

**COMMITTEE OF THE WHOLE SEPTEMBER 2, 2003**

**BLOCK 33 WEST BLOCK PLAN  
BLOCK 33 WEST PROPERTIES INC.  
BLOCK PLAN FILE: BL.33W.2001**

**Recommendation**

The Commissioner of Planning recommends:

1) Block Plan Conditional Approval

That the Block 33 West Block Plan, dated August 26, 2003, BE APPROVED, subject to the following condition:

- a) That the following two remaining matters listed below be reported between Committee of the Whole and Council meeting on September 8, 2003:
  - i. the issues raised by the TRCA in their letter of August 21, 2003 and their potential impact on the Block Plan will be considered and, where appropriate and subject to City approval, addressed in either revisions to the final Block Plan and associated supporting reports, and/or the list of matters to be addressed prior to the approval of any Draft Plan of Subdivision or Site Plan.
  - ii. the Transportation Management/Sidewalk Plan and Phasing Plans be revised and approved by the City to reflect the comments contained herein.

2) Draft Plan of Subdivision/Site Plan Matters

That the following matters shall be addressed by Council as part of or prior to the approval of any draft plans of subdivision or site plans within the Block 33 West Plan:

- a) That the Teston Road/Highway #400/Street "A" interchanges, and "Button-hook" ramp design and "High Performance Employment Area" be determined and to the satisfaction of MTO, Region and City, and the required easements and/or rights-of-way for the overpass across Highway #400, and any required services, be secured by the City.
- b) That in accordance with the provisions of OPA #600, the City shall confirm the allocation of servicing capacity for the subject lands prior to draft approval of any plans of subdivision or site plans.
- c) That the draft plans of subdivision shall identify which lots and/or blocks are to be placed in a holding zone and are to be serviced by improvements beyond the current interim capacity.
- d) That a revised water supply analysis report for the Block be submitted and finalized to the satisfaction of the Vaughan Engineering Department.
- e) That the applicant shall demonstrate to the satisfaction of the Vaughan Engineering Department that the proponent has fulfilled the necessary provisions of the Environmental Assessment Act, R.S.O. 1990, and the Municipal Class Environmental Assessment for Municipal Roads, Water and Waste Water Projects, October 2002, as they may apply to proposed primary roads and related infrastructure matters.
- f) That the applicant shall have submitted a Phase 1 Environmental Site Assessment Report for lands subject to a development application, 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".
- g) That conditions requiring warning clauses shall be included in all draft plans of subdivision or site plan agreements, advising all purchasers and/or tenants of anticipated traffic volumes for the planned Teston Road/Highway #400/Street "A"

interchanges and ramps, Primary Streets "A" and "B", the adjacent arterial roads, and the public transit bus routes, in accordance with a Noise Report approved by the Vaughan Engineering Department.

- h) That the noise attenuation measures for the lots/blocks adjacent to the Purpleville Creek valley be reviewed and/or modified with other noise attenuation measures, if possible, to eliminate locating acoustic fencing/berming along the valley, the height of noise attenuation fencing/berming, and that noise attenuation measures be reviewed for the provision of mandatory central air conditioning for lots fronting or flanking onto Street "B", and be approved by Vaughan Engineering and Urban Design Departments, and Toronto and Region Conservation Authority.
- i) That the noise attenuation measures for the Purpleville Creek valley established by the Regional Municipality of York in the Noise Policy/Guideline Update Study be considered to the satisfaction of the City, and Toronto and Region Conservation Authority.
- j) That the results of the Cultural Heritage Resource Assessment and the preferred approaches respecting each of the two properties identified below be determined and implemented:
  - a. 10511 Weston Road:
    - i. That prior to demolition, the heritage documentation report be finalized.
    - ii. That the names of the farming family be used in the naming of the streets, parks or other public places in the area.
  - b. 10665 Weston Road:
    - i. That the building be incorporated with sympathetic restoration into future site plans or draft plans of subdivision.
    - ii. That the names of the farming family be used in the naming of the streets, parks or other public places in the area.
    - iii. That if the building can not be incorporated into the subdivision, for engineering or other considerations, other appropriate options be considered including relocating the building to another location on the development lands or within Vaughan, and, if it is to be demolished, full recording and documentation.
- k) That prior to final approval of a plan of subdivision, and prior to the initiation of any grading to any lands included in the plan of subdivision, a preliminary archeological evaluation of the entire area within the proposed plan of subdivision shall be carried out at the owner's expense, and the same report shall identify any significant archaeological sites found as a result of the assessment. The archaeological assessment report shall be carried out by a licensed archaeologist and prepared according to the Ministry of Citizenship, Culture and Recreation approved Archaeological Assessment Technical Guidelines, dated 1993. The archaeological assessment shall be submitted to the municipality and the said Ministry for review and approval. Prior to final approval or registration of the development application or plan of subdivision, the owner by way of development application or subdivision agreement, shall agree that no development or grading shall occur on any site identified as being archaeologically significant as a result of the archaeological evaluation carried out on the property, until such time as protective and mitigative measures of all significant archaeological sites have been fulfilled to the satisfaction of the Ministry of Citizenship, Culture and Recreation (Archaeological Unit) and the municipality.
- l) That a Landscape Master Plan be approved to the satisfaction of the Vaughan Urban Design Department, which shall include the following:

- landscape treatment for the interface between the residential area and high performance employment area along Street “A”, and window streets facing Weston Road and Street “A”;
  - plans linking the adjacent communities with pedestrian connections along the arterial roads, continuous sidewalk;
  - gateway entry feature designs; and,
  - landscape treatment for stormwater management pond facilities.
- m) That Architectural Design Guidelines for residential, institutional, commercial and employment buildings/structures be prepared, addressing built form, massing and elevations, and approved by the Vaughan Urban Design and Planning Departments, and that a control architect be retained at the cost of the applicant for approval by Council to implement said guidelines.
- n) That arrangements be made to provide permanent road and service connections to the elementary school sites at no cost to and within a time period specified to the satisfaction of the York Region District School Board and York Catholic District School Board.
- o) That the townhouse designation on the northeast corner of Street ‘D’ and Weston Road be considered within the same context of the site plan and design for the Neighbourhood Commercial/Medium Density Block to the north.

### 3) Zoning By-law

That implementing zoning by-law(s) include as follows:

- a) The required limits/buffer from the top-of-bank for the lots/blocks adjacent to Purpleville Creek valley, as approved by the Toronto and Region Conservation Authority, be indicated.
- b) Any Ministry of Transportation requirements concerning the Ministry’s controlled portion of Street “A” from the south side of Teston Road to 200m south of the Highway #400 southbound on-ramp be indicated.

### **Purpose**

The purpose of this report is to discuss the outstanding issues indicated in the March 24, 2003 Special Committee of the Whole Report that required resolution in order to provide final approval for the Block 33 W Plan, in accordance with the Development Process/Block Plan policies of OPA #600.

### **Background - Analysis and Options**

The subject lands, identified as Block 33 West, are bounded by Weston Road to the west, Major Mackenzie Drive to the south, Teston Road to the north, and Highway #400 to the east, within Vellore Urban Village 1, in Parts of Lots 21 to 25, Concession 5, City of Vaughan. The Block Plan, including the lands within the Vellore Village District Centre, and lands of both participating and non-participating land owners, totals 185.119ha. Separately, the Block Plan land area is 169.798ha and District Centre land area is 15.392ha. The Block Plan land uses, excluding the Vellore Village District Centre lands, are as follows:

<u>Land Use</u>	<u>Net Area(ha)</u>
Low Density Residential	40.3
Medium Density Residential	19.2
Medium Density Residential/Commercial	4.4
Neighbourhood Commercial	2.9

Local Convenience Commercial	0.6
High Performance Employment Area	32.0
Neighbourhood Parks	8.0
Elementary School Sites	6.9
Stormwater Management Pond Facilities	8.3
Purpleville Creek/Valley/Open Space/Greenway/Buffer	9.9
Primary Roads/Widenings	18.8
<u>Local Roads</u>	<u>18.5</u>
Total	169.8

The total number of units in the Block Plan, excluding the Vellore Village District Centre lands, are estimated at 1,918 units consisting of 1,082 low density units (990 detached and 92 semi-detached units), and 836 medium density units (348 semi-detached and 488 townhouse units). This is expected to provide a total population of 6,092 people.

#### Current Block Plan Status

On March 31, 2003, Council resolved to approve, subject to conditions, the Block 33 West Plan with red-line revisions and that a revised Block Plan and supporting reports be forwarded to a future Council meeting. In addition Staff was directed to; 1) review the location of the stormwater management pond at the southeast corner of the Block, and 2) review the proposal from MTO concerning access to Street "A" and proposed land uses, including a Provincial commuter parking lot.

The March 24, 2003 technical report outlined the outstanding matters that need to be addressed prior to the final approval of the Block Plan, as follows:

- "1a) That the Block 33 West Plan be red-lined to delete the words, "Commercial" from the words, "High Performance Employment".
- b) That the road network at the northeast corner of the Block include the proposed Highway 400/Teston Road Interchange as established through an approved Environmental Assessment study, and that a traffic report which includes, but is not limited to, an analysis of the road network within the Block with consideration for the approved Interchange and associated traffic volumes, together with recommendations pertaining to road widths, intersection design and location, access locations to the employment blocks, traffic calming/management measures, the environmental capacity along Streets "A" and "B" within the Block, and a rationale for the elimination of the primary road connection to Greenbrooke Drive be provided to the satisfaction of the City, Region of York and the Ministry of Transportation.
- c) That a Transportation Management/Sidewalk Plan, which includes traffic calming measures, all-way stop controls, parking restrictions, transit routes, bus stops and greenways, be submitted once the road network has been finalized in the Block, and approved by the Vaughan Engineering and Urban Design Departments, and if required, the Region of York.
- d) That the limits/buffers for the lots/blocks and stormwater management pond facilities be provided adjacent to the Purpleville Creek valley, and limits/buffers for other lots/blocks, stormwater management pond facilities and open spaces be provided and approved by the Vaughan Engineering and Urban Design Departments, and Toronto and Region Conservation Authority.
- e) That the noise attenuation measures for the lots/blocks adjacent to the Purpleville Creek valley be reviewed and/or modified with other noise attenuation measures, if possible, to eliminate locating acoustic fencing/berming along the valley, and that noise attenuation measures be reviewed for the provision of mandatory central air conditioning for lots fronting or flanking onto Street "B" and the height of noise attenuation fencing/berming,

and be approved by Vaughan Engineering and Urban Design Departments, and Toronto and Region Conservation Authority.

- f) That the detailed designs for the stormwater management pond facilities (Ponds PC1, WDR1 and WDRT) be approved by the Vaughan Engineering and Urban Design Departments, and Toronto and Region Conservation Authority.
- g) That the Development and Infrastructure Phasing Plan be provided for all phases of the Block 33 West Plan for approval by the City, and that the first phase include:
  - the construction of Streets “A”, “B”, and “C”, and the York-Peel Feedermain;
  - the distribution of interim servicing for the residential lots/blocks and phasing of the residential lots/blocks;
  - an elementary school site for both the York Region District School Board and York Catholic District School Board, and the appropriate road and service infrastructure for the school sites; and
  - any other infrastructure that is required for the first phase.
- h) That the timing for the necessary Regional transportation (i.e., the widening of Teston Road and Weston Road) and servicing improvements (i.e., York-Peel Feedermain, and the Langstaff Trunk and Collector Sewer) for the development of the Block 33 West Plan, be identified to the satisfaction of the City, and Region of York.
- i) That the Urban Design Guidelines for the Block 33 West Plan be prepared in accordance with the new City Design Standards, for approval by Council, and shall include the following:
  - gateway entry feature designs and placements;
  - boulevard and sidewalk/bike path designs;
  - road cross-section for “Primary Road with Greenway” for Street ‘A’;
  - tree locations;
  - above and below grade utility locations;
  - built-form design guidelines for the interface of the residential and employment areas along Street ‘A’, and window streets facing Weston Road and Street ‘A’ for the residential uses; and,
  - street lighting and pathway illumination designs.
- j) That all outstanding issues with respect to the proposed servicing and phasing of the Block 33 West Plan, including water supply, sanitary sewers, stormwater management facilities, grading, geotechnical and maintenance access roads, be addressed with revisions for the finalization of the Master Environmental Servicing Plan and approved by Vaughan Engineering, Urban Design and Planning Departments, and Toronto and Region Conservation Authority.
- k) That a Cultural Heritage Resource Assessment, which includes an archaeological and historical evaluation of structures, photographic documentation of the interior and exterior of the buildings, and a feasibility study on the preservation of the significant heritage structures within the Block be prepared by a qualified heritage consultant for approval by the Vaughan Community Services Department, Cultural Services and Archives Section.
- l) That any revisions to the Block 33 West Plan proposal, including land use, unit yield and lot/block configuration, and public infrastructure and facilities (i.e., stormwater

management ponds, parks and roads) arising from the resolution of conditions in Part 1 of this "Recommendation" and issues raised by the City, Region, and Toronto and Region Conservation Authority, will be reflected in the revised Block 33 West Plan and supporting reports for approval by City Council, the Region, and Toronto and Region Conservation Authority.

- m) That the following appeals to OPA #600, as they apply to the Block 33 West Plan, be withdrawn or resolved to the satisfaction of the City, Region, and Toronto and Region Conservation Authority to allow the Block Plan to proceed.

#### Participating Land Owners Appeals

- Section 3.3 (Part A) and Schedule "B" - uses for lands designated "High Performance Employment Area";
- Section 4.2.1.5 - inclusion of the lands in the Vellore Village District Centre to allow a retirement development of 150 units per ha;
- Section 5.9.1 and Schedules "B", "E", "F", "G1", "G2", "G3" and "H" - the valley lands, parks and greenway, "Stream Corridor" designation through the middle of the Block, and "Stream Corridor" designation for the tributary in the southwest portion of the Block Plan within the Vellore Village District Centre Study area;
- Section 8.2 and Schedules "B" and "J" - the inclusion of the southern overpass across Highway #400;
- Schedules "B", "I" and "J" - Teston Road/Highway #400/Street "A" Interchanges, and the undesignated lands at the northwest portion of the Block next to Weston Road and Teston Road, and northeast portion of the Block next to Teston Road/Highway #400 /Street "A"/Interchange; and,
- Section 10.2.iii - the Development Process/Block Plan concerning the precise location and extent of the land uses in the Block.

#### Non-Participating Land Owner Appeal

- Section 4.2.1.3 and Schedule "B" - uses for lands designated "Medium Density Residential-Commercial Areas".

### **Resolution of Block Plan Conditions**

#### Land Uses/OMB Appeals

The "High Performance Employment Area" designation permits prestige/light industrial uses, research and data processing uses, along with limited retail, office commercial and service commercial uses such as financial institutions, hotels, convention centers, eating establishments, entertainment uses within a hotel, convention center or office complex, and institutional uses only for lands having frontage on Major Mackenzie Drive for the lands along the west side of Highway #400.

During the processing of the Block Plan application, the Block owners proposed that commercial retail uses (i.e., retail store, business and professional offices, eating establishments) be located at the north and south ends of the employment area, due to the exposure of Highway #400. The owners had previously indicated their concern with the land uses in the "High Performance Employment Area", as outlined in their July 18, 2001 letter appealing relevant policies of OPA #600, as follows:

- Section 3.3 (Part A) and Schedule "B" concerning the permitted land uses in the "High Performance Employment Area" designation;
- Schedules "B", "I" and "J" - Teston Road/Highway #400 Interchange/Street "A", and the undesignated lands at the northeast portion of the Block Plan; and,

- Section 10.2.iii concerning the Development Process/Block Plan and the location of land uses in the “High Performance Employment Area” in the Block.

To resolve the above concerns, the word “Commercial” was deleted from the words “High Performance Employment” for the north and south ends of the area. Further, the City and land owners agreed to amend Section 4.2.3.ii.2 Employment Area Designations in OPA #600 to include wording to allow limited retail, office commercial, service commercial, and institutional uses for the lands on the south side of Teston Road and on the south side of the Highway #400/Street “A” interchange ramp. The specific land uses are to be determined at the zoning and draft plan of subdivision/site plan stages.

At the pre-hearing on May 23, 2003 to consider the OPA #600 appeals, the Ontario Municipal Board was advised of the resolution of the appeals respecting the uses and their locations in the “High Performance Employment Area” designation. The resulting modifications to OPA #600 address Conditions 1a) and 1m).

#### Teston Road/Highway #400/Street “A” Interchanges and Ramps

OPA #600 Schedule “B” Vellore Urban Village 1 provides for an interchange in the Teston Road/Highway #400 area. The button-hook interchange design has been selected due to the topography and to protect the ecological functions of the Purpleville Creek and valley. This design involves the southbound off- and on-ramps intersecting directly with the north-south primary road (Street “A”), instead of Teston Road.

The Ministry of Transportation previously indicated concerns with the button-hook design, including sight visibility, tight radii and spiral for high-speed vehicles, and potential for confusion. By the March 24, 2003 Committee of the Whole meeting, MTO agreed in principle to the button-hook design, subject to reviewing the implications and feasibility of providing access for the lands on the east side of Street ‘A’, for 200m south of the Highway #400 southbound on-ramp. Access from Street “A” to the parcel to the north of the off-ramp will be allowed, and half of the 7ha lands will be required for a commuter parking lot.

MTO reviewed the revised Transportation analysis circulated in June and the July addendum and provided additional comments on August 6, 2003. A few detailed design issues were identified (e.g. street turning radii, left turn lane storage capabilities, etc.) which will be addressed during the detailed design phase of Street ‘A’. Other detailed matters have also subsequently been identified, such as the design of stormwater management pond at the north-west corner of Major Mackenzie and Highway #400, and the site-specific treatment of stormwater along the Highway #400 corridor in the High Performance Employment Block. However, in terms of the fundamental structure of the Block Plan and supporting reports, MTO has advised that the proposed configuration and geometrics of the road network appear suitable for planning purposes, thereby addressing Condition 1b).

MTO will still require detailed drainage and traffic reports for site-specific subdivision and/or site plan applications, indicating how each are in keeping with the principles in the Block Plan reports, and how they may impact the Highway 400 system. All development within 45 metres of the Highway #400 right-of-way, or within 400 metres of the Major Mackenzie Dr. or Teston Road intersections require a MTO Building/Land use permit; all structures are subject to a 14 metre setback from the Highway #400 property line; and, any signs that are visible from Highway #400 will require a MTO sign permit.

#### Engineering/Servicing

York Region provided comments on August 12<sup>th</sup>, 2003 respecting Water and Wastewater, and Transportation issues.

#### Water & Wastewater

The Block Plan provides the opportunity in the future for municipal water and sanitary sewers to service the Rimwood Estates Subdivision located at the northeast corner of Weston and Teston

Roads. It is anticipated that servicing in the Rimwood Estates subdivision will be through a local improvement project.

Two key capital projects are necessary for the Region to supply water to this Block Plan that lies within the Region's Pressure District #7 area: upgrading of the South Maple and Richmond Hill PD7 pumping stations; and, construction of the York-Peel PD6 feedermain from the Peel/York boundary to the Maple reservoir. A portion of the proposed feedermain passes through the Block 33 West Plan and has been accommodated in the design of Street 'A' and Street 'E'.

The provision of wastewater servicing in Block 33 West is dependent upon the advancement of the construction of the Langstaff Trunk sewer. Subject to the execution of an up-front financing agreement with the landowners to advance this construction, an interim capacity has been reserved to accommodate an initial Phase of Block 33 West. The final completion of the Langstaff Trunk and Bathurst Trunk (Phase 1) will provide sufficient capacity to service Block 33 West. With Block Plan approval, the City of Vaughan will track the allocation of servicing capacity, and review water and sewer servicing capacity for each draft plan of subdivision.

#### Servicing Capacity and Phasing

A development and Infrastructure Phasing Plan has now been provided in the Block Plan reports. This includes identification in Phase 1 of: the construction of the primary streets, the York-Peel Feedermain, and stormwater management ponds; the distribution of the interim servicing and the number of units proportioned to each landowner; and, the provision of school sites and parks.

To implement this, the Block Plan reports need to show the units available to each property in the first phase of development. When this is completed Condition g) of Block Plan approval will be cleared. As well, a condition of Draft Plan approval has been added to subsequently also identify which lots/blocks are to be placed in a holding zone and serviced beyond the current interim capacity available to the Block.

#### Transportation

York Region identified a number of issues related to the transportation infrastructure in Block 33 West, including:

- the need to reflect the advancement of the Teston Road construction schedule;
- the need to construct the extension of Street B over Highway 400 into Block 33 East as part of the first phase of development, so as to reflect Regional Official Plan policies and maintain satisfactory levels of service on the arterial road system;
- the provision of sidewalks on both sides of local roads in the vicinity of school sites and connecting all crescents and cul-de-sacs abutting Regional Roads;
- limiting the use of traffic calming measures to signage, on roads designated or planned for transit.

The Region's comments are addressed in addendums to the final reports which resolves Conditions 1b), c), h), and m).

In terms of the need to construct the extension of Street B over Highway 400 as part of the first phase of development, the recommendation is for the City to proceed at this time with the necessary Class Environmental Assessment process so that the construction can proceed with the planned widening of Highway 400 and the construction of the new Teston Road Highway 400 interchange. This will help minimize the disruption time associated with construction and help establish the infrastructure needed to support the growing community. Condition 2a) of subdivision/site plan approval within the Block provides the ability to secure the necessary right-of-way for this road extension.

Regarding the City's issues with the Transportation Management/Sidewalk Plan, a consolidated Transportation Management/Sidewalk Plan is still outstanding. This is expected to be completed and submitted to the City next week and will clear Condition j). Additional local sidewalks may be



required in plans of subdivision in accordance with the City's sidewalk location policy, in particular to potentially increase pedestrian connections to Weston Road.

### Environment

On August 21, 2003, Toronto and Region Conservation Authority provided a detailed letter of outstanding issues to the City. A number of the technical issues are not yet resolved in the areas of Water Management, Hydrogeology, and Ecology. The ability to address these issues will be considered in a meeting on September 3, 2003 between City and TRCA staff, prior to bringing the final Block Plan to Council for approval on Monday, September 8<sup>th</sup>. The potential impact of these issues on the Block Plan will be considered, and where appropriate, added to the list of conditions to be addressed under Draft Plan of Subdivision/Site Plan Matters.

The detailed design of the stormwater management pond facilities have been reviewed and are acceptable on a conceptual level. More detailed design will be required as part of finalizing the Landscape Master Plan and as implemented through the plans of subdivision. Condition f) therefore has been fulfilled. As part of this review and in response to the Council minute of March 31, 2003, the location of the stormwater management pond at the southeast corner of the Block Plan has also been reviewed and as a result moved away from direct frontage on Major Mackenzie Drive.

### Purpleville Creek Valley Limits/Buffers

The conditions required that the limits for the lots/blocks and stormwater management pond facilities adjacent to the Purpleville Creek valley, and limits/buffers for other lots/blocks, stormwater management pond facilities and open spaces, be established and approved by the City and the Toronto and Region Conservation Authority. The Block consultants revised the Master Environmental Servicing Plan (MESP) to provide a 2.5m public buffer along the staked top-of-the bank/development limit, consistent with the 3-tier approach established by the TRCA. In addition, the Block landowners appeal of OPA #600, Section 5.9.1 and Schedules "B", "E", "F", "G1", "G2", "G3" and "H" - the valley lands, parks and greenway, "Stream Corridor" designation through the middle of the Block, and "Stream Corridor" designation for the tributary in the southwest portion of the Block Plan within the Vellore Village District Centre Study area, is also addressed with the delineation of the buffer. As such Condition 1d) has been satisfied.

### Noise/Mitigation Measures

The Block land owners undertook a noise analysis for the Block Plan, which examined the noise levels from road traffic sources such as Highway #400, Weston Road, Major Mackenzie Drive and Teston Road, and stationary sources as the MTO Salt Storage at the southwest corner of Major Mackenzie Drive and Weston Road, and Paramount Canada's Wonderland. The study was done in accordance with the Ministry of the Environment Environmental Noise Assessment and Land Use Planning Guidelines for residential outdoor amenity and indoor living areas, and commercial/industrial indoor areas.

The noise analysis recommends mitigation measures, including acoustic fencing and/or berming ranging in height from 1.5m to 2.4m for the lots adjacent to the south side of the Purpleville Creek valley. The City and TRCA expressed concerns with locating acoustic fencing and/or berming along the valley, and the height exceeding 2.4m. Upon assessment of alternative mitigation measures it was concluded that acoustic fencing and/or berming ranging from 1.0m to 2.5m is still required.

While the City advised that the fencing and/or berming is not to exceed 1.8m in height, the revised noise report recommends 2.2m to 2.4m adjacent to Weston Road, lots/blocks fronting/flanking the service road adjacent to Weston Road, and lots/blocks fronting/flanking Street "A".

The Engineering Department requested that the noise analysis review the need for mandatory central air conditioning for all residential lots/blocks adjacent to primary Street "B". The revised report does not provide for mandatory central air conditioning for these lots.

As matters related to noise attenuation along the valley, the 1.8m height limit, and mandatory central air conditioning remain outstanding, a new condition 2g) has been added to those conditions to be addressed at the draft plan and/or site plan stage.

Noise attenuation issues concerning the inclusion of warning clauses in all draft plan of subdivision or site plan conditions of approval, advising all purchasers and/or tenants in any offer of purchase and sale or lease for all lots/blocks concerning abatement from traffic noise also have to be addressed at the draft plan of subdivision and/or site plan stage (for lots along the planned Teston Road/Highway #400/Street "A" interchanges and button-hook ramp; Street "A" primary north-south road for the high performance employment area and residential area; Street "B" mid-block Highway #400 primary road overpass; and arterial roads Weston Road, Teston Road and Major Mackenzie Drive, and public transit bus routes). Condition 1e) of Block Plan approval has therefore been addressed.

### Urban Design

The final "Urban Design and Open Space Report" includes changes to refine the urban design elements so that they are more consistent with existing and emerging City design standards. Revisions have been made to the report to address the built-form design guidelines for the employment uses on Street 'A'. As well, urban design policies have been developed to help guide the development of the Neighbourhood Commercial/Medium Density Block on Weston Road and the Mixed Use Medium Density Residential Commercial Block on Major Mackenzie Drive. Conceptual designs have been prepared for the Neighbourhood Commercial/Medium density block on the southeast corner of Weston Road and Street 'B' including a mix of commercial uses and townhouses. To better address the relationship with the additional townhouse development to the south Condition 2o) has been added to the list of draft plan of subdivision/site plan matters. This will enable the townhouse development design and configuration to be assessed as a whole and integrated with the surrounding land uses.

Street lighting and pathway illumination will be further refined through the preparation of the Landscape Master Plan.

As such, Condition i) has been satisfied.

### Cultural Heritage Resource Assessment

A Cultural Heritage Resource Assessment has been produced to address Condition 1k). Two buildings were identified in the technical report as 10511 Weston Road and 3275 Teston Road. Further review has identified the second building as 10665 Weston Road. The first part of the Assessment is a "Built Heritage Assessment Context" that includes: a summary of the purpose of the report; the legislative and policy basis for heritage planning consideration; and, the type of data collected in preparing the report. The second section of the report is a "Built Heritage Historical Context" that includes: an historical overview of the area; and, a summary of the land use and ownership information in the nineteenth century from archival sources. The third section of the report is the "Built Heritage Assessment". It includes: the criteria used in evaluating the buildings; and, an analysis of each of the buildings including a summary score sheet.

10511 Weston Road is a one and a half storey frame under stucco Ontario vernacular farm residence from about 1870 that has had a number of interior and exterior alterations. It is defined as a "Group 3" heritage building and described as "noteworthy". 10665 Weston Road is a two storey Ontario vernacular brick farmhouse dated 1864 that has had a number of cosmetic alterations but "exhibits good overall heritage integrity." It is defined as a "Group 2" building and described as "a building of significance and worthy of preservation."

Based on this analysis Section 4 of the report provides Conclusions and Recommendations and includes the following conservation options for each of the two properties:

10511 Weston Road:

- That prior to demolition, this heritage documentation report is considered and the need for additional research and/or photos be incorporated;

- Celebrate the names of the farming family in the naming of the streets, parks or other public places in the area.

10665 Weston Road:

- Incorporate the building with sympathetic restoration into future site plans or draft plans of subdivision;
- Celebrate the names of the farming family in the naming of the streets, parks or other public places in the area; and
- The report indicates that if the building can not be incorporated into the subdivision “for engineering or other considerations” other appropriate options would include relocating the building to another location on the development lands or within Vaughan, and, if it is to be demolished, full recording and documentation.

Preliminary work by the landowner’s group indicates that it is still possible to incorporate the building into the street pattern of the Block Plan, and as a result, this option is available to the City of Vaughan in the approval of the draft plan of subdivision.

In terms of the Archaeological Assessment of the lands, a Stage1 study has been completed as per Ministry of Culture guidelines. A Stage 2 study is currently underway and will need to be completed to determine whether subsequent stages of assessment are required. Additional conditions have therefore been added to the Draft Plan/Site Plan matters, and the comments of the Culture and Recreation department have been addressed regarding Block Plan Approval Condition 1k).

#### School Boards

On June 24<sup>th</sup>, the York Catholic District School Board submitted a letter indicating that the location and configuration of the Catholic school site is acceptable, as well as its inclusion in Phase 1 of the Plan. The Block Plan reports did not require any changes. On August 12<sup>th</sup>, the York Region District School Board indicated that based on the unit count in the Block Plan, their satisfaction with the number and general location of elementary school sites in the Plan. They expressed interest in working with the City and participating landowners regarding the draft plan for the final configuration of the northern school site.

#### Blocks 33West/Block 40 Primary Road Connection and Existing Residence

On August 13, 2003 the City received further correspondence from the landowner’s group representative for the adjacent Block 40, regarding the issue of the primary road connection across Weston Road as it may affect an existing house. A landowner’s representative of the existing house has expressed an interest in achieving a setback from the primary road in the order of 9 metres.

Preliminary drawings have been prepared by Block 33 West to determine if a bend in the primary road (Street B), west of Weston Road, can provide an appropriate setback to the house. City staff and the adjacent landowners have reviewed the preliminary drawings illustrating that a side yard setback of approximately 7 metres can be achieved. This range of setback is not unreasonable given the types of setbacks that are expected to characterize the area when Block 40 develops. As well, the turn in the primary road will also affect the lotting pattern in Block 40. This issue will need to be further reviewed and refined in the context of the draft subdivision plan(s) in Block 33 West and the Block 40 Plan and resulting subdivisions. Approval from York Region will also be required. The information available thus far does not indicate a need to significantly alter the basic structure of the Block 33 West Plan.

Condition I) of Block Plan approval was respecting any revisions that may be needed to land use, unit yield, lot/block configuration etc. resulting from issues raised during the final approval. This Condition will be cleared at the time of final Council approval.

## **Conclusion**

The Block Plan for a new community area, identified as Block 33W Plan, was reviewed in accordance with the Development Process/Block Plan policies of OPA #600. The review of the Block 33W Block Plan included the Block landowners and consultants, ratepayers, commenting agencies and City examining environmental, land use, servicing, transportation and urban design areas to approve the Block 33 West Block Plan.

The outstanding issues that were conditions of Block Plan approval in the March 24, 2003 Special Committee of the Whole Staff Report have been resolved to allow the Block Plan to be approved and to undertake processing the zoning and draft plan of subdivision applications. This report includes conditions that are to be addressed as part of the processing of the zoning and draft plan of subdivision applications.

Staff can support the approval of the Block 33 West Block Plan, subject to addressing the conditions described in the "Recommendation" section in this report. Should Committee concur, Block Plan Application BL.33W.2001 (Block 33 West Properties Inc.) can be approved, with the adoption of the "Recommendation" of this report.

## **Attachments**

1. Location Map
2. OPA #600 Schedule "B" - Vellore Urban Village 1
3. Block 33 West Plan
4. Block 33 West Block Plan Ownership

## **Report prepared by:**

J. Jeffers, Planner, ext. 8645  
Robert Gibson, Senior Planner, Policy, ext. 8409  
Wayne McEachern, Manager of Policy, ext. 8026

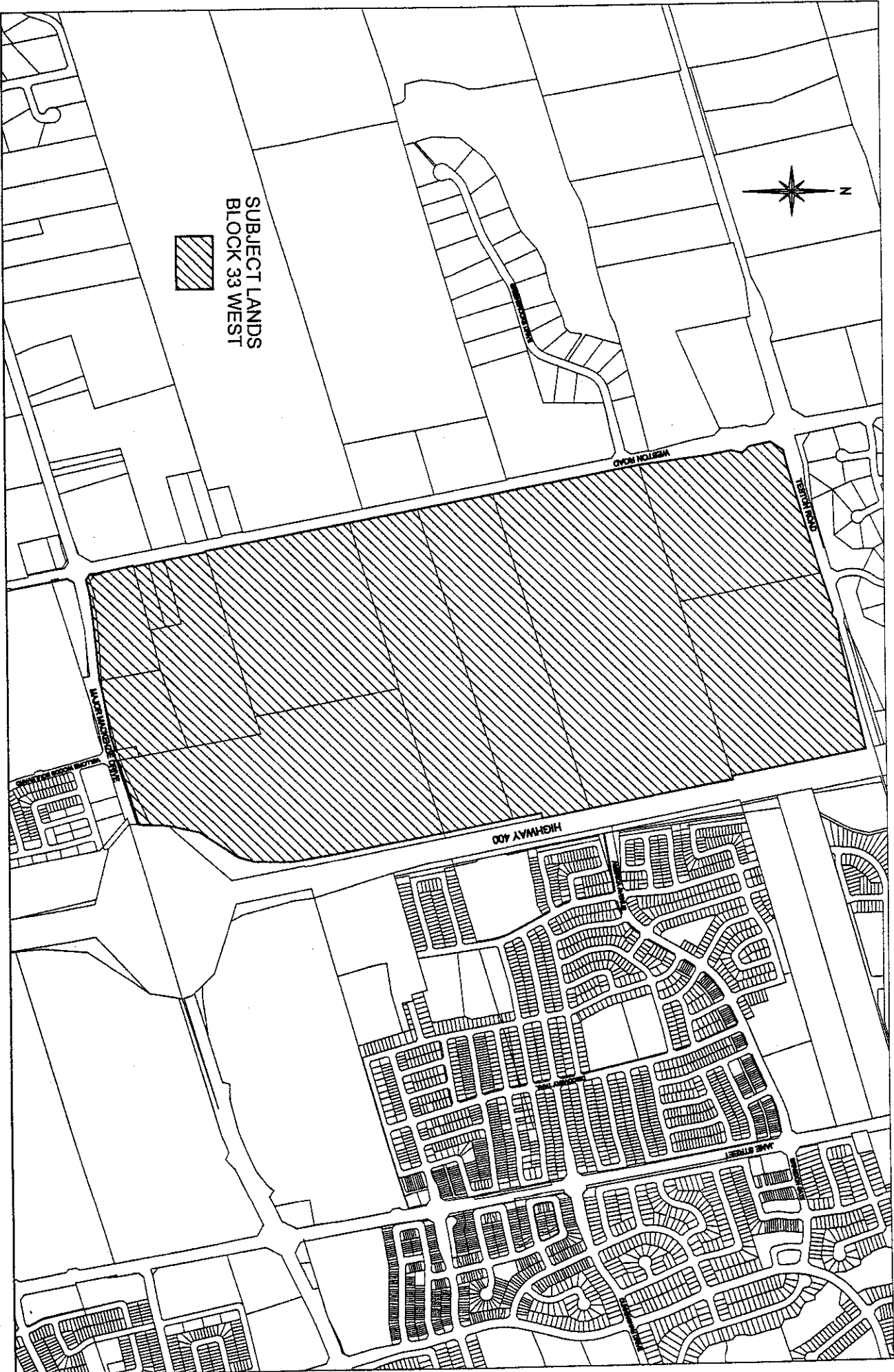
Respectfully submitted,

MICHAEL DeANGELIS  
Commissioner of Planning

JOANNE R. ARBOUR  
Director of Community Planning

/LG

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# Location Map

Lots 21 - 25,  
Concession 5  
APPLICANT:  
BLOCK 33W PROPERTIES INC.

SUBJECT LANDS  
BLOCK 33 WEST



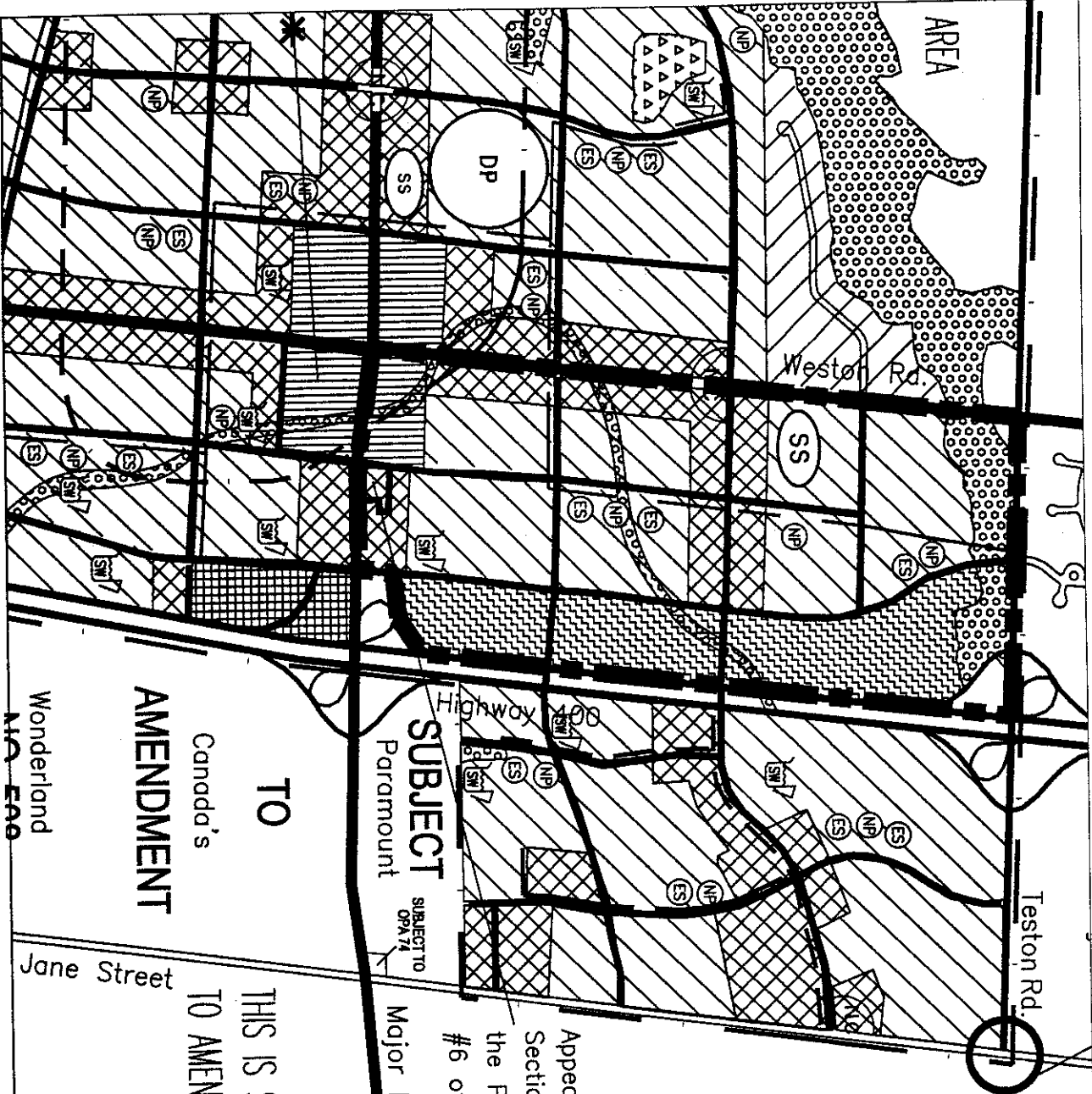
City of  
**Vaughan**

Community Planning Department

# Attachment

FILE No.:  
BL. 33W.2001  
Not to Scale  
September 2, 2003

**1**



**SUBJECT LANDS  
BLOCK 33 WEST**



**LEGEND**

- ES Elementary School
- SS Secondary School
- NP Neighbourhood Park
- DP District Park
- NC Neighbourhood Commercial Cen.
- Lands Subject to Vellore - Urban Village Area #1
- Low Density Residential
- Medium Density Residential/Commercial
- Vellore Village Centre
- Estate Residential
- Urban Area
- Urban Area
- High Performance Employment Area
- Valley Lands
- Stream Corridor
- Greenway System
- Tableland Woodlots
- General Commercial
- Storm Water Management
- Vaughan Centre
- Waste Disposal Assessment Area (Posser Estate)

TO  
Canada's  
AMENDMENT  
THIS IS SCHEDULE 'B'  
TO AMENDMENT # 400

**SUBJECT**  
Paramount  
Major Mackenzie Dr.

Appealed Under  
Section 17(36) of  
the Planning Act -  
#6 of OPA #600

**OPA #600 - SCHEDULE 'B'  
VELLORE URBAN VILLAGE #1**

Lots 21 - 25,  
Concession 5  
APPLICANT:  
BLOCK 33W PROPERTIES INC.

**City of  
Vaughan**

Community Planning Department

**Attachment**

FILE No.:  
BL.33W.2001  
Not to Scale  
September 2, 2003

**2**



TESTON ROAD



GATEVIEW  
INVESTMENTS  
16.007 ha

KEYSTAR  
DEVELOPMENTS INC  
20.887 ha

WESTON-400 HOLDINGS  
38.978 ha

MILLWICK HOLDINGS LTD.  
20.201 ha

LORMEL DEVELOPMENTS (WESTON) INC.  
18.532 ha

OZNER CORPORATION  
(SOUTH)  
20.584 ha

ARGENTO  
DEVELOPMENTS INC.  
29.7 ha

NON-PARTICIPANTS



SOSCIA, A.  
0.869 ha

GATTI, G.  
0.811 ha

MILLER, C.  
GEORGE, E.  
HAGUE, B.  
4.614 ha

OMEGA  
DEVELOPMENTS  
9.795 ha

TRELA, S.  
4.819 ha

BLOCK 33 WEST  
PROPERTIES INC.  
0.195 ha

MAJOR MACKENZIE DR.

HIGHWAY 400

## BLOCK 33 WEST BLOCK PLAN OWNERSHIP

Lots 21 - 25,  
Concession 5

APPLICANT:  
BLOCK 33W PROPERTIES INC.

City of  
**Vaughan**

Community Planning Department

## Attachment

FILE No.:  
BL.33W.2001

Not to Scale

September 2, 2003

# 4