

COMMITTEE OF THE WHOLE JUNE 16, 2003

**BLOCK 57/58 WEST BLOCK PLAN
BLOCK PLAN FILE BL.57/58W.99
HUNTINGTON BUSINESS PARK LAND OWNERS**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Block 57/58 West Plan (File: BL.57/58W.99) dated May 1, 2003, as red-lined (Attachment # 4), Be Approved subject to the following conditions:
 - a) That the Block 57/58 West Plan be revised to address the following matters:
 - Finalization of the location, size, and treatment of all stormwater management ponds to the satisfaction of the City and TRCA. The preliminary design for all stormwater management facilities shall be finalized to the satisfaction of the City and TRCA in accordance with the criteria described in this report;
 - The extension of the "Centre" area north and south of Hwy. #7as red-lined;
 - That no road connection from the Block to Langstaff Road be permitted until such time as it is decided if there will be an interchange with the Highway 427 extension at Langstaff Road and its ultimate location;
 - That the Block Plan be amended to incorporate the east-west tributary to the West Rainbow Creek in an open space block and that Stormwater Management Pond A1 be relocated to the satisfaction of the City of Vaughan Engineering and Planning Departments, and the TRCA; and, that all necessary permits and approvals be obtained from the Department of Fisheries and Oceans, the Ministry of Natural Resources, and/or the TRCA; and,
 - That a site walk be conducted with appropriate City and TRCA Staff to verify environmental features on site and that the City of Vaughan Planning, Engineering and Urban Design Departments, in consultation with the TRCA, shall be satisfied with the limits and buffers of the open space blocks for valleylands, stream corridors, stormwater management ponds, and woodlots; and, the Block Plan shall be amended as necessary to accommodate any necessary revision for their final configuration and location.
 - b) That all outstanding issues with respect to the proposed servicing and phasing of the Block Plan, including water supply, sanitary sewers, stormwater management facilities, grading, and geotechnical be addressed with revisions for the finalization of the Master Environmental Servicing Plan, and approved by Vaughan Engineering, Urban Design, and the TRCA.
 - c) That additional subsurface investigation and delineation of ground water levels, and water constraints to servicing and site grading, be provided to the satisfaction of the Vaughan Engineering Department and the TRCA.
 - d) That the City of Vaughan Engineering Department and the TRCA approve any proposed diversion of drainage flows.

- e) That a Cultural Heritage Resource Assessment, as described in this report shall be submitted for approval by Vaughan Cultural Services Department.
- f) That the applicants confirm the additional connections to Highway #50 between Fogal Road and Ebenezer Road, not reflected in the BATS recommended short-term plan, are acceptable to the Regions of York and Peel.
- g) That a Transportation Management Plan/Sidewalk Plan be submitted and finalized to the satisfaction of the Vaughan Engineering Department, and the Region of York Transportation and Public Works Department.
- h) That the applicants complete and submit for review and approval of MTO, a detailed Traffic Impact Study detailing the impacts to the existing Highway 427 and its associated ramps. The analysis must include impacts of full build out of the Block Plan without the extension of Highway 427 in place in the 10-year horizon period.
- i) That the applicant shall complete and submit for review and MTO approval, a detailed Stormwater Management Report detailing the impacts to the existing Highway 427 and its associated ramps. The analysis must include impacts of full build out of the Block Plan without the extension of Highway 427 in place.
- j) That the necessary upgrades to the Regional arterial road network shall be carried out concurrently with the development within the Block to the satisfaction of the City. The scope of the required upgrading, timing of construction and funding issues will be established through the ongoing discussions between the City and Region. Developer front-ending of these works may be required.
- k) That the MESP shall identify any municipal road project (ie. primary/collector road) within the Block that would be subject to the Class EA planning process. This is to be legally substantiated.
- l) That any proposed servicing for Block Plan 57/58 West from the east, south of Fogal Road, shall be reviewed and approved by MTO to determine that there will be no impact on the existing or future Highway 427; and further, no servicing will be permitted from the east in the area north of Fogal Road.
- m) That a Mitigation Plan for terrestrial resources be submitted and approved by the City.
- n) That the applicants submit Urban Design Guidelines for the subject block plan in compliance with the amended City Design Standards, to the satisfaction of the City.
- o) That a Landscape Masterplan be submitted and approved to the satisfaction of the City. The Landscape Masterplan shall address the following:
 - (i) The use of hard and soft landscape elements to define significant street vista and generate a pleasing public realm street character.
 - (ii) Landscape and streetscape treatments for the Business Park edges including the parallel window streets and pedestrian access to arterial roads for public transit services.
 - (iii) Entry and special landscape features which express and enhance the Business Park identity including landscaped medians.

- (iv) Landscaping of open space lands including pedestrian/cycling trails, bridge crossings, pedestrian access points, seating areas and erosion repair sites.
 - (v) The landscape treatment of stormwater management facilities.
 - (vi) Special furniture, including benches, waste receptacles, bicycle racks, and tree grates shall be provided that supports the character throughout the block plan.
- p) That the final Block Plan, together with supporting reports be revised and updated to reflect modifications arising from the resolution of all conditions identified in Part 1 of this Recommendation.
2. That the following conditions shall be fulfilled prior to the approval of any draft plans of subdivision or site plans within the Block 57/58 West Plan.
- a) That an Erosion Study for the Rainbow Creek be completed to the satisfaction of the TRCA and Vaughan Engineering Department.
 - b) That prior to the approval of the first proposed draft plan of subdivision or site plan within the subject block plan, the flood protection works required at Site No. 4 (existing factory site west of Martingrove Road) as identified in the Rainbow Creek Master Drainage Plan are to be detailed, to the satisfaction of the TRCA and the City.
 - c) That the applicants shall have submitted environmental site assessment reports to the City and shall have fulfilled the requirements of the City of Vaughan's May 2001 Policy and Procedures for Dealing with Contaminated or Potentially Contaminated Sites.
 - d) That the issue of a future transitway adjacent to the existing Hwy. #427 and future Hwy. #427 extension, be subject to further discussions with MTO to be resolved prior to the condition outlined in #2 above.
 - e) That MTO approve any required watermain and sanitary servicing crossings of Highway 427 from Block 57/58 East.
 - f) That should an additional widening adjacent to Highway 427 or the future Highway 427 extension be required, the current pond locations may be affected. Details for interim ponds, or any new ponds proposed, will be required to the satisfaction of the City.
 - g) That the release of water supply capacity must be confirmed by the Region of York and allocated by Council.
 - h) That the MESP should address the impact from development on the existing private wells in the area. Monitoring of the existing wells during and after construction will be required.
 - i) That a plan that identifies all segments of the proposed sanitary sewer system within the subject block plan that are expected to be in excess of 6.0 metres in depth be provided.

- j) That additional borehole testing be conducted in the northeast portion of the subject lands, and the MESP be updated accordingly.
3. That upon receipt of the revised block plan addressing all conditions in 1. above, Staff will submit a revised version of the Block 57/58 West Plan to Committee of the whole.

Purpose

This report describes the proposed Block 57/58 West Plan, analyses and makes recommendations in the context of the City's planning and development requirements, and discusses outstanding matters to be addressed to finalize the approval of the block plan.

Background

The subject lands extend from Highway 407 to Langstaff Road, between Highway 50 and Highway 427, being Lots 2 to 10, in Concessions 9 and 10, City of Vaughan. The subject lands comprise an area of approximately 419.8 ha (1037 acres). The surrounding land uses are:

- North - Langstaff Road; undeveloped (Agricultural Zone)
- South - Highway 407; driving range (PB2 Parkway Belt Zone)
- East - Highway 427; industrial (PB1S and PB2 Parkway Belt Zones)
- West - Highway 50; City of Brampton, Claireville Conservation Area, and lands designated "Business Industrial" and "Residential"

The lands are designated "Employment Area General", "Prestige Area", "Centre", and "Valley Lands" by OPA # 450 (Employment Area Growth and Management Plan), with an exception to permit a "Cemetery Use" on Highway 50, immediately north of the Hydro Corridor. The lands are zoned A Agricultural, OS1 Open Space Conservation, OS2 Open Space Park (subject to Exception (1139) to permit a Cemetery and Accessory Uses), PB2 Parkway Belt Complementary Use, C6 Highway Commercial, M2 General Industrial, EM1 Prestige Employment Area, EM2 General Employment Area and PB1(S) Parkway Belt Linear Facilities Zones, by By-law 1-88.

A previous proposal for a Block 57/58 West Block Plan was presented at a Committee of the Whole (Public Meeting) on December 6, 1999. As a result of transportation issues raised at that time, a joint transportation study was undertaken by the Region of Peel, City of Brampton, Region of York, and the City of Vaughan to define a Highway 427 transportation corridor protection area, north of Highway 7. The "tulip-shaped" protection area reflected in the proposed Block 57/58 West Draft Plan (Attachment #3), was identified through the study.

Another issue raised was interim improvements that might be required to the road network to accommodate development in the area, prior to the construction of the Highway 427 extension. To address this issue, the Regional Municipalities of York and Peel retained iTrans Consulting Inc. in August of 2001, to carry out a Boundary Area Transportation Study (BATS) between the Cities of Brampton and Vaughan. Since that time, a revised Block Plan has been submitted, incorporating the short-term road improvements identified in the Study. The preferred short-term road improvements include a four-lane, east-west mid-block collector road north of Highway 7 (Fogal Road), between the Gore Road and Highway 27, and a four-lane, north-south arterial road from the existing terminus of Highway 427 to the Fogal Road extension (temporary road until such time as Highway 427 is extended).

Two Official Plan Amendments have been adopted for sites within the Block Plan Area since the Public Meeting of December 6, 1999. On September 14, 2000, the Ontario Municipal Board approved OPA #539 for lands located directly north of the Hydro Corridor, between Highway 50 and Highway 427. The amendment provides for an exception to the "Employment Area General" and "Prestige Area" policies of OPA 450 to permit a cemetery with administrative offices, chapels, columbariums, crematoriums, mausoleums, reception centers and service buildings. The

amendment also identifies the conceptual location of a north/south connector road, which will form the easterly boundary of the cemetery.

On December 8, 2000, the Region of York adopted OPA #526, redesignating lands between the Hydro corridor and Highway #407, from Highway #50 to Highway #427, from "General Complementary Use Area" in the Parkway Belt West Plan to "Employment Area General" and "Prestige Area".

A second Public Meeting was held on December 9, 2002, to present revisions made to the Block Plan since December 6, 1999. One response was received in response from the notice. The City of Brampton requested that the Block Plan respect the recommendations of the Cole Sherman Position Paper regarding the protection of the Highway 427 Study Area.

Land Ownership

There are a total of 39 landowners within the Block 57/58 West planning area; of these, 23 are participating landowners in the preparation of the Block Plan, and represent approximately 223.3 ha (551.8 acres), or approximately 53% of the block's land area. Section 3.4.2 Development Process of OPA #450 makes reference to non-participating landowners:

"Where landowners within a Block Plan area choose not to seek development approval at the time of preparation of the Block Plan, the lands of the non-participating owner shall be shown conceptually in the schedules to the Plan. Amendments to the Block Plan may be required before such lands are considered for development."

Analysis and Options

Official Plan Status/Designations

The proposed block plan is generally consistent with the Official Plan designations of OPA #450, as amended by subsequent Official Plan Amendments #539 and #526. The block plan is divided into two sections by Hwy. #7. The proposed land uses for the northerly and southerly portions are "Prestige Area" along the perimeter of the block, and "Employment Area General" in the central areas.

Service nodes are provided along both the north and south side of Hwy. #7, along the east side of Hwy. # 50, and on the south side of Langstaff Road. A "Center" is provided at the intersection of Hwy. # 7 and Hwy. # 427.

The proposed block plan includes the following land use distribution:

-	Prestige Area	138.34 ha
-	Employment Area General	141.88 ha
-	Valley Lands	7.56 ha
-	Stormwater Management Facilities	22.87 ha
-	Cemetery	27.82 ha
-	Local Roads	30.91 ha
-	Special Policy Area (Highway 427)	23.90 ha
-	Highway 427 Extension	8.34 ha
-	Utility Corridor	18.28 ha

Prestige Areas

The proposed "Prestige Areas" of the block plan are abutting the highways and arterial roads, permitting a range of industrial office, business and civic uses. Outside storage is not permitted in this designation. Development policies (Section 2.2.3 d), Prestige Areas) provide that on through

lots, buildings shall be designed so that all elevations facing a street, present a "front" elevation, and that loading areas are not considered appropriate in any yard facing a street." Official Plan #450 policies state that this designation is to provide locational opportunities for activities which require high visual exposure, good accessibility and an attractive working environment.

Employment Area General

The "Employment Area General" lands are located in the interior of the employment area and accommodate those industrial uses which may require outside storage or need to be undertaken outdoors. Uses permitted in this designation include all uses permitted in the "Prestige Area" designation, as well as the full range of processing, warehousing and storage operations, and transportation and distribution facilities.

Service Nodes

Service Nodes are located at the intersections of arterial or collector roads with the purpose of providing for the day-to-day convenience and service needs of business industries and their employees. The uses permitted are typically retail uses which service the convenience needs of employees (ie. Convenience retail store or pharmacy/and the needs of business). Other areas that are conveniently located, or other uses such as an office complex, a hotel or retail warehouse, may also be considered.

Centre

The Block Plan shows a "Centre" at the intersection of Highways 7 and 427, in accordance with OPA #450. The purpose of "Centres", as specified in OPA #450, is to:

- a) Permit major concentrations of business, industrial, corporate, civic, and community service activity, at locations which are highly visible and accessible to major transportation routes.
- b) Support the development of the Highway 7 and Highway 427 intersection area as a center of regional significance in the longer term.
- c) To provide a focus for business activity in the City and to encourage the development of the Hwy. #7/Hwy. #407 corridors as major transportation and transit arteries connecting regionally important centers of activity in the south part of York Region.

OPA #450 defines the area within, and immediately surrounding the "Centre", as "Prestige Area", thereby permitting the "Centre Area" policies to include this land. Staff recommend that the "Centre" area on the block plan, be extended to include the lands north and south of Hwy. #7, as shown on the Red-Lined Plan (Attachment #4). This modification will permit more flexibility in the planning of this area, and be in conformity with the Official Plan.

Zoning

The lands are currently zoned A Agricultural, OS1 Open Space Conservation, OS2 Open Space Park (subject to Exception (1139) to permit a Cemetery and accessory uses), PB2 Parkway Belt Complementary Use, PB1(S) Parkway Belt Linear Facilities, C6 Highway Commercial, EM1 Prestige Employment Area, EM2 General Employment Area, and M2 General Industrial Zones by By-law 1-88. The zoning would be amended to implement the approved Block 57/58 West Plan, through the processing of zoning applications, in conjunction with either draft plans of subdivision or site plan applications. The zoning would include requirements associated with the different designations, limits and buffers to open spaces and valleys, as well as other standards as determined through block plan and draft plan of subdivision review.

The "Employment Area General", and "Prestige Area" lands are to be zoned in accordance with the following established zones and related standards of By-law 1-88:

<u>Zone</u>	<u>Minimum Lot Frontage</u>	<u>Minimum Lot Area</u>	<u>Maximum Lot Coverage</u>
EM2 General Employment Area	34 m	3,000 sq.m	---
EM1 Prestige Employment Area (abutting major roads)	65 m	8,000 sq.m	60%
EM1 Prestige Employment Area	36 m	3,000 sq.m	60%

The Service Nodes would be zoned C7 Service Commercial, subject to the zoning standards set-out in By-law 1-88. The open space/valley lands would be zoned OS1 Open Space Conservation Area Zone.

Transportation

A. Road Network/Sidewalk Plan

The primary road pattern for the Block is consistent with the road framework provided for in OPA #450, and allows for an overpass connection to the employment land to the east of the future extension of Highway 427.

The internal road pattern is based on a grid format, with limited access points to the bordering arterial roads, and incorporates the suggested interim improvements of the Boundary Area Transportation Study. These solutions were arrived at through a traffic consulting firm working in co-operation with the "Joint York-Peel Boundary Area Committee", and include the following:

- 1) an interim 4-lane arterial extending north from the Hwy. #427 terminus, and connecting to the extension of Fogal Road eastward from Hwy. #50;
- 2) a 4-lane re-alignment of Huntington Road;
- 3) the easterly extension of Fogal Road as a 4-lane collector east of Hwy. #50, to align with the 26 m mid-block collector road (Zenway Boulevard) east of Hwy. #427.
- 4) The expansion of Langstaff Road between Hwy. #50 and the northerly extension of the arterial road north of Hwy. #427.

The road network generally conforms to the recommended short-term network as set out in the Boundary Area Transportation Study (BATS), with the exceptions of the proposed additional connections to Highway 50, between Fogal Road and Ebenezer Road, and the retention of the existing Huntington Road. Landowners should confirm that these exceptions are acceptable to the Regions of York and Peel. Also, the approval of any intersections or driveways along Highway 50, must be co-ordinated through Peel Region, including any required road works (turning lanes, illumination, traffic signals, grading, etc.). Traffic operations at the Highway 50/Huntington Road intersection should also be addressed, given the anticipated increases in traffic volumes.

Should the Roybridge Holdings Ltd. Lands be developed as part of the first phase of development, the following road sections should be completed as specified in the BATS, to support their development:

- Huntington Road (realignment), between Highway 7 and Langstaff Road
- Fogal Road between Highway 27 and Highway 50
- Highway 427 arterial extension from Highway 7 to Fogal Road

A Transportation Management Plan/Sidewalk Plan will be required prior to final approval of the MESP and block plan, addressing the following:

- Traffic signals (including underground duct and electrical manhole layout)
- Stop and all-way stop signs
- Sidewalk locations
- Probable transit routes (including proposed stop locations and 450 m walking distance contour line)
- Probable pedestrian and bicycle network facilities in accordance with the City's current "Pedestrian and Bicycle Master Plan Study"
- Parking prohibitions or restrictions (i.e. which side of street)
- The Transportation Management Plan may also need to include a phasing plan that shows, for example, the means of traffic control at certain intersections as the block is developed. For example, an intersection may initially require only two-way stop control, and then all-way stop control, and finally traffic signals.
- 6 full-size copies of the Transportation Management Plan should be submitted, as well as an electronic file for inclusion in the City GIS database.

Additional standard traffic conditions of block plan approval are included in the "Recommendation" section of this report.

B. MTO Smart Growth Strategy Initiative

The Ministry of Municipal Affairs and Housing established the Central Ontario Smart Growth Panel on February 11, 2002. The Panel's mandate is to provide advice on the creation of a smart growth strategy for Central Ontario, and to articulate a vision on long-term growth. To support this initiative, MTO has undertaken a study to identify transit protection opportunities in existing and proposed new 400-series highway corridors in Central Ontario.

The strategy will identify general transit demands in the highway corridors, engineering and environmental constraints, and alternative transit technologies such as high occupancy vehicle lanes, reserved bus lanes, bus rapid transit, light rail transit, and heavy rail. In addition, the study will examine opportunities for staging of the inter-regional transit services. The first major component of the study will explore transit potential on existing and new 400-series highways, and is expected to be completed by the end of this year (2003).

Based on the recommendations of the Panel, the Highway #427 extension has been identified as a potential corridor for future transit initiatives. This corridor is considered to provide an excellent opportunity to link with the proposed Highway 407 transitway. MTO has advised that in addition to the transitway, they are assessing the feasibility of a commuter parking lot and/or transitway station in the area of the Highway 427/Regional Road 7 interchange. To ensure that development within the block plan does not jeopardize these Provincially significant initiatives, MTO has identified a protection area abutting the current Hwy. #427 beyond the "tulip protection area", as shown on Attachment #5.

While the Block Plan can proceed at this time to set out the development pattern for the entire block, this protection area will require separate consideration at the draft plan of subdivision stage. At that time, the protection area can be defined in more detail and the appropriate

conditions of draft approval and zoning applied, subject to the conditions provided by MTO in the "Recommendation" section of this report.

C. Region of York Transportation and Public Works

The Region of York Transportation and Public Works Department have advised that it is the Region's intent to provide rapid transit services along the Highway #7 corridor. The role of this transportation corridor as an important link in the Regional Transportation System should be complemented by urban design and land use policies which emphasize the needs of pedestrians and support transit.

Density allocation and intensification along existing and future transit routes is encouraged. The Region has also requested that as a condition of final block plan approval, the Block 57/58 West Transportation and Sidewalk Plan be forwarded for their final approval.

Environment

There is one valley land feature identified in the northeast corner of the Block Plan, and an intermittent stream corridor to the west of this valley land feature. Fish habitat and significant terrestrial resources have been identified for this area and it is reflected in the proposed Block Plan as valley lands. The setbacks to this feature, and any other open space block, will need to be determined and approved to the satisfaction of the City and the TRCA.

Currently only one of the two watercourses identified on site is proposed to be protected. The second watercourse which is proposed to be enclosed, has a drainage area of greater than 125 hectares, and contributes to downstream fish habitat. The TRCA and City Staff have advised that the block plan must be amended to incorporate this east-west tributary to the West Rainbow Creek, in an open space block, and that the Stormwater Management Pond "AI" must be relocated to their satisfaction.

MESP Terrestrial Resources

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

1. The individual vegetation units for the woodlands have been inventoried and assessed for both health and capacity to withstand development in accordance with City Inventory, Assessment and Preservation Guidelines. However, the depth and composition of any required buffer zones have not been identified in the report. It is imperative that the buffers and edge management zones for all environmental features be addressed prior to defining the limits of development.
2. The Urban Design Department require that when defining the edge of environmental features, the defined edge is generally regarded as 1 metre outside the established dripline.
3. A mitigation strategy for the terrestrial resources shall be included as part of the submission of the Environment Impact Statement. The documentation must include the following:
 - a) Recommendations with respect to remedial and mitigation measures required within designated impact zones, including any edge management planting or maintenance programs.
 - b) An assessment of the effectiveness of the proposed/selected mitigation techniques.

- c) A conceptual monitoring program specific to identified effects.
 - d) Identification of proposed limits of clearing.
 - e) Restoration opportunities.
4. The vegetation units in the numerous hedgerows that have been assessed for possible preservation will be subject to detailed vegetation preservation plans at the draft plan of subdivision stage.

Master Environmental Servicing Plan

The majority of the subject lands are drained by intermediate swales, with the exception of the northeast quadrant of the block where the West Rainbow Creek traverses the property. Fish habitat and significant terrestrial resources are limited to this northeast quadrant, and wildlife resources in the area are limited to those common species that can adapt to an agricultural type landscape.

Block 57/58 West is drained by tributary areas of the Rainbow Creek, the West Humber River, and the East Humber River. Approximately 147 ha, and an additional 73 ha of external area (located north of Langstaff Road and Huntington Road), drains through the Block Plan and into the Rainbow Creek. Another 127 ha drain to Hwy. #427 to a culvert about 200 metres north of Hwy. #407, and eventually into the East Humber River. An additional 75 ha drains westerly to a number of swales that form part of the West Humber River System. Specific comments/conditions respecting the submitted MESP are provided in subsequent sections of this report.

Water Distribution System

Block 57/58 West is almost entirely within the Region's Pressure District 5, with the exception of one isolated area in the northwest quadrant of the Plan, which is within Pressure District 6. Based on the results of the Water Distribution Analysis dated March 4, 2003 contained in the MESP Supplementary Report 1, development within Block 57/58 West requires the additional supply that will be provided by the proposed York-Peel Feedermain, projected to be completed by 2005. Full build-out of the subject block also requires the construction of the 600 mm diameter watermain along Langstaff Road.

The release of water capacity must be confirmed by the Region of York and allocated by Council prior to draft plan approval. The MESP should address the impact from development on the existing private wells in the area, and as such monitoring of the existing wells during and after construction will be required. In addition, allowances can be made in the design of the water system for the block plan to accommodate external lands within the pressure district as established by the City and Region of York.

Sanitary Servicing

The lands within the Block 57/58 West Plan are naturally tributary to the sanitary sewer shed of the West Rainbow Creek Trunk, a Regional facility tributary to the Humber Pumping Station. The West Rainbow Creek Trunk has been designed to accommodate the development of Block 57/58 West for employment uses. However, downstream improvements in the existing Regional sewer system are required to permit development within the block. The capacity constraints are within the Rainbow Creek Trunk, south of Highway 407, and have been identified within the MESP.

A sanitary forcemain has to be completed from the Humber Pumping Station to the Region of Peel sanitary system, in addition to the upgrade of the Humber Pumping Station. The Region of

York identified this as a priority project under the YDSS Master Plan Update Environmental Assessment Study. The forcemain will divert sewage from the York Durham Sewage System to the South Peel System. The Region tendered the project in the Spring of 2003, with completion scheduled in 2004/5. The Region of York advises in their letter dated May 27, 2003, that the twinning and/or replacement of the existing 600 mm diameter Rainbow Creek Trunk sewer is subject to front-end financing by the Block 57/58 West Plan landowners.

A plan identifying all segments of the proposed sanitary sewer system within the block plan expected to be in excess of 6.0 metres in depth should be provided prior to draft plan approval of any proposed plans of subdivision.

Stormwater Management

Block 57/58 West encompasses an area of about 420 hectares. The Block Plan is drained by intermittent swales to the West Humber River, the Highway 50 tributary of the Humber River and the Rainbow Creek watersheds. To satisfy the stormwater management requirements for the development of Blocks 57 and 58 West, the MESP proposes the establishment of four wetland type stormwater management (SWM) facilities to attenuate post-development peak flows and provide water quality and erosion control.

Based on the most recent cross-sections provided for SWM facilities A1, A2, B and C, dated May 22, 2003, from a SWM block sizing perspective, the SWM facilities appear acceptable with the exception of the excessive depth of facilities A1 and A2. We understand that this is as a result of upstream sewer crossing conflicts. The depth of the aforementioned ponds should be minimized to the extent possible.

The following general comments are to be addressed at the detailed design stage:

- Maintenance access roadways to all inlet and outlet structures and forebay areas are required.
- Access/maintenance roads are to be a minimum of 4 m wide with maximum grade of 12% and minimum centerline curve radius of 12 m.
- Fencing and/or fall protection/vehicular protection is to be considered and shown as appropriate.
- Inlets and outlets are to be shown on the sections.

In addition, in October 2001, Vaughan Council directed staff to develop a Corporate Policy regarding acceptable standards for all proposed stormwater management ponds within the City. Staff from various City departments have formed a Committee to develop these standards. The goal of the Committee is to have a draft of the new standards prepared for consideration of Council in the near future and once adopted, they will be applicable to the proposed stormwater ponds within the subject block plan.

Soil Analysis

The Vaughan Engineering Department had requested in their previous comments that additional borehole testing should be conducted in the northeast portion of the Block. The MESP should be updated to provide the additional information, or alternatively, the rationale for not including it.

Analysis of Erosion Characteristics

The MESP notes that Erosion Sites 30 to 35 inclusive, as identified in the Rainbow Creek Master Drainage Plan, require further assessment to determine the limit of development. The assessment will have to be carried out prior to draft approval of any subdivision plans to

determine what remedial measures are required, and that there is no impact on the development limits, to the satisfaction of the TRCA and the City.

Prior to the approval of the first proposed plan of subdivision or site plan within the subject block plan, the flood protection works required at Site No. 4 (existing factory site west of Martingrove Road) as identified in the Rainbow Creek Master Drainage Plan are to be detailed, to the satisfaction of the TRCA and the City.

Environmental Site Assessment

Prior to draft plan approval of any proposed draft plan of subdivision within the subject block, Phase 1 Environmental Site Assessment Reports, and if necessary, Phase 2 and Phase 3 reports should be submitted to the Engineering Department for all participating landowners properties for review by the City's Peer Reviewer in accordance with the City's Policy and Procedures for Dealing with Contaminated or Potentially Contaminated Sites – May 2001.

Urban Design Guidelines

OPA # 450 contains urban design policies for the employment lands including policies which are transit supportive, foster a safe and convenient working environment, and defines areas of urban design priority as follows:

- (i) the Centres
- (ii) the 400 series Highways
- (iii) Prestige Areas and Service Nodes

Centres and service nodes serve as focal points and their design treatment should reflect their importance to the Employment Area. Development in the centre at Hwy. #7 and Hwy. #427 will be required to respond in a design sense to the importance of these strategic locations to create a prominent City image. Development in Prestige Areas, given their nature, will focus on creating attractive streetscapes.

To ensure a co-ordinated approach to urban design throughout the block plan, the proponents will be required to prepare Urban Design Guidelines for the planning area to the satisfaction of the City, prior to final block plan approval. The guidelines will provide detailed text with respect to the block structure, open space system, street network, site planning and built form and the public realm streetscape. These guidelines should also comply with the amended City Design Standards as approved by City Council, that include, but are not limited to the following treatments:

- Boulevard and sidewalk design;
- Tree locations;
- Above and below grade utilities;
- Entrance feature locations;
- Storm water management facilities;
- Public realm landscape architecture; and,
- Urban design built form guidelines for both general and prestige industrial development.

The Corridor and Employment Area Design Standards Study

In June 2002, Council approved that a study be undertaken to examine design standards for corridors and employment areas. The objective of the Corridor and Employment Area Design Standards Study is to create a strong community image for the City of Vaughan by enhancing the character of commercial and industrial development, open spaces and the public realm, based on the provision of a pedestrian friendly and transit supportive environment. In keeping with this

objective, the Study will be developing standards and design guidelines for street related buildings, parking provision and appropriate location for same, soft-landscaped amenity spaces for employees, appropriate location of driveways and loading, the height and massing of buildings, and the extent of landscape features.

Development applications occurring within the Block 57/58 West Plan will be reviewed in the context of OPA #450 Urban Design Policies, and the emerging guidelines and policies for the Corridor and Employment Area Design Standards Study.

Landscape Masterplan

A Landscape Master Plan will be required for the Block 57/58 Huntington Business Park as an important component of the urban design objectives for arterial roads/highways and defined public realm within the planning area. The Master Plan should address the following:

- (vii) The use of hard and soft landscape elements to define significant street vista and generate a pleasing public realm street character.
- (viii) Landscape and streetscape treatments for the business park edges, including the parallel window streets and pedestrian access ways to arterial roads for public transit services.
- (ix) Entry and special landscape features which express and enhance the Business Park identity including landscaped medians.
- (x) Landscaping of open space lands including pedestrian/cycling trails, bridge crossings, pedestrian access points, seating areas and erosion repair sites.
- (xi) The landscape treatment of stormwater management facilities.
- (xii) Special furniture, including benches, waste receptacles, bicycle racks, and tree grates shall be provided that supports the character throughout the block plan.

Stormwater Management Pond Facilities Designs

The proposed stormwater management design for the Block 57/58 Block Plan includes four storm water management ponds throughout the Block. The Urban Design Department has provided the following design criteria which must be adhered to once the permanent location of each pond is established:

- All pond facilities shall be fully planted with species suitable to the water fluctuation and sediment deposition, both during and after block development;
- All ponds shall be curvilinear and natural form, and include natural elements such as ledgerock/armour stone around headwalls and on side slopes;
- 15 metre setback from high water line (first flush) to all property lines;
- Pond slopes shall vary from a maximum 3:1 to 5:1;
- The street pattern should ensure significant frontage of the pond to promote views and reinforce their focal nature within the business park campus;
- Provide opportunities for passive recreation with particular attention to safety and access issues; and,
- Co-ordinate the landscape components, such as lookouts, seating areas and structures with the overall character of the block.

Prior to final approval of the block plan, the preliminary design for all stormwater management facilities shall be finalized to the satisfaction of the City and TRCA. The designs will provide

detailed preliminary information with respect to size, configuration, preliminary landscape design, and pond side slopes for each facility.

Parks and Parkland Dedication

In accordance with the Official Plan, parkland is not included within the proposed block plan. The Urban Design Department has prepared a preliminary calculation of the Parkland Dedication, based on the land use schedules provided for the Block 57/58 Block Plan, they are as follows:

Total Block Area	<u>419.88 ha</u>
Minus Credits	
Open Space (include valleyland woodlots)	7.56 ha
Cemetery	27.82 ha
Special Policy Area (Hwy 427)	23.90 ha
Utility Corridor	18.28 ha
Total	<u>77.56 ha</u>
Calculation Based on 2% Employment / Prestige Area Lands	
Employment / Prestige Area Land in Block Plan	342.32 ha
Total Parkland Dedication at 2% 6.84ha	
Total Parkland Dedication (excluding Special Policy Area)	6.84 ha
Total Parkland in Block Plan	<u>0.00 ha</u>
Total Cash-In-Lieu of Parkland To Be Satisfied	<u>6.84 ha</u>

Based on the current block plan land uses the total required cash-in-lieu will be calculated at 6.84 ha of parkland dedication.

Heritage/Archaeological Resources

There are three buildings in the Block 57/58 West Plan that are listed in the City's Inventory of Heritage Structures; namely, 6701 Highway 7, 8265 Huntington Road and 6545 Langstaff Road. The Official Plan requires that a Cultural Heritage Impact Resource Assessment be undertaken by a qualified heritage consultant prior to approval of the Block Plan. An assessment should include an historical evaluation of the structures, photographic documentation of the interior and exterior of the buildings, and feasibility study on the preservation of the heritage structures within the block. A condition to this effect is included in the recommendation.

The Cultural Services Department require that prior to the final approval of any subdivision or site plan agreement, and prior to the initiation of any grading of lands, an archaeological evaluation is to be undertaken in accordance with the Ministry of Citizenship, Culture and Recreation's approved Archaeological Assessment Technical Guidelines, and submitted for approval by the City and Ministry.

Development Phasing

A development and infrastructure phasing plan is required as part of the Block Plan approval process. This plan should identify the infrastructure required to adequately service all phases of the Block 57/58 West development, including sanitary, water, stormwater management facilities, and road network and Regional infrastructure, such as road widening and water and waste water system improvements.

The proponents have submitted a Development Staging Plan which has been reviewed by the Vaughan Engineering Department. The following are comments/conditions provided in the Plan:

1. The Development Staging Plan should indicate the following roadworks to be completed in conjunction with the development of Stage 1A, as specified in our memo dated May 27, 2003:
 - a) Huntington Road (realignment) between Highway 7 and Langstaff Road;
 - b) Fogal Road between Highway 27 and Highway 50; and
 - c) Highway 427 arterial extension from Highway 7 to Fogal Road.
2. The Plan should show the watermain distribution system, ensuring that there is adequate looping and supply. The City's criteria requires that long, dead end mains and single supply systems are to be avoided for each phase.
3. Adequate water supply is to be provided, in conjunction with the development of Stage 1A, to the existing landowners on the east side of Highway 50, north of Highway 7 and south of Langstaff Road, and shown on the Development Staging Plan. This is required to alleviate on-going well water quality and quantity concerns expressed by the existing landowners in the area.

A condition of final block plan approval is provided in the "Recommendation" section of this report, that all outstanding issues with respect to the phasing plan must be addressed to the satisfaction of the Vaughan Engineering Department and TRCA.

Conclusion

Staff support approval of the Block 57/58 West Plan, subject to the modifications identified on the Red-Lined Plan, and subject to satisfying the conditions described in the "Recommendation" section of this report. Given the required additional information respecting servicing, stormwater drainage, and buffer widths abutting natural features, it must be recognized that many of the elements of this block plan are potentially subject to change, including the land uses, road configuration, and location of stormwater management ponds. When the noted conditions have been satisfied, the Block 57/58 West Landowner Group should provide the City with a final version of the block plan and supporting documents, reflecting all such modifications.

The Landowner Group is aware that additional work remains to be completed. Staff will continue to work closely with the proponents to address the remaining issues. The recommendations of this report summarize the conditions of approval associated with the block plan, and certain conditions of approval for subsequent draft plans of subdivision and site plans in the Block 57/58 West Plan.

Attachments

1. Location Map
2. OPA # 450 Schedule " " Tertiary Plan for 57/58 West
3. Proposed Block 57/58 West Plan
4. Red-Lined Block 57/58 West Plan
5. Block Plan Reflecting Proposed MTO Proposed Deferral Area

Report prepared by:

Anna Sicilia, Planner, Policy Division, ext. 8063
Robert Gibson, Senior Policy Planner, ext.8409
Wayne McEachern, Manager of Policy, ext. 8026

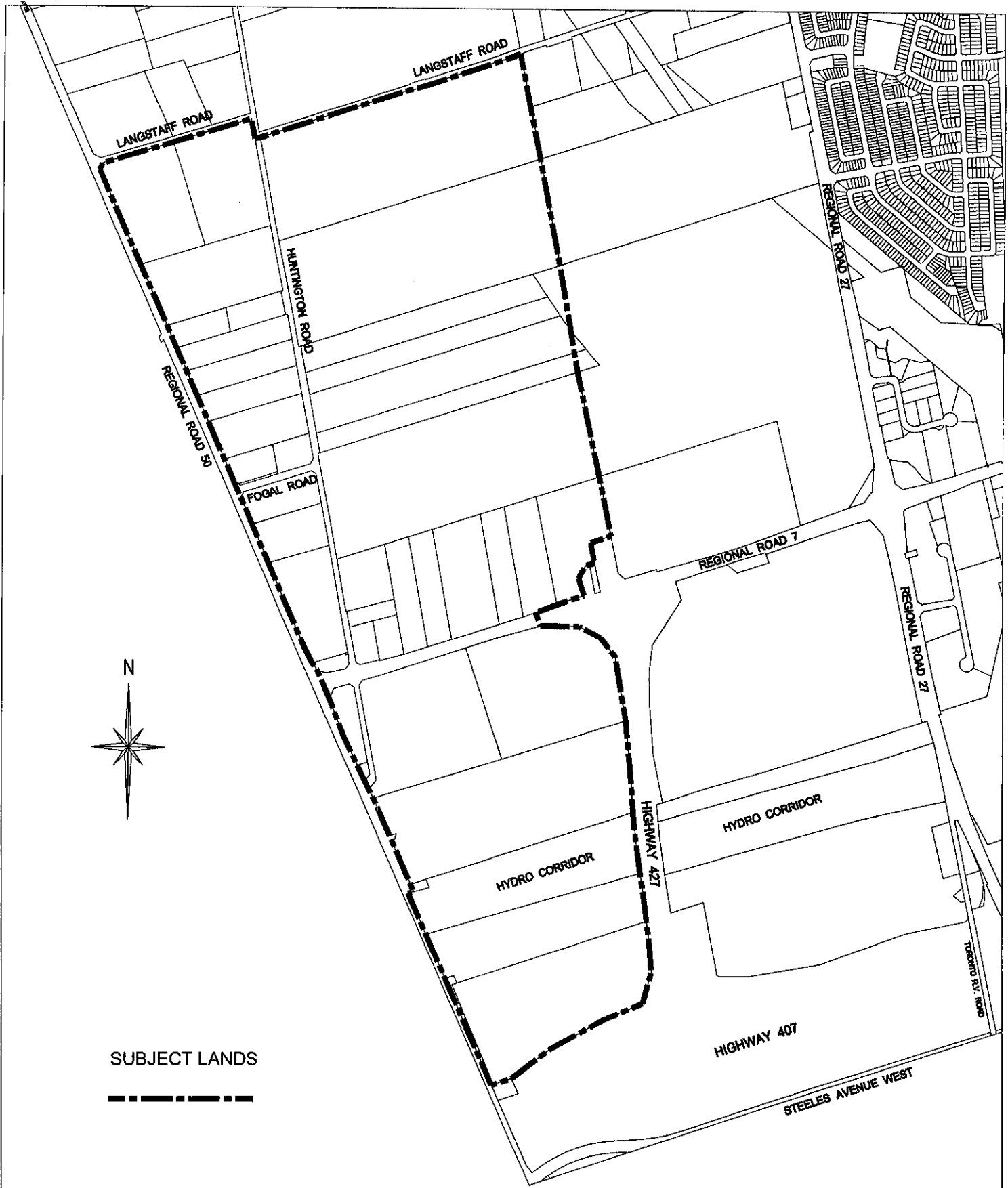
Respectfully submitted,

MICHAEL DeANGELIS
Commissioner of Planning

JOANNE ARBOUR
Director of Community Planning

/CM

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Location Map

Lots 2 - 10,
Concessions 9 & 10

APPLICANT:
HUNTINGTON BUSINESS
PARK LAND OWNERS



Community Planning Department

Attachment

FILE No.:
BL.57/58W.99

May 26, 2003

Not to Scale

1

THIS IS SCHEDULE '4'
 TO AMENDMENT NO. 526
 ADOPTED THE 10 DAY OF OCT, 2000.

[Signature]
 MAYOR

[Signature]
 CLERK

LOCATION: PART OF LOT 1, CONCESSION 9

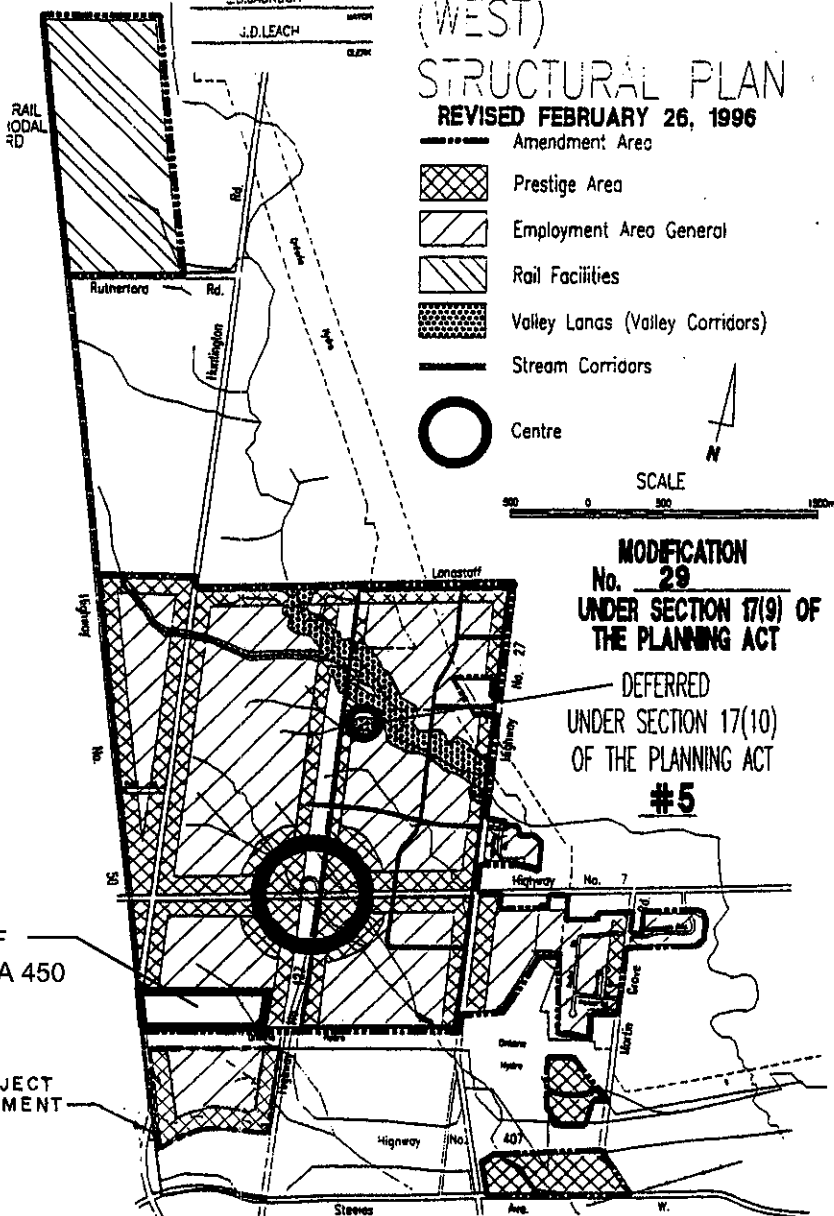
THIS IS SCHEDULE '2A'
 TO AMENDMENT NO. 450
 ADOPTED THE 3RD DAY OF OCTOBER, 1995

L.D. JACKSON
 MAYOR

J.D. LEACH
 CLERK

SCHEDULE '2A'
EMPLOYMENT AREA
(WEST)
STRUCTURAL PLAN
 REVISED FEBRUARY 26, 1996

- Amendment Area
 - [Cross-hatched] Prestige Area
 - [Diagonal lines] Employment Area General
 - [Horizontal lines] Rail Facilities
 - [Stippled] Valley Lands (Valley Corridors)
 - Stream Corridors
 - Centre
- SCALE
 0 300 600 1200m



MODIFICATION
 No. **29**
 UNDER SECTION 17(9) OF
 THE PLANNING ACT

DEFERRED
 UNDER SECTION 17(10)
 OF THE PLANNING ACT
#5

AREA SUBJECT TO
 PARAGRAPH 9.7 OF
 SECTION '9' TO OPA 450

AREA SUBJECT
 TO AMENDMENT
 NO. 526

NOTE: SEE SECTION 9.6 IN RESPECT TO POLICIES
 APPLYING TO THESE LANDS ON THEIR
 DELETION FROM PARKWAY BELT WEST PLAN

**OPA #450 - Employment
 Area (West) Plan**



Community Planning Department

APPLICANT:
 HUNTINGTON BUSINESS
 PARK LAND OWNERS

Attachment

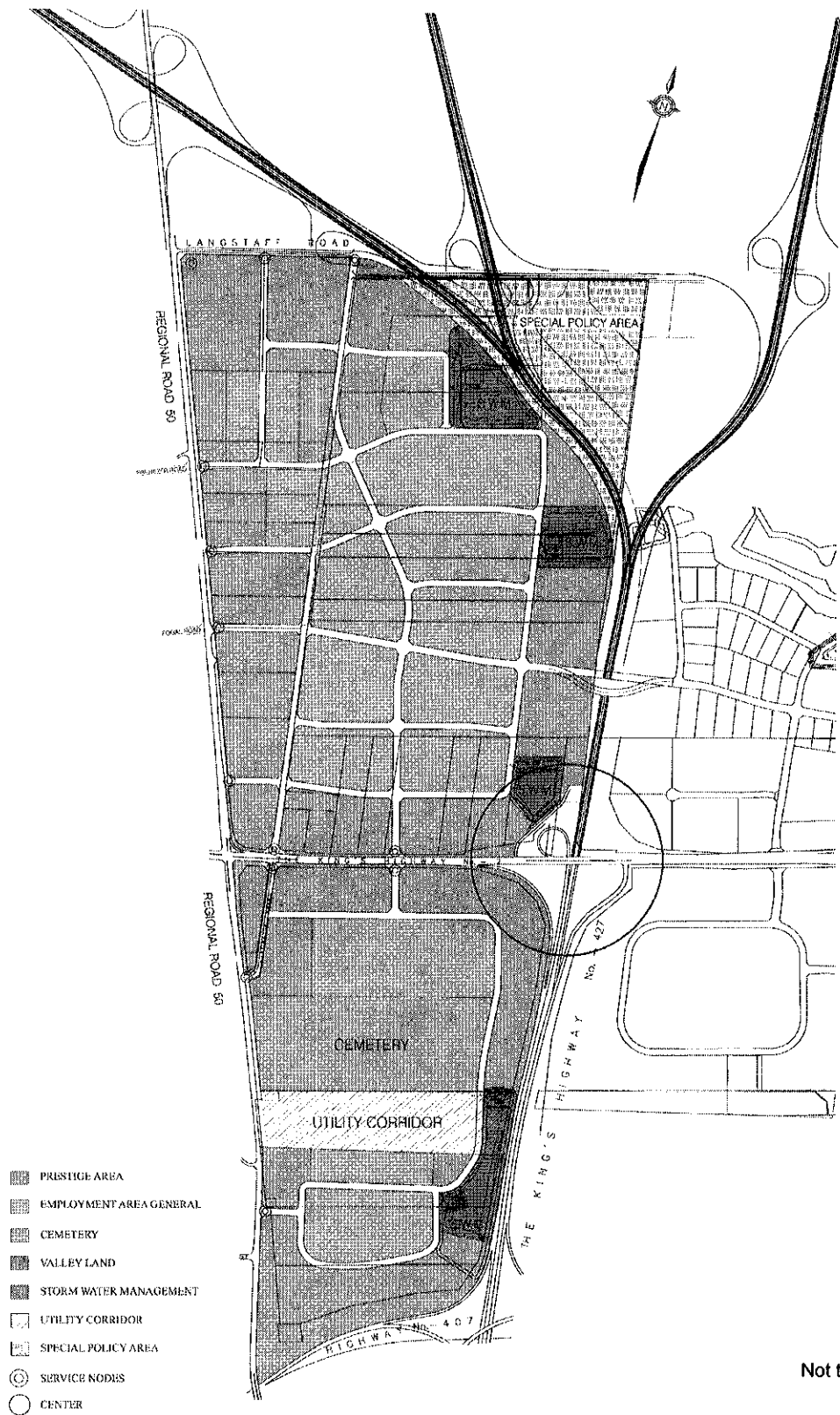
FILE No.:
 BL.57/58W.99

May 26, 2003

Lots 2 - 10,
 Concessions 9 & 10

2

HUNTINGTON BUSINESS PARK - BLOCK PLAN



Not to Scale

Proposed Block 57/58 West Plan

APPLICANT:
HUNTINGTON BUSINESS PARK
LAND OWNERS



Community Planning Department

Attachment

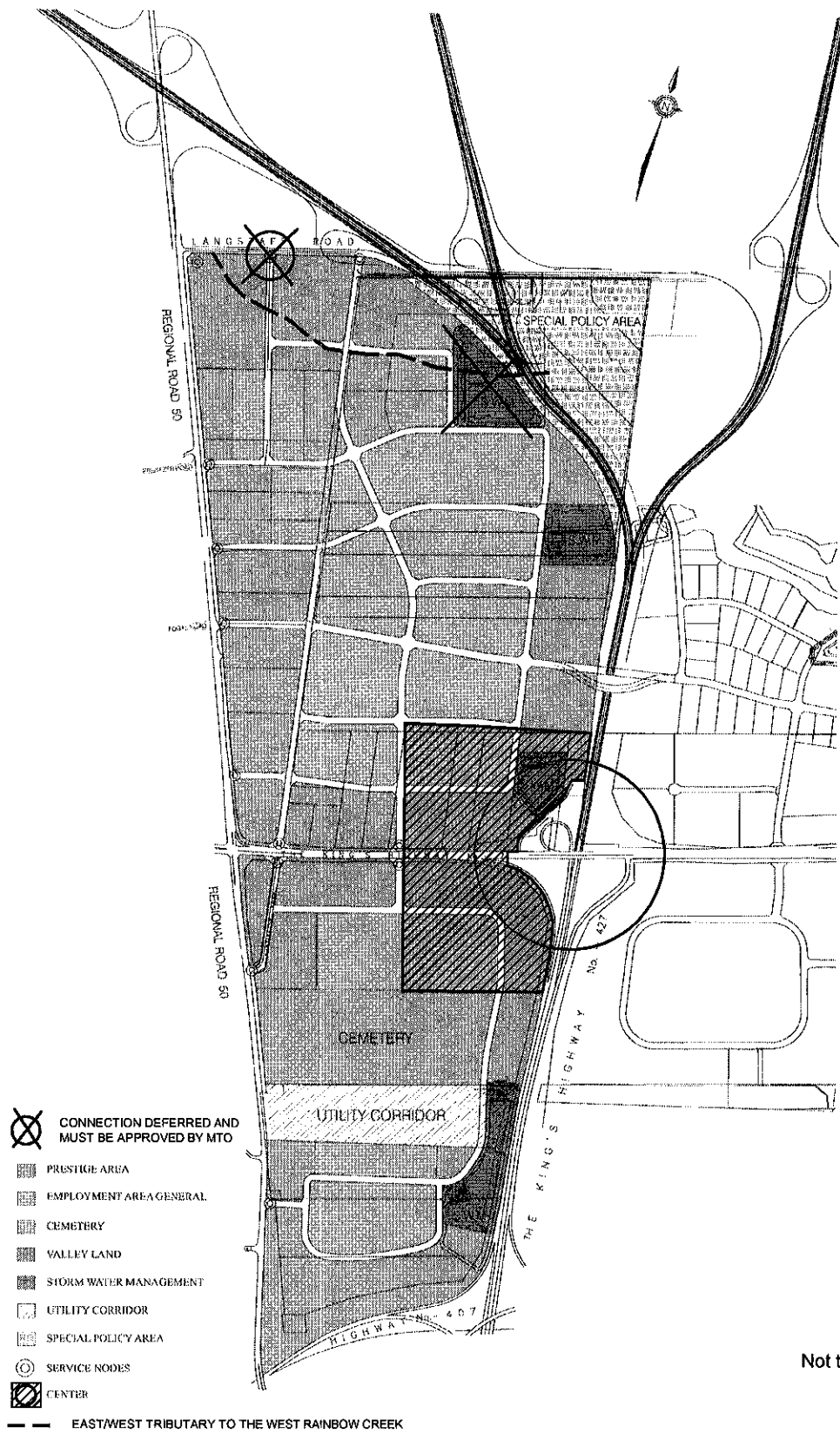
FILE No.:
BL.57/58W.99

May 26, 2003

Lots 2 - 10,
Concessions 9 & 10

3

RED-LINED BLOCK 57/58 WEST PLAN



Not to Scale

Red-Lined Block 57/58 West Plan

APPLICANT:
HUNTINGTON BUSINESS PARK
LAND OWNERS

City of
Vaughan

Community Planning Department

Attachment

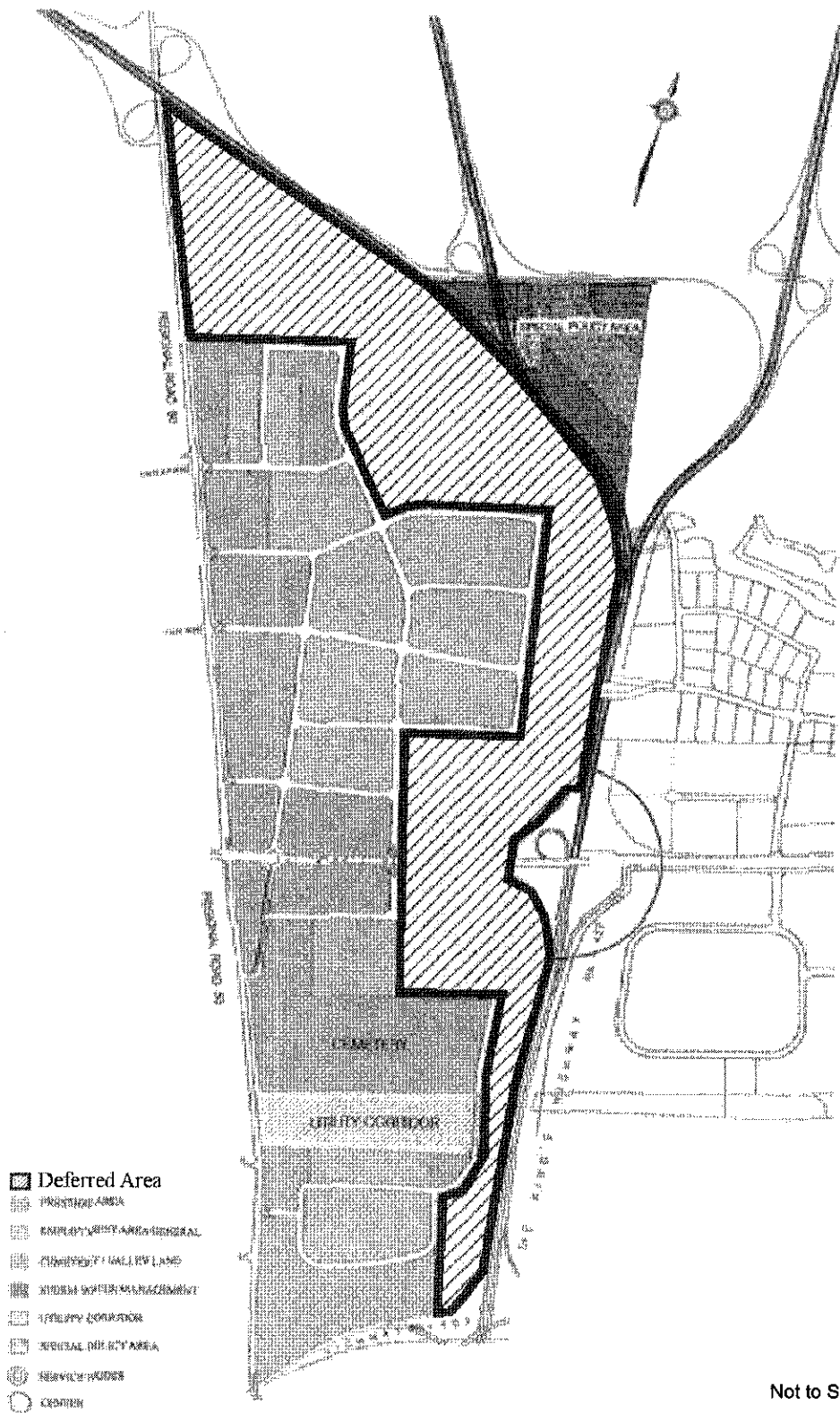
FILE No.:
BL.57/58W.99

June 16, 2003

Lots 2 - 10,
Concessions 9 & 10

4

MTO Proposed Deferral Area



Not to Scale

M.T.O. Proposed Deferral Area

APPLICANT:
HUNTINGTON BUSINESS PARK
LAND OWNERS



Community Planning Department

Attachment

FILE No.:
BL.57/58W.99

June 16, 2003

Lots 2 - 10,
Concessions 9 & 10

5