as a condition of Draft Plan of Subdivision:
 - i) That Phase One be finalized based on availability of servicing capacity allocated by Council
 - ii) That the Infrastructure Phasing Plan be updated in a comprehensive manner as development proceeds in subsequent phases (beyond Phase One) to the satisfaction of the City in consultation with the Region.

Contribution to Sustainability

The proposed Block Plan is consistent with *Green Directions Vaughan* through the following:

- Goal 2: To ensure sustainable development and redevelopment.
Goal 3: To ensure that Vaughan is a city that is easy to get around with low environmental impact.

Block 61 West Block Plan is the first Block Plan approved since the revised *Provincial Policy Statement* (2005) and *Growth Plan* legislation emphasizing “complete pedestrian oriented communities” and more “compact development”. The Block 61 Plan has integrated important aspects of sustainability including:

- enhancement of central watercourse and other natural features such as woodlots totaling approximately 14 ha of open space and approximately 4 ha of preserved woodlot features, in addition to the creation of a green-link between natural features within the Block;
- inclusion of linear-parks and multi-use trails, and incorporation of sidewalks on either side of the street throughout most of the community, including the potential for a pedestrian crossing over the CP rail line connecting to the Block 61 east community, to ensure accessibility and connectivity among pedestrians and cyclists;
- inclusion of a variety of mixed-use housing choices from low, medium and medium-mixed use residential housing stock, encouraging live-work opportunities as encouraged in the *Provincial Policy Statement* and *Growth Plan*;
- the location of schools, parks and retail that are central to the community providing opportunities for increased walkability;
- a “grid-like” design street network that creates porosity facilitating movement within the community;
- the provision of Transportation Demand Management framework in the governing policies (i.e. OPA and Block Plan) to promote increased long-term use of public transit within the community;
- a density target of approximately 51 people and jobs per hectare, above the required minimum Regional average of 50 persons and jobs per hectare;
- the incorporation and preservation of existing Heritage buildings (Agar House) within the community providing character and a sense of “place”.
- proposed enhanced energy reduction through Energy Star and Low Impact Development approaches through the plan of subdivision process.

Economic Impact

There is no direct financial impact arising from this report. The Block Plan is a major step in the City’s development approval process. The Plan will provide for additional lands for commercial, institutional and residential development and the services referenced in this report will be constructed by the developer. Its approval will ultimately result in an increase in the City’s tax base, as well as growth related expenses for the City.

Communications Plan

The Public Hearing for the Block 61 West Block Plan was held February 1, 2011. The Block Plan was conditionally approved by Council on May 25, 2011.

Purpose

This report describes the status of the clearance of conditions required for the Block 61 West Block Plan (Nashville Heights) based on the work completed subsequent to Council approval on May 25, 2011.

Location

Block 61 West is located in the south-west corner of the Kleinburg-Nashville Community Plan (OPA 601) amendment area and is bounded by Major Mackenzie Drive to the south, the Canadian Pacific (CP) Mactier Rail Line to the east, the existing hamlet of Nashville (part of the

Kleinburg-Nashville Heritage District) to the north, and Huntington Road to the west. The subject lands are shown on Attachment 1.

Background - Analysis and Options

Submission of the Block Plan Application

On December 22, 2009, the Nashville Heights (Block 61 West) Land Owners Group submitted a Block Plan application proposing a comprehensive development plan. This plan included lands for residential, commercial, school and park uses, along with valley lands, woodlots and stormwater management ponds in response to the requirements of OPA 699. During the process, revisions have occurred in response to comments received.

On February 1, 2011, a Public Hearing was held at which the Block Plan was presented. Based on further staff and agency review and the comments received at the Public Hearing, a revised Block Plan was submitted on April 5, 2011.

On May 10, 2011 staff brought forward a report to Committee of the Whole (Attachment 2) recommending approval of the Block 61 West Block Plan subject to issues identified in Section D of the report being addressed. On May 25, 2011, Council approved the Block 61 West Block Plan (Nashville Heights) and the recommended conditions as follows:

- 1) *That the Block Plan forming Attachment 4 to this report BE APPROVED: and is the basis for the submission of the implementing draft plans of subdivision and zoning by-law amendment applications for the Block 61 West area (File BL.61.2009).*
- 2) *That the Block Plan application technical submissions and supporting studies be updated, as may be necessary, to reflect the measures taken to establish the Block Plan as illustrated in Attachment 4, prior to the draft plan approval of the first plan of subdivision in the Block 61 Plan area.*
- 3) *The outstanding issues discussed in Section D, 3) of this report, be addressed prior to the draft approval of the first draft plan of subdivision in Block 61 West.*
- 4) *That staff prepare a Terms of Reference for the preparation of a feasibility and pre-design study for the construction of a pedestrian crossing of the CP Rail Line to link Block 61 east and west for inclusion as a capital project in 2012, with funding from Block 61 West landowners group.*

Status of Block 61 West Block Plan Conditions

Since Council's conditional approval on May 25, 2011, additional work has been submitted by the applicant and circulated to the commenting departments and agencies for review and approval. The following provides a summary of the current status of the issues that need to be addressed prior to the draft approval of the first plan of subdivision in the Block Plan area. All other matters will be addressed by way of normal draft plan conditions emerging from the pertinent department and agencies.

- 1) Pedestrian & Cycle Crossing

Condition:

That staff prepare a Terms of Reference for the preparation of a feasibility and pre-design study for the construction of a pedestrian crossing of the CP rail Line to link Block 61 east

and west for inclusion as a capital project in 2012, with funding from the Block 61 West landowners group.

Status:

Staff have prepared a Terms of Reference for the preparation of a feasibility and pre-design study as per Council direction on May 25, 2011. This has been provided to the Block 61 West developer and staff is awaiting the final study report. The Toronto and Region Conservation Authority (TRCA) has requested to be party to and to offer their expertise throughout the study process as work in certain areas would require permit approval from the TRCA.

2) Toronto Region Conservation Authority (TRCA) Requirements

Condition:

Extensive discussions have taken place between the applicant, the City and TRCA to resolve a number of issues. Solutions have been developed and the TRCA has confirmed support for the revised Block Plan dated April 5, 2011. The TRCA's support is based on the implementation of a number of changes to the technical studies as may be necessary, which will document the solutions arrived at through the negotiation process. These include:

- i. That the infiltration facilities are of a size and structural nature that they can be constructed in the designated locations and within the space available for their construction in a manner that maintains the integrity and function of the buffers and related features.*
- ii. That surface water flows will be maintained to the natural features to ensure they can be maintained post-development.*
- iii. That the corridor and channel size of the tributary contained within the central north to south open space designation, is appropriate to accommodate the relocated tributary and related natural heritage, bio-swale (including flood flow accommodation, surface water supplementation, meander belt and wetland pockets) and trail functions.*
- iv. That the tributary shown in the southwest corner of the Block Plan, within the "Major Mackenzie Drive Special Study Area" (MMDSSA), is recognized as a surface water feature within the Environmental Assessments completed for the highway and road improvements. It is anticipated that it will be accommodated within an appropriately sized valley and stream corridor.*
- v. That the habitat losses and gains have are identified and the features recognized by the Block Plan are anticipated to demonstrate a net benefit to the environment. The details required to comprehensively conclude whether the proposed restoration/mitigation/compensation is adequate will be confirmed prior to subdivision approval.*
- vi. That a 7.5-metre buffer on either side of the realigned portion of the central watercourse and a 10-metre buffer to all other natural features and hazards are to be provided.*
- vii. That the storm water management blocks are conceptually of sufficient size to allow for construction of these facilities. Due to the timing of the advancement of this development proposal, wording is to be incorporated into the Block*

Plan/MESP to ensure opportunity for a contingency plan in the event Regional peak flow control is required within the Block Plan. This determination will be made based on technical studies currently being undertaken by the TRCA that may conclude that the development of Block 61 West without Regional storm peak flow controls would result in unacceptable impacts to hydraulics and flood risk downstream of the development. The MESP subdivision approvals need to ensure that flexibility within and north of, the Special Study Area is maintained in the event larger ponds are required.

Status:

On September 6, 2011, the TRCA provided written correspondence to the Policy Planning Department indicating that a tertiary revision was completed with respect to the following documents subsequent to Council's approval of the Block 61 West Plan on May 25, 2011:

- *Master Environmental Servicing Plan, by Shaeffers Consulting Engineers (revised July 2011);*
- *Hydrogeologic Investigation, by Terraprobe (August 3, 2011);*
- *Nashville Heights natural Heritage Evaluation and Environmental Impact Study, by Beacon Environmental (July 2011);*
- *Nashville Heights Geomorphic Assessment – Existing Conditions, by Parish Geomorphic (March 2011);*
- *Urban Design Guidelines, by STLA Design Strategies and John G. Williams Architect Inc. (June 2011);*
- *Landscape Master Plan, by NAK STLA Design Strategies (July 28, 2011).*

The TRCA continues to have outstanding comments on the aforementioned materials, and would prefer to have them addressed through a revision or an addendum to the reports prior to draft approval of the first plan of subdivision in the plan area. However, TRCA is prepared to defer all outstanding comments on the Block Plan / MESP technical submission and supporting studies to the draft plan approval stage.

- 3) Traffic Management Master Plan (TMMP)
Reference: Section D 3) ii, May 25, 2011 report to Council

Condition:

A Transportation Management Plan (TMMP) for the Block 61 West area be prepared for Council approval. The plan shall include all future traffic controls (signs & signals, roundabouts), cycling networks, location, traffic calming measures, lay-bys and traffic tables/raised intersections. The Block 61 West TMMP should ensure that the recommended traffic calming measures will not affect public transit, emergency/service vehicles and private driveways, and compare variations of traffic calming measures, and include a complete sidewalk plan to the satisfaction of the City.

Status:

In response to Council direction, the Block 61 West traffic consultant (Poulos and Chung) prepared a comprehensive Traffic Management Master Plan (TMMP) in consultation with the Development / Transportation Engineering Department.

The Block 61 West community has been designed with "complete streets" in mind, enabling safe access for all street users and encouraging a healthier, more livable community. Pedestrians, cyclists, transit riders and motorists of all ages and abilities will be able to travel safely and comfortable through the community. The features of complete

streets include sidewalks on every street (on at least one side), bike lanes, accessible transit stops, and roundabouts. As well, there are no cul-de-sacs, which will facilitate community connectivity.

Through the Block Plan process it was recognized that all modes of transportation must be able to operate without having a negative impact on the residential environment and non-motorized traffic that shares the street network. Careful planning went into structuring a local and collector road network, which resulted in calming motorized modes of transportation while enhancing pedestrian and bicycle movements.

With regard to the proposed traffic calming measures, it is important to note that they are influenced by local conditions and it is difficult to recommend specific traffic calming requirements for every newly-constructed subdivision.

The resultant Block 61 West Traffic Management Master Plan is illustrated on Attachment No. 3 to this report. A brief description and location of each proposed element is provided below.

A) Traffic Calming Measures

i. Roundabouts

A roundabout is a circular intersection where the entering traffic yields the right-of-way to traffic already in the intersection. There is a raised island located in the centre, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island. Roundabouts also have raised median islands on all approaches. Yielding takes place on all entries, so traffic is stored outside the intersection, rather than in the roundabout.

Roundabouts reduce vehicle speeds and conflicts at intersections, delays, crash frequency and severity, improve safety for pedestrians as they have to look in one direction for traffic and improve aesthetics. The TMMP proposes three roundabouts located at the following intersections:

- Street A/Street QQ/Street RR (TransCanada Pipeline)
- Street A/Street B
- Street B/ Street QQ/Street RR (TransCanada Pipeline)

The proposed roundabout designs have also been subject to an AutoTURN review to ensure they can accommodate the predicted magnitude and type of vehicle flow.

ii. Curb Extensions and Lay-By Parking

A curb extension is a horizontal enlargement of the curb into the roadway resulting in a narrower section of roadway. Similar geometric conditions are achieved with the use of lay-by parking, where the indented space is used to accommodate on-street parking. The purpose of curb extensions is to reduce vehicle speeds, reduce crossing distance for pedestrians increase pedestrian visibility, and prevent parking close to an intersection.

Lay-by parking protected with curb extensions is provided on Street A, Street B, Street D, Street E, Street QQ / Street RR (TransCanada Pipeline).

The effects of permitting lay-by parking are reductions in vehicle speeds and possible reduction in short-cutting or through traffic. The provision of lay-by parking near schools and parks also minimizes illegal standing or parking.

iii. Raised Intersections

A raised intersection is an intersection constructed at a higher elevation than the adjacent roadways. The purpose of raised intersections is to reduce vehicle speeds, reduce pedestrian conflicts and provide a step-free pedestrian crossing. Within the Block 61 West, raised intersections are proposed at the following intersections:

- Street B / Street OO/ Street NN
- Street B / south Street MM
- Street B / Street X
- Street B / Street I
- Street E / Street FF
- Street D / Street CC
- Street C / Street R

B) Transit Routes

York Region Transit has approved the proposed transit route and bus stop locations as identified on the TMMP. The proposed transit route within the community is located on Street A. In addition to the community transit route, transit service has been identified for Major Mackenzie Drive, Huntington Road and Nashville Road.

C) Traffic Control Devices

Block 61 West requires numerous types of traffic signs to inform, guide and control all modes of transportation. These control devices are based upon and follow the standard requirements contained in the Ontario Traffic Manual and the City of Vaughan standards.

D) Sidewalk and Multi-Use Trail Plan

The proposed pedestrian network in Block 61 West is comprehensive and provides sidewalks on at least one side of every street. The developer has worked in consultation with the Development / Transportation Engineering Department to ensure that the Block has an effective network of sidewalks and multi-use trails that satisfies the active transportation policies in the new Official Plan. For this reason, the level of service exceeds the City's current sidewalk warrant policy requirements. The proposed sidewalks will improve accessibility for pedestrians and create a community with "complete streets" that provide for all modes of transportation. The proposed sidewalk and multi-use trail plan connects the residential community internally to all schools, community facilities, shopping, recreational activities and transit stops, and provides options for potential pedestrian crossings of Major Mackenzie Drive to the south, and the CP Rail Line to the east to connect to Block 61 East (shown on the TMMP). Multi-use trails are provided through or adjacent to parks and open spaces to maximize both on and off-street connectivity.

E) Cycling Infrastructure

The proposed cycling infrastructure builds on the approved City of Vaughan and Region of York Pedestrian and Bicycle Master Plans. The Block 61 West TMMP identifies bike lanes on Street A, Street B (between Street A and Street OO), and Street QQ/Street RR (TransCanada Pipeline). The Master Plan also identifies signed bike routes on all (or part of) Street Z, Street AA, Street Q, Street T, Street R, Street C, and Street B. In addition to on-street cycling infrastructure, there are also multi-use trails throughout the Block (shown on the TMMP). Altogether, the cycling infrastructure provides a continuous

network, which will promote more efficient use of the transportation system and provide a greater balance in the travel modal-share by supporting cycling and “complete streets”.

F) School Zone Treatments

In addition to measures being implemented during the Block Plan stage, signage and other traffic control devices will be implemented once schools are constructed and opening date is known. The location of school zone maximum signs (40 km/h) and school crossing guards in the vicinity of a school will be identified and implemented before schools are opened. These measures, and other non-physical measures/treatments, improve conditions for non-motorized street users and may be effective measures in reducing speeding and congestion in vicinity of schools (even though they are not traffic calming measures).

- 4) Transportation Demand Management Framework
Reference: Section D 3) iii, May 25, 2011 report to Council

Condition

A Transportation Demand Management framework be submitted for the Community, School and Commercial uses as part of the Block Plan approval process. The TDM framework should provide the basis for the TDM Plan, listing potential measures for the development and an outlined budget.

Status

The developer has submitted “Travel Demand Management (TDM) Plan Guidelines” for Block 61 West with a package of proposed TDM measures for each land use. Additional TDM measures should be provided to Development / Transportation Engineering, particularly incentive measures such as marketing and awareness raising. A list of possible TDM measures has been provided to the developer for investigation. All TDM measures shall be identified in the TDM Plan, and addressed through the draft plan of subdivision by way of conditions of approval.

- 5) Landscape Master Plan
Reference: Section D 3) iv, May 25, 2011 report to Council

Condition

That a Landscape Master Plan be submitted and approved by the City. That the plan should consider, among other things, lay-by lanes along park blocks, schools and storm water management ponds where appropriate to ensure on-street parking.

That a pedestrian promenade (enhanced sidewalk) be proposed on the east side of the main North/South mid-block collector to promote defined pedestrian access to the denser commercial/mixed-use development proposed in the south limit of the Block.

Status

The Landscape Master Plan (First Draft) for Block 61 West was submitted in August 2011 and is currently under review by City staff. It has been confirmed by the Urban Design Division and Development Planning that the requirement for the Urban Design Guidelines, Landscape Master Plan can be addressed as a condition of draft plan approval for any subdivision plans in Block 61 West.

The first draft of the Architectural Design Guidelines and proposed Control Architect for the Block 61 community was submitted in September 2011 and is currently under review by the City staff. The City's Urban Design staff has confirmed that the content will not alter the proposed effect on the core structure of the Block. Therefore, the document could therefore be brought forward for Council's approval as a condition of draft approval for any plan of subdivision in the Block 61 West community.

6) Development and Infrastructure Phasing Plan

Condition

That a Development and Infrastructure Phasing Plan be provided. The plan should identify the infrastructure required to adequately service all the 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. The phasing plan should also 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.

The Phasing plan shall be provided identifying the required "spine" servicing for each phase, infrastructure phasing shall take into account non-participating landowners and external stakeholder benefitting lands.

Status:

An initial phasing plan was submitted in December 2009 (as shown on Attachment 4). Additional updates were submitted in July 2011 and October 2011. The development phasing will generally develop in a south to north manner based on extension of services northward and is anticipated to proceed in five phases. The Development/Transportation Engineering Department is satisfied with the phasing plan which identifies the sanitary, water, stormwater management and transportation facilities required for each phase of development.

Phase one of the proposed draft plan of subdivision 19T-10V004 proposes to include a total of 870 units, although only 400 units have approved reserved allocation by Council. The Huntington Landowner's Group proposes to accommodate the remaining 370 units by undertaking an Inflow/Infiltration Reduction Pilot project within the City with the objective of identifying additional service capacity for the development of Block 61 West.

Water Servicing – Phase One

The phase one lands are located within Pressure District 6 (PD 6) of the York Water Supply System service area and will be serviced by connecting to the Regional 750mm diameter watermain which is currently under construction along Huntington Road by the Region of York and is anticipated to be in service by Q3-2012. The 750mm diameter watermain connects to the 1800mm diameter York-Peel Feedermain on Rutherford Road. Local internal watermains will connect to the 750mm diameter watermain on Huntington Road and provide for security of supply and looping during all phases of development.

Sanitary Servicing – Phase One

The phase one lands will be serviced via the recently constructed sanitary sub-trunk sewer on Huntington Road. There is a remaining segment of sewer on Huntington Road between Trade Valley Drive and Rutherford Road which is required to be constructed to service the Block 61W lands. The Huntington Road Sanitary sewer discharges

downstream into to the Zenway/Fogal Trunk sanitary sewer, which is a tributary to the Woodbridge Service Area.

Storm Drainage – Phase One

The site generally slopes from north to south and currently discharges to three watercourses which are all part of the East Robinson Creek, a tributary of the Humber River. The storm water management plan for Phase one proposes the establishment of two (2) storm water management facilities located at the south end of the Block adjacent to Major Mackenzie Drive. The SWM facilities are proposed to include quantity, quality and erosion control for the urban storm water runoff in the Block to the target release rates established for the Humber River watershed. In addition, a natural channel connecting the open space blocks at the north end of the development plan to Major Mackenzie Drive at the south, will be maintained and enhanced in conjunction with the development of the Block.

Servicing Allocation Capacity

On May 24, 2011, Council reserved servicing allocation capacity for a total of 579 residential units for Block 61 in its entirety (this includes both Block 61 east and west communities), of which 400 residential units were designated for the Block 61 West community. In accordance with the City's Servicing Capacity Distribution Protocol, formal allocation of this capacity will be required in conjunction with draft plan approval.

The servicing capacity reserved for Block 61 West is subject to the completion of the Regional improvements to the Kleinburg-Nashville Water Supply System currently under construction and anticipated to be in-service by Q3 of 2012. Accordingly, the pre-sale of units within the Block may occur no sooner than 12 months prior to the anticipated in-service date and registration of any plan of subdivision within the Block may occur no sooner than 6 months prior.

To date, York Regional clearance for no pre-sale of units has not been received, therefore all plans proceeding to draft approval shall agree to enter into a no pre-sale agreement with the City and appropriate holding provisions shall be included in site specific zoning by-laws.

Allocation capacity for Block 61 West beyond 400 residential units has not been identified at this time. As a result, the initial phase of development within the Block shall be restricted to a maximum of 400 units. Additional capacity may be identified through the Infiltration and Inflow Reduction Pilot Project currently underway by the Block 61 Developers' Group.

Street Network – Phase One

A Traffic Impact Assessment in support of phase one lands was submitted in August 2011. Included in the assessment are detailed analyses addressing all street functions and operations with the intention of verifying that the available boundary street network has sufficient capacity to adequately accommodate phase one travel demands. The phase one lands will be serviced by two boundary road intersections; Major Mackenzie Drive and Street A, and Huntington Road and TransCanada Pipeline (Street QQ and Street RR) intersection. The assessment concluded that the provision of an effective short term roadway will require certain strategic improvements and additions. These include elimination of the Major Mackenzie Drive jog at Huntington Road, lane configuration improvements at the Major Mackenzie Drive intersections with Highway 50 and Highway 27, and introduction of temporary traffic signals at the Highway 27 and Humber Trail intersection. In the conclusion, assessment provided that the proposed

short term street network improvements can accommodate phase one lands, however the details will require further discussions with the Region of York and the City of Vaughan.

The Phase one lands will generally develop in a south to north manner based on extension of services northward to TransCanada Pipeline. Phase one is proposed to have 870 units of which 400 units have been reserved allocation by Council. An additional analysis / roadway plans may be required to identify internal street network required to support allocated units prior to the full development of phase one lands.

Future Phases

Several factors such as the final alignment and timing of construction for Major Mackenzie Drive and the Highway 427 extension may have an impact on phasing through out the full build out of the Block. As development proceeds beyond Phase one, there will be a requirement to update the phasing plan accordingly.

Remaining Conditions of Approval for Block 61 West Plan

The Block 61 West Plan was approved, subject to a number of outstanding issues (see Attachment 2). Most of these conditions have now been met, with the exception of the outstanding issues which are carried forward in the recommendation section of the report, as conditions draft plan of subdivision.

Relationship to Vaughan Vision 2020/Strategic Plan

The recommendations in this report are consistent with Vaughan Vision 20/20 by demonstrating the following goals and objectives:

Service Excellence:

- Lead and Promote Environmental Sustainability – To preserve, protect and enhance Vaughan’s natural and built environment through responsible leadership and innovative policies, practices and education.
- Preserve our Heritage and Support Diversity, Arts and Culture – To preserve and protect Vaughan’s heritage, arts and culture and diversity.

Management Excellence:

- Plan and Manage Growth and Economic Vitality – To control and manage the development of the City by establishing a growth management strategy, attracting and retaining investment, stimulating entrepreneurship and enhancing the branding and marketing of the City.

Regional Implications

The Block Plan has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of the Regional Official Plan (ROP). Regional implications may include requirements for infrastructure improvements to accommodate phasing, these include:

- i. Huntington Road realignment at Major Mackenzie Drive;
- ii. Intersection with Highway 427 off-ramp;
- iii. Major Mackenzie Drive re-alignment and road improvements; and
- iv. Availability of additional servicing allocation capacity.

Conclusion

Subsequent to Council's approval of the Block 61 West Plan on May 25, 2011, the applicant has continued to work with the City, Region and TRCA to provide the revisions needed to satisfy the outstanding issues identified in the May 10, 2011 report to Committee of the Whole to the draft approved process as recommended herein. Based on the confirmation received from the respective commenting agencies, staff support the clearance and / or deferral of outstanding issues. Not all issues have been fully resolved at this time, however staff have been advised by respective commenting agencies that they are satisfied with the level of work submitted, and support the deferral of remaining outstanding issues where recommended in this report. This will allow the implementing draft plans of subdivision to proceed to approval.

The draft plans of subdivisions will provide the opportunity to impose conditions of approval which will, among other things, facilitate the detailed design and construction of infrastructure and the delivery of the necessary public lands through subdivision agreements with the individual owners.

In addition, the landowners will be required to enter into a Developers' Group Agreement to provide for the equitable sharing of costs amongst the owners to ensure that facilities like schools and parks can be located as shown on the Block Plan. A draft condition for each plan of subdivision will require that each owner enter into such an agreement. The enactment of the amending zoning by-law will also be a condition of subdivision approval.

Therefore it is recommended that the remaining outstanding issues identified in Section D of the May 10, 2011 staff report to Committee of the Whole be cleared and/or deferred to conditions of draft plan of subdivision where recommended.

Attachments

1. Block 61 West Plan
2. Council Extracts May 25, 2011 Report to Committee of the Whole – Block 61
3. Proposed Block 61 Traffic Management Master Plan (TMMP)
4. Block 61 West – Phasing Plan

Report prepared by:

Melissa Rossi, Senior Planner, ext: 8320
Roy McQuillin, Manager of Policy Planning, ext: 8211

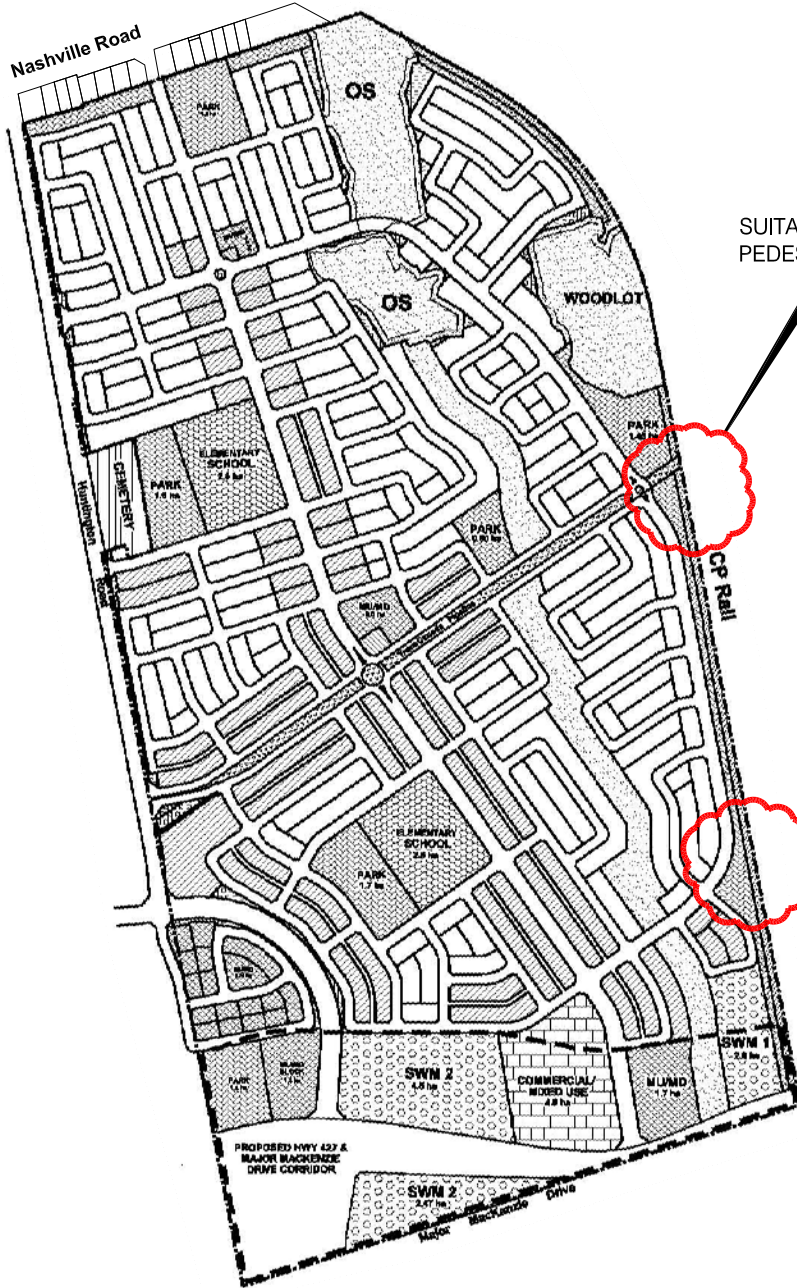
Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

DIANA BIRCHALL
Director of Policy Planning



Not to Scale



SUITABLE LOCATION FOR PEDESTRIAN WALKWAY *

SUITABLE LOCATION FOR PEDESTRIAN WALKWAY *

* SUBJECT TO DETAILED FEASIBILITY STUDY

Legend

- Subject Lands
- Hwy 427 & Major MacKenzie Drive Special Study Area
- Low Density
- Medium Density
- Medium Density / Mixed Use
- Commercial / Mixed Use
- Schools
- Parks
- Public Square (Plazas)
- Public Open Space / Buffer Areas
- Open Space
- Storm Water Management
- TransCanada Pipeline
- Cemetery

Block 61 West Block Plan

Location: Part Lots 21-25, Concession 9 & Part Lots 22 and 23, Concession 10

Applicant:
Nashville Heights



Attachment

File:
BL.61.2009

Date:
November 1, 2011



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CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 30, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

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**BLOCK 61 WEST (NASHVILLE HEIGHTS)
BLOCK PLAN FILE BL.61.2009
MALONE GIVEN PARSONS LTD. - AGENT
WARD 1**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Acting Commissioner of Planning and the Director of Policy Planning, dated May 10, 2011, be approved; and
- 2) That the deputation of Mr. Don Given, MGP, 140 Renfrew Drive, Suite No. 201, Markham, L3R 6B3, be received.

Recommendation

The Acting Commissioner of Planning and the Director of Policy Planning recommend:

- 1) That the Block Plan forming Attachment 4 to this report BE APPROVED; and is the basis for the submission of the implementing draft plans of subdivision and zoning by-law amendment applications for the Block 61 West area (File BL.61.2009).
- 2) That the Block Plan application technical submissions and supporting studies be updated, as may be necessary, to reflect the measures taken to establish the Block Plan as illustrated in Attachment 4, prior to draft plan approval of the first plan of subdivision in the Block 61 Plan Area.
- 3) That the outstanding issues discussed in Section D, 3) of this report, be addressed prior to the draft approval of the first draft plan of subdivision in Block 61 West.
- 4) That staff prepare a Terms of Reference for the preparation of a feasibility and pre-design study for the construction of a pedestrian crossing of the CP Rail Line to link Block 61 east and west for inclusion as a capital project in 2012, with funding from the Block 61 West landowners group.

Contribution to Sustainability

The proposed Block Plan is consistent with *Green Directions Vaughan* through the following:

- Goal 2: To ensure sustainable development and redevelopment.
Goal 3: To ensure that Vaughan is a city that is easy to get around with low environmental impact.

Economic Impact

The Block Plan is a major step in the City's development approval process. Its approval will ultimately result in an increase in the City's tax base, and provide additional lands for commercial and residential development.

Communications Plan

On January 7, 2011, a notice of Public Hearing was sent to all landowners within 150 metres of the subject lands for the February 1, 2011 Public Hearing on the Block Plan application. The .../2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 30. CW Report No. 25 – Page 2

notice was also published in the Vaughan Citizen, and posted online on the City Page on the City's website on January 13, 2011. At the Public Hearing, a presentation was made by the applicant's consultants, Malone Given Parsons Ltd., discussing the background work, and proposed residential, transportation, environmental and land use measures that contributed to this plan.

On April 21, 2011, a notice of this Committee of the Whole meeting was mailed out to those requesting notification.

Purpose

The purpose of this report is to obtain approval of the Block 61 West Block Plan (Attachment 4) which will form the basis for the submission and review of the implementing draft plans of subdivision and amending zoning by-law.

Location

Block 61 West is located in the south-west corner of the Kleinburg-Nashville Community Plan (OPA 601) amendment area and is bounded by Major Mackenzie Drive to the south, the Canadian Pacific (CP) Mactier Rail Line to the east, the existing hamlet of Nashville (part of the Kleinburg-Nashville Heritage District) to the north, and Huntington Road to the west. The subject lands are shown on Attachment 2.

Background - Analysis and Options

A) Background

1. Approval of OPA 699

On February 3, 2009 Vaughan Council ratified Committee of the Whole's approval of Official Plan Amendments OP.06.006 and OP.06.018. (Nashville Heights) to re-designate the subject 186.0 ha parcel from "Rural Area" and "Valley and Stream Corridor" to "Low Density Residential", "Medium Density Residential", "Mixed-Use Residential-Commercial", "General Commercial" and "Major Mackenzie Drive Alignment Special Study Area (MMDSSA)". These designations permit urban uses such as residential, commercial, retail and institutional uses and provide specific development policies.

The detailed policy provisions of OPA 601 and OPA 699 as it applies to Block 61 West will be discussed in Section B) of this report.

On June 15, 2009, the implementing OPA 699 for Nashville Heights was adopted by Vaughan Council, and forwarded to the Region of York for approval.

On November 19, 2009, Regional Council approved OPA 699. It was subsequently appealed to the Ontario Municipal Board. The Nashville Landowners Group (representing landowners in Block 61 west) brought a motion to dismiss the appeal, which was also supported by the City of Vaughan. The appeal against OPA 699 was withdrawn by the appellant on June 18, 2010.

On June 18, 2010, OPA 699 received final approval from the Region of York with modifications. OPA 699 required the preparation and approval of a Block Plan prior to the consideration of the implementing draft plan of subdivision applications.

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Submission of the Block Plan Application

On December 22, 2009, the Nashville Heights (Block 61 West) Land Owners Group submitted a Block Plan application proposing a comprehensive development plan. This plan included lands for residential, commercial, school and park uses, along with valley lands, woodlots and stormwater management ponds in response to the requirements of OPA 699. During the process, revisions have occurred in response to comments received.

On March 23, 2010 a Committee of the Whole Report prepared by Vaughan Development/Transportation Department endorsed the Hwy 427 Transportation Corridor Environmental Assessment Study and recommended that City Staff work with the Region of York and Nashville Heights (Block 61 west) Landowners Group to make the necessary application to the Ministry of Transportation for approval of the realignment of Huntington Road opposite the terminus of the future Hwy 427 north bound off-ramp at Major Mackenzie Drive, consistent with OPA 699 and the Block 61 West Plan. The area impacted would be within the "Major Mackenzie Drive Special Study Area (MMDSSA)" in the Block 61 Plan as shown on Attachment 4 of this report.

On February 1, 2011, a Public Hearing was held at which the Block Plan was presented. Based on the staff, agency review and the comments received at the Public Hearing, a revised Block Plan was submitted on April 5, 2011 which is the basis for this report.

2. Public Process to Date

a) Comments Received at the Public Hearing

As a result of the Public Hearing the following Committee of the Whole recommendation was adopted and ratified by Council without amendment on February 15, 2011:

THAT, the Public Hearing report for file BL.61.2009 (Block 61 West) BE RECEIVED; and, that any issues identified be addressed by the Policy Planning Department in a comprehensive report to the Committee of the Whole.

Concerns expressed at the public hearing will be discussed elsewhere in this report, and include the following:

- i. Pedestrian Crossing Connecting to Block 61 East
- ii. Feasibility of a Community Centre in the Kleinburg Area
- iii. Northern Greenway Configuration adjacent to the Nashville Community
- iv. Treatment of Roundabouts

Neighbourhood Circulation and Consultation

A total of three written communications were received from the Belvedere Estates Ratepayers Association dated February 1, 2011 and the Kleinburg Area Residents Association (K.A.R.A.) dated January 31, 2011. Both letters were supportive of the plan. A third anonymous letter was received January 2011. Both ratepayer groups were notified of this meeting through a notice dated April 21, 2011.

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B) Planning Context

1. Provincial Policy Statement (2005)

The Block 61 West Plan (Nashville Heights) is consistent with the Provincial Policy Statement (PPS) in encouraging the promotion of efficient land use and development patterns to support strong, livable and healthy communities, protection of the environment and public health and safety, and ensuring that necessary infrastructure and public service facilities are available or will be available to meet current or projected needs.

2. Places to Grow: Growth Plan for the Greater Golden Horseshoe (2005)

In accordance with Ontario Regulation 311/06 respecting the transitional policies for the Places to Grow, the proposals are not subject to Places to Grow as the originating secondary plan applications (OP.06.006 and OP.06.015) were submitted to the City prior to June 16, 2006; and did not add over 300 ha to a settlement area. Although the applicant is not required to meet the provisions of Places to Grow, best efforts were made to meet the policy objectives where possible.

Section 2.2.7. of the Growth Plan provides policies for "Designated Greenfield Areas" – lands that municipalities have identified and approved for future development but have not yet been built upon. Section 2.7.7.1. requires that new development in 'Designated Greenfield Areas' occur in a manner that creates 'complete communities'- a community supportive of walking, cycling, and integration of transit services; providing a diverse mix of land uses; and creates high quality public open spaces with site and urban design standards that support opportunities for transit, walking and cycling.

Section 2.2.7.2 requires a density target for upper-tier (Regional) municipalities be achieved at a minimum of 50 residents and jobs combined per hectare. The Block 61 Plan proposal meets the minimum requirement and proposes approximately 51 people and jobs per hectare within the Block which is in conformity with the intent of the Growth Plan.

3. Region of York Official Plan, 2006 (in-effect)

The subject lands are designated "Towns and Villages" on Map 5 and 6 of the Regional Official Plan. Although the subject lands are shown in Map 6 as "Agricultural Policy Area", it is the Region's position (Policy 7.6.3.) that the boundaries of the policy areas shown on Map 1 to 10 are "intended to be considered as the general location, and exact boundaries shall be defined in area municipal official plans...". Vaughan's OPA 601, the Kleinburg-Nashville Community Plan includes the subject Amendment area; therefore, the Amendment area is deemed to be located within the Region's "Town's and Villages" designation. The designation permits a wide range of uses, including but not limited to residential, commercial, industrial, and institutional. The Plan conforms with Policy 5.2.8. of the Regional Official Plan that directs growth to the "Town and Village" designation. Development will connect, integrate and benefit from the existing urban uses and services located to the south.

Region of York Official Plan (2010): Approved by Minister September 7, 2010 (Subject to Appeal)

Map 1 of the Region of York 2010 Official Plan identifies the subject lands as "Towns and Villages", requiring new development areas to be subject to a comprehensive secondary plan. The secondary plan requirement was fulfilled by the approval of OPA 699.

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Policy 5.6.20 requires that new development within the "Towns and Villages" designation contain a wide range and mix of housing types, sizes and affordability, and that best efforts be made to achieve a minimum density requirement of 50 residents and jobs combined per hectare in the developable area. The Block 61 Plan meets the minimum requirement and proposes approximately 51 people and jobs per hectare within the Block, meeting the intent of the Regional Official Plan density provisions.

4. City of Vaughan Official Plan OPA 600

Block 61 West is within the area defined by OPA 600 as the Community Area of 'Kleinburg-Nashville' through Official Plan Amendment 601. OPA 600 provides a framework for development within the Block. All land use provisions and policies identified in OPA 600 are captured and refined through OPA 601.

Section 10.0 (Implementation) of OPA 600, provides the framework for the development of Block Plans. The Block Plan process provides for a sustainable approach to development which considers environmental features and systems, infrastructure such as roads, sanitary sewers, water, parks and schools and supports managed growth, in consultation with various public agencies, stakeholders and ratepayers. The Block Plan process is intended to provide technical details on land uses, housing mixes and densities, environmental protection, servicing infrastructure, the transportation (road) network, public transit, urban design and phasing for development of the Block.

5. Official Plan Amendment No. 601 – Kleinburg Nashville Community Plan

The subject lands were designated "Rural Area", generally permitting agriculture, forestry, conservation and farm related uses with limited rural industrial, commercial, recreational and institutional uses subject to an amendment to OPA 601; and, "Valley and Stream Corridor" generally permitting outdoor recreational activities which take place outdoors and which do not have a negative impact on the natural features/functions of the valley or stream corridor by OPA 601.

The lands are also identified as being in a "Potential Groundwater Recharge Area" (Schedule "B1"); "South Nashville Tableland Railway Forest West and East", where the lands are recommended for forest regeneration to enhance the integrity of the forest blocks and to promote intra-valley linkages (Schedule "B2"); "Wetland" and "Man-made or Altered Pond" (Schedule "B3"); and "South Nashville Tableland Railway Forest West with a Low Functional Significant Woodlands Rating" and "South Nashville Tableland Railway Forest East with a High Functional Significant Woodlands Rating" (Schedule "B4") in OPA 601.

On February 3, 2009, Council approved the OPA 699 to amend OPA 601. OPA 699 adopts, reflects and further refines the policies in OPA 601.

Official Plan Amendment No. 699 (amending OPA 601) – Nashville Heights

OPA 699 (amending OPA 601) re-designates the subject lands from "Rural Area" to "Low Density Residential" (permitting a minimum density of 15 to a maximum of 25 units per net residential hectare), "Medium Density Residential" (permitting a minimum 25 to a maximum of 150 units per net residential hectare), "Mixed-use Residential-Commercial Area A" (permitting a minimum 25 to a maximum of 150 units per net residential hectare), "Mixed-use Residential-Commercial Area B" (permitting a minimum 35 to a maximum of 150 units per net residential hectare), "General Commercial", "Parks and Open Space", and "Major Mackenzie Special Alignment Special Study Area", as shown on Attachment 3 of this report.

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The final uses within the designated "Special Policy Area" are to be reviewed further by the Province, Region, Toronto and Region Conservation Authority, and City, once the transportation issues have been finalized. This boundary is to coincide with the Highway 427 Environmental Assessment Corridor Study Area, the Western Vaughan Transportation Individual Environmental Assessment, the City-wide Vaughan Transportation Master plan, and the York Region Transportation Master Plan. The final land uses, including the location, road network and stormwater management facilities within the designated "Major Mackenzie Drive Special Study Area", will be determined when the transportation studies have been finalized.

OPA 699 has a planned population for approximately 8,000 people, 2625 residential dwelling units and approximately 700 jobs. The amendment locates more intense built forms and mixed-uses in the southern portion of the Amendment area. The northern area, closest to existing residential area along Nashville Road, is designated for low density residential units compatible with existing built form.

The Block Plan proposal is in accordance with OPA 601 as amended by OPA 699 and will be implemented through Zoning By-law Amendments, Draft Plans of Subdivision and Site Development Applications.

New Vaughan Official Plan 2010 (as adopted by Council)

The Vaughan Official Plan 2010 adopts the same policies as OPA 601, as amended by OPA 699. Map 12.8.A identifies two "linear parks" abutting the CP Rail buffer as opposed to "Valley and Stream Corridor" features in OPA 699. Overall, the proposed Block 61 West Plan is consistent with the policies in the Vaughan's Official Plan 2010.

6. Zoning

The Block 61 West lands are zoned "A" Agricultural Zone, "RR" Rural Residential Zone by By-law 1-88 with portions of the lands subject to Exceptions 9 (189) and 9 (256). The zoning generally permits agricultural uses and residential detached dwellings.

7. Existing Conditions

The 183.58 ha subject lands are bisected by two small tributaries of East Robinson Creek. Other notable features on the lands include a small valley land woodlot on the eastern boundary adjacent to the CP Rail Line and a central woodlot located in the northern half of the Block. The development of the site considers the presence of the TransCanada Pipeline Easement through parts of Lots 22 and 23, the CP Rail Mactier Subdivision Rail Line, the Nashville Community Cemetery, the future Highway 427 extension and planned road network improvements along Major Mackenzie Drive. The surrounding land uses are:

- North: Kleinburg-Nashville Heritage Conservation District, generally existing residential (currently zoned RR Rural Residential Zone), and lands to the north are subject to the North Kleinburg-Nashville Secondary Plan.
- South: Major Mackenzie Drive; lands subject to the West Vaughan Employment Area Secondary Plan (currently zoned A Agricultural Zone)
- East: CP Mactier Rail Line, residential community (generally zoned M3- Transportation Industrial, RD2 - Residential Detached, OS1 – Open Space Conservation and RR – Rural Residential Zones)
- West: Huntington Road, existing cemetery, and undeveloped lands (zoned A – Agricultural, OS2 –Open Space Park and OS1 – Open Space Conservation Zones).

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Municipal Services

Water

~~The Block 61 West lands are within Pressure District 6 (PD 6) of the York Water Supply System.~~ Block 61 West will be serviced within PD 6 with the extension of a proposed Regional 750mm diameter watermain on Huntington Road northerly from the existing 1800mm diameter York-Peel Feedermain on Rutherford Road to Nashville Road. The internal water system will be serviced from two connections to the proposed 750mm diameter watermain on Huntington Road.

Sanitary Servicing

The Block 61 West lands are ultimately tributary to the West Rainbow Creek Sanitary Trunk which is part of the York-Durham Sewage System. The closest gravity sewer to the subject lands is the recently constructed 750mm diameter sanitary sewer on Huntington Road to service the Block 64 lands, which currently terminates at Trade Valley Drive. This Huntington Road Sanitary sewer discharges downstream into to the Zenway/Fogal Trunk sewer.

The extent of the proposed servicing of Block 61 West and surrounding lands is dependant on the capacity of the existing downstream trunk sewers (Zenway/Fogal Trunk and West Rainbow Creek Trunk) as well as the front-end financing arrangements with external development areas. Interim and ultimate sanitary servicing scenarios are currently proposed.

The interim scenario will include the servicing of the Block 61 lands and other adjacent lands (Molise Kleinburg Estates Inc, Lake Rivers Inc., the majority of Block 66 and the west portion of Block 62) via a proposed sewer on Huntington Road which will be extended northerly from its current termination point at Trade Valley Drive and easterly on Major Mackenzie Drive to the south end of the proposed North-South collector road.

The ultimate servicing of Block 61 W North includes the servicing of all areas included in the interim scenario with the addition of potential future 'white-belt' development lands northwest of Block 61W (Block 67/67W, portions of 68 & 69). This scenario proposes re-routing a portion of the flows to Highway 27 (via a proposed Regional Trunk Sewer along Highway 27 connecting downstream to the West Rainbow Creek Trunk Sewer) which will provide additional capacity to the Huntington Road and Zenway/Fogal sewers downstream.

Stormwater

Block 61 West is located within the Humber River watershed. The site generally slopes from north to south and currently discharges to three watercourses which are all part of the East Robinson Creek system. The storm water management plan for Block 61 West proposes the establishment of three (3) storm water management facilities located at the south end of the Block adjacent to Major Mackenzie Drive. The SWM facilities are proposed to control the urban storm water runoff in the Block to the target release rates established for the Humber River watershed. These facilities will be wet ponds and will also provide water quality treatment and erosion control.

8. Land Ownership

There are a total of 11 landowners within the Block 61 (Nashville Heights) west area of these, 6 are participating landowners in the preparation of the Block Plan as shown on Attachment 5. The participating land owners own approximately 82% (150.98 ha) of the total area of 183.58.

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9. Non-Participating Land Owners

There are 5 non-participating land owners totaling 18% (32.6 ha) of the total area. Such issues as the location of schools, parks, public open space areas, public squares on non-participating ~~lands may have an impact on the phasing and functionality of the Block Plan. In order to~~ minimize this impact, it will be necessary to ensure that suitable plans for the phasing of the Block Plan are in place to ensure that necessary infrastructure and services are provided.

10. Developer's Group Agreements

Developers' Group Agreements are integral parts of the Block Plan process. They provide a mechanism to ensure that developers share the costs and benefits of developing in accordance with the approved Block Plan.

Under OPA 600 it is the policy of the City to encourage property owners to contribute their proportionate share to the provision of major community and infrastructure facilities such as schools, parks, greenways, roads and road improvements, external services and stormwater management facilities. Property owners are required to enter into one or more agreements as a condition of development approval, providing for the equitable distribution of costs of the land and community facilities.

In instances where landowners choose not to participate in seeking development approval for their lands at the time of preparation of the Block Plan by other owners, their lands shall be shown conceptually and subsequent amendments to the Block Plan may be required before such lands are considered for development.

C) The Block Plan Proposal

The Block Plan for Block 61 West proposes a development that contains:

- i. Approximately 2626 dwelling units, consisting of 1140 low density units, 706 medium density units, and 780 residential units in mixed use residential-commercial units. The forecast population for the Block 61 West Planning Area is 8000, which is in keeping with OPA 601, as amended by OPA 699.
- ii. A commercial mixed-use site located on Major Mackenzie Drive
- iii. Two elementary schools.
- iv. Six neighbourhood parks, a series of linear parks, and two public squares (piazzas) within an area of 11.98 ha.
- v. One tableland woodlot with an area of 4 ha.
- vi. Two open space areas with a combined area of approximately 14 ha.
- vii. Three areas identified for storm water management ponds.

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The distribution of land uses is contained within the following table.

Table 1: Land Use Breakdown, Block 61 West Planning Area

Land Use	Total Area (ha)	%
Residential	68.51	36.92
Mixed Use / Medium Density	7.66	4.12
Schools	5.55	2.99
Parks / Linear Parks / Public Squares	11.98	6.457
Public Open Space	0.95	0.51
CPR Buffer	2.07	1.11
Open Space Features	14.16	7.63
Woodland Features	4.08	2.19
Buffer from Staked Features	1.83	0.98
Stormwater Management Pond	8.92	4.80
TransCanada Pipeline	1.57	0.84
Public Open Space Areas (non-dedicated)	0.95	0.51
Huntington Road Widening	0.5	0.26
Roads and Lanes	41.18	22.19
Commercial	5	2.69
Hwy 427 & Major Mackenzie Corridor	8.72	4.70
Huntington Road Corridor	1.9	1.02
Total	185.53	100

The current Block Plan is dated April 5, 2011 and reflects the revisions and responses to comments received from various City Departments and external commenting agencies. The Block 61 West submission includes the Block Plan and the following supporting documentation:

- i) *Nashville Heights Block 61 West Block Plan Report - December 2009 (revised December 15, 2010);*
- ii) *Master Environmental & Servicing Plan Nashville Heights Block 61 Project 2005-2763 - December 2009 (revised October 2010);*
- iii) *Nashville Heights Natural Heritage Evaluation and Environmental Impact Study - December 2009 (revised December 2010);*
- iv) *Nashville Heights Community - City of Vaughan External Traffic Impact Study - December 2009 (revised November 2010);*
- v) *Nashville Heights Community - City of Vaughan Internal Traffic Impact Study – June 2010 (revised November 2010);*
- vi) *Environmental Noise Feasibility Study, Nashville West Community, Nashville Heights – Block 61 - December 16, 2009;*
- vii) *Nashville Heights Urban Design Guidelines, Block 61 West City of Vaughan - First Submission: January 2010 (revised September 2010);*
- viii) *Cultural Heritage Resource Impact Assessment October 28, 2009 - Nashville Heights (Block 61), revised July 7, 2011, and March 21, 2011;*

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- ix) *Hydro geological Investigation Proposed Nashville Heights Development - December 17, 2009 (revised December 2010);*
- x) *Nashville Heights Geomorphic Assessment Existing Conditions (Final Report) - December 2009 (revised October 2010); and,*
- xi) *Report on the 2009 Stage 1-2 Archaeological Assessment of Part of Lot 24, Concession 9 (Geographic Township of Vaughan) - April 2009.*

Recommendation 2 of this report requires that the applicant update the above mentioned supporting studies as may be necessary to reflect the measures taken to finalize the Block Plan. This will ensure that the changes resulting from the staff/agency consultation process are properly documented. This will provide the baseline for the review and analysis of the implementing draft plans of subdivisions by the affected departments and agencies. The work done through the Block Plan approval process will help shape the draft plan conditions and advance the clearance of the conditions by the pertinent departments and agencies. As such, updates of the supporting studies should be submitted prior to Council's draft approval of the first plan of subdivision for the Block 61 West Block Plan area.

D) Analysis

1) Public Hearing Report – Resolution of Outstanding Issues

A preliminary report identifying outstanding issues and to seek public input was presented at the February 1, 2011 Committee of the Whole Public Hearing meeting. The report identified items that required specific attention from the applicants. The applicants have submitted additional information in response and comments have been received from various City Department and external agencies.

In response to the items presented in the Public Hearing report, Staff and the applicants reviewed and addressed the following issues such that they do not require additional information to be provided prior to the approval of the submitted Block Plan for Block 61 West:

i. Land Use and Densities

The distribution and calculation of densities has been determined for the lands north of the "Major Mackenzie Drive Special Study Area". It has been confirmed that the proposed land uses and densities in Block 61 West as shown on Attachment 4 are in keeping with OPA 601 (as amended by OPA 699), Regional Policies and applicable Provincial policies.

ii. Pedestrian Walkway to Block 61 East (across C.P. Rail Line)

The pedestrian walkway warrants a full feasibility analysis as it would constitute a major investment by the City, both in terms of capital costs and life cycle maintenance. Although this link would be an important enhancement to the City's pedestrian trail system and would be very desirable, there are challenges that would have to be evaluated and addressed before an investment decision can be made. These include confirming the appropriate location; landowner interests (CP Rail), regulatory issues (e.g. crossing federally regulated railway lands and the approval process); choice of technology (i.e. underpass versus overpass), appropriate source of funding (e.g. City-wide Development Charges), meeting the appropriate accessibility standards and ensuring the comfort and safety of users.

The process by necessity would extend beyond the Block Plan approval process. Should Council wish to proceed with further investigations, it is recommended that a feasibility study be undertaken by the City, as set out in Recommendation 4.

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The recommendation provides for staff to prepare a terms of reference for a study to assess the feasibility of the construction of a pedestrian walkway across the CP Rail line to link the east and west communities of Block 61. This will form the basis for including the study as a capital project in 2012 with funding from the Block 61 West landowners group. Draft conditions will be included for the individual plans of subdivision which would provide for each plan to contribute its proportionate share to the cost of undertaking the study.

Based on an earlier study submitted by the owners of the lands in Block 61 east (Molise-Kleinburg Estates Inc.) two potential locations for the Pedestrian Walkways have been identified on Attachment 4. Further work should be required through a feasibility study before moving forward.

iii. Location, design and treatment of the 'Northern Greenway Corridor'

OPA 699 requires that a greenway / buffer be located at the northern interface of the proposed Block Plan area with the existing Nashville neighbourhood. The applicant has revised the configuration of the "northern greenway corridor" so that the greenway is bounded to the north by the existing residential community and to the south, for the most part, by a single-loaded public street. This resolves an important safety issue by exposing the greenway to public supervision. Previously it would have been flanked by the rear yards of the adjacent lots, thereby creating a confined, potentially unsafe space. The revised design, also includes an enlarged park providing an additional amenity for the proposed Nashville Heights Neighbourhood and the existing Nashville residential neighbourhood to the north. This design is consistent with the exploration undertaken as part of the North Kleinburg-Nashville Area Secondary Study.

iv. Heritage Conservation: 10395 Huntington Road (Agar House)

The structure located at 10935 Huntington Road (Agar House) built in 1854, is listed as on the City of Vaughan's inventory of heritage properties. The house represents early Ontario Farmhouse Architecture, and contains significant heritage value as defined by Regulation 9/08 of the Ontario Heritage Act (2005).

The proposed development would situate the subject structure in the middle of a local road in the Block Plan. A feasibility report completed by the landowner's group heritage consultant, ERA Architects provided scenarios to preserve the structure and suitable mitigation strategies. These were completed in-keeping with the provisions of the Provincial Policy Statement and Ontario Heritage Act.

On April 27, 2011, Cultural Heritage staff brought recommendations on the preferred scenarios forward to the Heritage Vaughan Committee. Heritage Vaughan approved the recommendation:

That Heritage Vaughan encourage the retention in-situ of the Richard Agar House within the property at 10395 Huntington Road.

That Heritage Vaughan recognize and support in principle the intent to Relocate the Richard Agar House within the property at 10395 Huntington Road.

That the final proposed location, the relocation and revitalization process be addressed as part of a future Draft Plan of subdivision application.

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The details of the preservation efforts as approved by Heritage Vaughan will be completed at the draft plan of subdivision stage, where the detailed site plan, elevation drawings, a Conservation Plan outlining the relocation and revitalization process and a letter of Credit, as part of the Heritage Permit application is required.

v. Use and Design of Roundabouts

Two roundabouts are proposed for the intersection of the main north-south spine road and a third roundabout located mid east-west collector road along the east end of the TransCanada Pipeline. The east-west collector features a large median (The Trans Canada Pipeline right-of-way). This results in a unique intersection configuration. The solution proposed by the applicant is the use of a roundabout.

Concern was expressed regarding the safety of roundabouts at the Public Hearing. In response to this concern, the applicant submitted a report which assessed the relative merits of pursuing a roundabout or a more orthodox intersection. The Development/Transportation Engineering Department is satisfied with the use of roundabouts for Block 61 'in-principle', provided that further analysis and detailed design is submitted prior to the approval of the first draft plan of subdivision.

The Development/Transportation Engineering Department has advised that studies have shown there are multiple benefits of roundabouts for pedestrians and cyclists that include:

- Improved safety for pedestrians – pedestrians only have to look in one direction for on-coming traffic, and pedestrian crossing distances are often shorter. Where there are 'splitter' islands, the crossing is done at two stages.
- Reduced traffic speeds – as motorists slow down on their approach to a roundabout, there is more time for pedestrians to make eye contact with the motorist.
- Reduced numbers of severity of accidents – studies have shown that there are reductions in collisions of all types, and a reduction in fatal and incapacitating collisions.
- Enhanced appearance – aesthetics can be enhanced by including landscaping and/or public art in the centre of the round-about.

Other benefits include greater through-put of vehicles at lower speeds over a signalized intersection.

vi. Parkland Dedication

Subsequent to the February 1, 2011 Public Hearing City staff held a number of technical meetings to address the size and location of parkland within the Block Plan. Revisions have been made to include an additional 0.8 ha park north of the TransCanada Pipeline immediately west of mid-block tributary channel. In addition, the park location within the "Major Mackenzie Drive Special Study Area" (MMDSSA) has been increased to accommodate the Mixed-Use Medium residential densities at the south west part of the Block. The opportunity exists to adjust the size of the parkland within the MMDSSA in order to accommodate any modifications to the land use and densities without revisions to the Block Plan. The park located in conjunction with the 'northern greenway corridor' has been modified by increasing its size from 0.9 ha to 1.6 ha. The enlarged park also provides an attractive and functional gateway feature leading into the Block Plan area.

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The parkland provided is in accordance with the requirements of the *Planning Act*. Overall, the location, and distribution of the parkland is in keeping with OPA 601, as amended by OPA 699 and the Active Together Master Plan and meets the requirements of the Parks Development Department.

vii. Community Centre Feasibility Requirement in OPA 699

In OPA 699, reference is made to requirements for further reports to assess the potential of including a community centre / district park in the area bounded by Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427. These lands (Block 66) fall outside of the Block 61 West boundaries. The Region through its modifications to OPA 699, removed mapping references to lands outside of the amendment area based on the requirement for further study.

Council on March 8, 2011 directed that staff prepare a comprehensive report *for the provision of community services to the Kleinburg and Nashville Area*. This further work will also assess the feasibility of a community centre/park in the Kleinburg – Nashville area. As such, this will be addressed by a separate process. It is also noted that the Block 66 area is located within the "GTA West Corridor Preliminary Route Planning Study Area". As such its immediate future is uncertain and will be addressed through the GTA West Corridor Individual Environmental Assessment.

2) Toronto Conservation Authority (TRCA) Requirements

Extensive discussions have taken place between the applicant, the City and TRCA to resolve a number of issues. Solutions have been developed and the TRCA has confirmed support for the revised Block Plan dated April 5, 2011. The TRCA's support is based on the implementation of a number of changes to the technical studies as may be necessary, which will document the solutions arrived at through the negotiation process. These include:

- i. That the infiltration facilities are of a size and structural nature that they can be constructed in the designated locations and within the space available for their construction in a manner that maintains the integrity and function of the buffers and related features.
- ii. That surface water flows will be maintained to the natural features to ensure they can be maintained post-development.
- iii. That the corridor and channel size of the tributary contained within the central north to south open space designation, is appropriate to accommodate the relocated tributary and related natural heritage, bio-swale (including flood flow accommodation, surface water supplementation, meander belt and wetland pockets) and trail functions.
- iv. That the tributary shown in the southwest corner of the Block Plan, within the "Major Mackenzie Drive Special Study Area" (MMDSSA), is recognized as a surface water feature within the Environmental Assessments completed for the highway and road improvements. It is anticipated that it will be accommodated within an appropriately sized valley and stream corridor.
- v. That the habitat losses and gains have are identified and the features recognized by the Block Plan are anticipated to demonstrate a net benefit to the environment. The details required to comprehensively conclude whether the proposed restoration/mitigation/compensation is adequate will be confirmed prior to subdivision approval.

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That a 7.5-metre buffer on either side of the realigned portion of the central watercourse and a 10-metre buffer to all other natural features and hazards are to be provided.

- vi. That the stormwater management blocks are conceptually of sufficient size to allow for construction of these facilities. ~~Due to the timing of the advancement of this development proposal, wording is to be incorporated into the Block Plan/MESP to ensure opportunity for a contingency plan in the event Regional peak flow control is required within the Block Plan. This determination will be made based on technical studies currently being undertaken by the TRCA that may conclude that the development of Block 61 West without Regional storm peak flow controls would result in unacceptable impacts to hydraulics and flood risk downstream of the development. The MESP subdivision approvals need to ensure that flexibility within and north of, the Special Study Area is maintained in the event larger ponds are required.~~

Therefore in accordance with Recommendation 2), any necessary changes will be reflected when the Block Plan technical submissions and supporting studies are updated prior to the draft approval of the first plan of subdivision in Block 61 West as may be necessary. The TRCA will also provide any necessary draft plan of subdivision conditions in regard to these issues.

3) Issues Remaining to be addressed Prior to Draft Plan of Subdivision Approval

Since the Public Hearing of February 1, 2011, additional work has been submitted by the applicant. The following provides a summary of the current status of the identified issues that need to be addressed prior to the draft approval of the first plan of subdivision in the Block Plan area. All other matters will be addressed by way of normal draft plan conditions emerging from the pertinent department and agencies.

The following issues will be addressed prior to the draft approval of the first plan of subdivision in Block 61 west area:

- i. That the Block Plan application technical submissions and supporting studies be updated as may be necessary to reflect the measures taken to establish the Block Plan as illustrated in Attachment 4, as per Recommendation 2). This would include addressing all outstanding technical comments provided by all City departments.
- ii. A Transportation Management Plan (TMP) for the Block 61 West area be prepared for Council approval. The plan shall include all future traffic controls (signs & signals, roundabouts), cycling networks, location, traffic calming measures, lay-bys and traffic tables/raised intersections. The Block 61 West TMP should ensure that the recommended traffic calming measures will not affect public transit, emergency/service vehicles and private driveways, and compare variations of traffic calming measures, and include a complete sidewalk plan to the satisfaction of the City.
- iii. A Transportation Demand Management framework be submitted for the Community, School and Commercial uses as part of the Block Plan approval process. The TDM framework should provide the basis for the TDM Plan, listing potential measures for the development and an outline budget.
- iv. That a Landscape Master Plan be submitted and approved by the City. That the plan should consider, among other things, lay-by lanes along park blocks, schools and storm water management ponds where appropriate to ensure on street parking.

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That a pedestrian promenade (enhanced sidewalk) be proposed on the east side of the main North/South mid block collector to promote defined pedestrian access to the denser commercial /mixed use development proposed in south limit of the block.

- v. That a Development and Infrastructure Phasing Plan be provided. The plan should identify the infrastructure required to adequately service all the 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. The phasing plan should also 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.

The phasing plan shall be provided identifying the required "spine" servicing for each phase, infrastructure phasing shall take into account non-participating landowners and external stakeholder benefiting lands.

Relationship to Vaughan Vision 2020/Strategic Plan

The recommendations in this report are consistent with Vaughan Vision 20/20 by demonstrating the following goals and objectives:

Service Excellence:

- Lead and Promote Environmental Sustainability – To preserve, protect and enhance Vaughan's natural and built environment through responsible leadership and innovative policies, practices and education.
- Preserve our Heritage and Support Diversity, Arts & Culture – To preserve and protect Vaughan's heritage, arts and culture and diversity.

Management Excellence:

- Plan & Manage Growth and Economic Vitality – To control and manage the development of the City by establishing a growth management strategy, attracting and retaining investment, stimulating entrepreneurship and enhancing the branding and marketing of the City.

Regional Implications

The Block Plan has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of the Regional Official Plan (ROP). Regional implications may include additional refinement of the municipal servicing networks (roads and sewer systems) subject to the finalization of the on-going Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study; the Western Vaughan Transportation Individual Environmental Assessment (IEA); the Highway 427 Environmental Assessment (EA), and the preferred alignment for Huntington Road and Nashville Road, particularly for the lands within the 'Major Mackenzie Drive Special Study Area' (MMDSSA).

Conclusion

Staff support the approval of the Block 61 West Block Plan. A number of issues remain outstanding, which can be addressed prior to the draft approval of the first plan of subdivision in the Block Plan area. This includes the updating, as may be necessary, of the technical submissions and the supporting studies that contributed to the evolution of the Block Plan as shown in Attachment 4.

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This approval is part of a series of steps that are required to effect the development of the Block Plan. The draft plans of subdivisions will provide the opportunity to impose conditions of approval which will, among other things, facilitate the detailed design and construction of infrastructure and the delivery of the necessary public lands through subdivision agreements with the individual owners.

In addition, the landowners will be required to enter into a Developers' Group Agreement to provide for the equitable sharing of costs amongst the owners to ensure that facilities like schools and parks can be located as shown on the Block Plan. A draft condition for each plan of subdivision will require that each owner enter into such an agreement. The enactment of the amending zoning by-law will also be a condition of subdivision approval.

Overall the plan fulfills the population and density requirements of OPA 699. It provides for an efficient and attractive development form based on an articulated road grid, modified to accommodate the needs of the open space/park system and the presence of the TransCanada Pipeline, the CP Rail Line and the adjacent Nashville community to the north. In addition, two woodlots have been preserved and the tributary system on the east side of the block has been recreated to function as a natural feature supporting both stormwater management and trail functions.

The plan employs a number of devices which support quality urban design by taking advantage of the distribution of densities and highlighting the presence of greenspaces. These include the use of window streets adjacent to arterial roads, parks and open spaces, a buffer along Huntington Road and a greenway adjacent to the Nashville community, public squares, the use of the TransCanada Pipeline as a road median/walkway, two centrally located park-school campuses located throughout the plan.

In conjunction with the above, the mix of low and medium density residential uses and opportunities for commercial uses and employment at the south end of the block, help support the development of a complete community. Therefore it is recommended that Block Plan Application BL.61.2009 (dated April 5, 2011) for Block 61 West be approved as the basis for the submission of the implementing draft plans of subdivision and zoning amendment applications.

Attachments

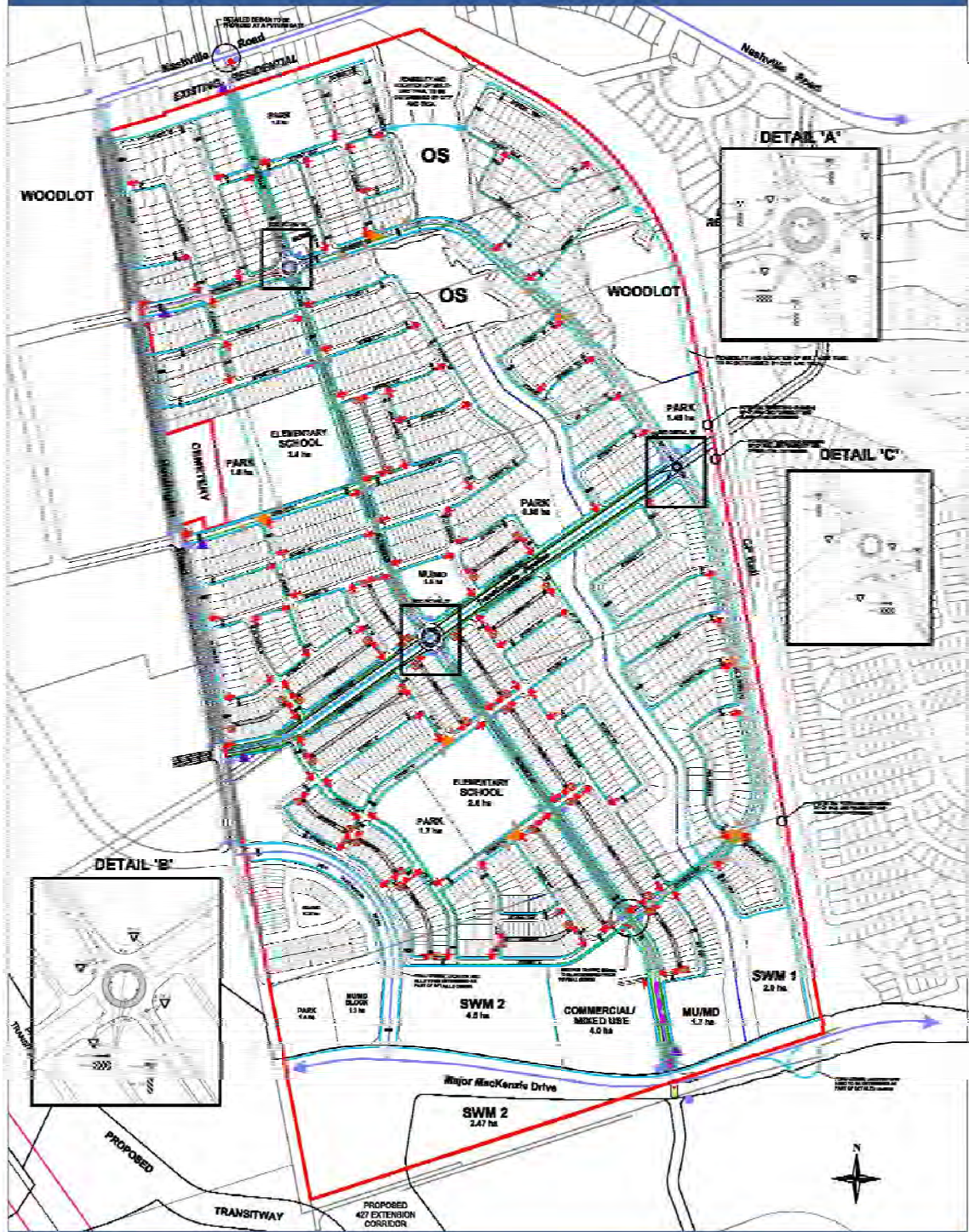
1. Context Location Map
2. Location Map
3. OPA 699 – Schedule 3 'Land Use Map'
4. Block 61 West Plan
5. Block 61 West Property Ownership

Report prepared by:

Melissa Rossi, Planner 1, ext: 8320
Roy McQuillin, Manager of Policy Planning, ext: 8211

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

NASHVILLE HEIGHTS - BLOCK 61 WEST, CITY OF VAUGHAN, ONTARIO



TRAFFIC MANAGEMENT MASTER PLAN

Legend

- Pavement widths**
- 6.0m Pavement width
 - 7.0m Pavement width
 - 8.0m Pavement width
 - 10.0m Pavement width
 - 12.0m Pavement width
 - 15.0m Pavement width

Traffic Calming & Signage

- Round About
- Speed Limit
- Enhanced Sidewalk/Multi-Use Trail
- Lay-by Parking
- Raised Intersections
- Raised Intersection Ahead Sign
- Raised Intersection Sign
- Stop Sign
- Stop Sign with Street Name
- No Parking - Fire Route

Cycling Infrastructure

- Bike Lane
- Signed Bike Route

Proposed Transit

- Transit Route
- Alternative Transit Route
- Bus Stop
- Bus Stop with Shelter

- Median Sign
- Proposed Traffic Signal
- Traffic Calmed Neighbourhood Sign

Date: August 5, 2011
 Revised: October 21, 2011

Prepared by:
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Traffic Management Master Plan

Location: Part Lots 21-25, Concession 9 & Part Lots 22 and 23, Concession 10
 Applicant: Nashville Heights



Attachment

File: BL.61.2009








Date: November 1, 2011

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LEGEND

-  Phase 1
-  Phase 2
-  Phase 3
-  Phase 4
-  Phase 5
-  Open Space
-  Community Limits



50 0 50 100 150 200m

Date:
December 1, 2009

Block 61 West - Phasing Plan

Location: Part Lots 21-25, Concession 9 &
Part Lots 22 and 23, Concession 10

Applicant: Nashville Heights



Attachment

File:
BL.61.2009

Date:
November 1, 2011

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