

SPECIAL COMMITTEE OF THE WHOLE MARCH 24, 2003

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

Recommendation

That the Commissioner of Planning recommends:

1) Block Plan Conditional Approval

That the Block 33 West Block Plan, dated March 7, 2003, as red-line revised, BE APPROVED, subject to the following conditions:

- a) 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 Department 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 (Public) School Board and York Region District Catholic 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”.

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 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 ways 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 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.
- d) 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”.
- e) 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.

- f) 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.
- g) 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.
- h) 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.
- i) 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 (Public) School Board and York Region District Catholic School Board.

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 for a new community area to receive approval for the Block 33W Plan in accordance with the Development Process/Block Plan policies of OPA #600. The Block Plan land area, including the Vellore Village District Centre lands is 185.190ha. 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	40.368
Medium Density Residential/Commercial-Semi Detached	10.521
Medium Density Residential/Commercial	3.652
Medium Density Residential/Commercial-Street Townhouses	8.450

Mixed Use/Medium Density Residential/ Neighbourhood Commercial	2.871
Local Convenience Commercial	0.570
High Performance Employment Area	32.257
North Neighbourhood Park	3.870
Mid-block Neighbourhood Park	1.510
South Neighbourhood Park	2.662
North Elementary School Site	2.226
Mid-block Elementary School Site	2.297
South Elementary School Site	2.331
Stormwater Management Pond Facilities	8.050
Purpleville Creek/Valley/Open Space	8.938
Greenway	0.928
Primary Roads	15.077
Local Roads	18.671
Widenings (Weston Road/Major Mackenzie Drive)	0.492
Overpass Lands in Employment Area	0.596
Highway #400 Widenings	1.709
Button-Hook Ramps	1.304
Total	169.798

<u>Residential Units</u>	<u>Units</u>
Low Density Residential-Single Detached	990
Low Density Residential-Semi-Detached	92
Medium Density Residential/Commercial-Semi Detached	348
Medium Density Residential/Commercial-Street Townhouses	378
Medium Density Residential/Commercial	110
Vellore Village District Centre Residential	450
Total	2368

The Block 33 West Plan provides primarily low density residential development, comprised of detached units over most of the Block, and medium density residential development, comprised of street townhouses along the west side of Street "A" and along Weston Road south of Street "B", and semi-detached units adjacent to the street townhouses. There are three elementary school/park campus sites between the two north-south primary roads. The Purpleville Creek valley system is located at the north end of the Block next to Teston Road.

There is a 2.87ha mixed-use medium density residential/neighbourhood commercial site for the southeast corner of Weston Road and Street "B", which could be either neighbourhood commercial or residential, or a combination of the two uses. A 0.57ha local convenience commercial site is at the northeast corner of Weston Road and Street "B". The Block Plan provides 32ha of high performance employment land between Major Mackenzie Drive and Teston Road, along the Highway #400 corridor to the east side of Street "A".

Two of the four-stormwater management facilities (i.e., ponds) are located in, and to the south of the Purpleville Creek valley near Weston Road. One stormwater management facility is located at the southeast corner of Weston Road and Street "D" and another is located at the northeast corner of Major Mackenzie Drive and Street "A". The 15.392ha of lands that comprise the Vellore Village District Centre are located at the southwest portion of the Block.

The Block 33 West Land Owners submitted the Block 33 West Plan and the following technical reports, to support the Block Plan:

- Land Use and Planning Basis Report (December 2001) by Weston Consulting Group Inc.;
- Urban Design and Open Space Report (December 2001) by Joseph Bogdan Associates Inc. and NAK Design Group;
- Master Environmental Servicing Plan Report (December 2001) by URS Cole Sherman and Associates Ltd., ESG International, Morrison Environmental Ltd., and Shaheen & Peaker Ltd.;
- Transportation and Public Transit Report (December 2001) by URS Cole Sherman and Associates Ltd.;
- Noise Feasibility Report (December 2001) by Aercoustics Engineering Ltd.;
- Financial Impact Assessment Report (January 2002) by Clayton Research;
- Stage 1 Archaeological Assessment (December 2001) by Archaeological Services Inc.;
- Phase 1 Environmental Site Assessment (2001) by Morrison Environmental Ltd.; and,
- Teston Road/Highway 400 Southbound Buttonhook Interchange Issues (January 2003) by URS Cole Sherman and Associates Ltd.

Background - Analysis and Options

OPA #600 Appeals

In correspondence dated July 18, 2001, the Block 33 West land owners appealed certain policies within OPA #600, as they pertain to the Block 33 West lands, to the Ontario Municipal Board (OMB). Through the Block Plan review process, several of the appealed provisions have been, or are in the process of being resolved as discussed below:

- Section 3.3 (Part A) and Schedule “B” New Land Uses Designations within OPA #600 - were appealed due to the concern with respect to uses in the high performance employment area: appropriate uses are being developed for this area.
- Section 4.2.1.5 District Centres: Vellore Village Centre & Carrville District Centre - was appealed to allow a retirement development of 150 units per ha within the Vellore Village District Centre designation: the Region has deferred consideration of this section pending the outcome of the ongoing Vellore Village District Centre Study, which will establish uses and densities.
- Section 5.9.1 Valley and Stream Corridors and Schedules “B”, “E”, “F”, “G1”, “G2”, “G3” and “H” - concerned the valley lands, parks and greenway linkages. In particular, the Block 33 West land owners are concerned with the “Stream Corridor” designation through the middle of the Block Plan. The TRCA, in correspondence dated January 22, 2003, concurred with the findings in the Master Environmental Servicing Plan, (December 2001) for Block 33 West, “...that both the central drainage feature and that located in the south central portion of the site do not possess a defined bed and bank, and do not meet the criteria to be defined as watercourses, although the former does contribute flow to the West Don tributary”, and therefore, the lands could be redesignated in accordance with the proposed land uses in the Block Plan.
- Section 8.2 Roads and Schedules “B” and “J” - were appealed due to the land owners concern with the inclusion of the southerly overpass across Highway #400. Block 33 East was approved with a single mid-block overpass, which is matched in the Block 33 West Block Plan.
- Schedules “B”, “I” and “J” - Teston Road/Highway #400 Interchange/Street “A”, and the undesignated lands at the northwest and northeast portions of the Block Plan. Based on the Block Plan process, the land use designation for the northwest portion would appear

to be “Valley Lands”, and the northeast portion would appear to be “High Performance Employment Area”, subject to addressing the Ministry of Transportation concerns with respect to land uses.

- Section 10.2.iii - the Development Process/Block Plan. The Block 33 West land owners are concerned with indicating the location of land uses on the Block Plan.

On June 19, 2001, Janet Mazur, a land owner within the Vellore Village District Center, appealed the “Medium Density Residential-Commercial Areas” designation in the OPA #600, as follows:

- Section 4.2.1.3 Medium Density Residential-Commercial Areas and Schedule “B” - were appealed as lands which the District Centre should have a higher order of uses and density and that the land uses decisions pertaining these lands should be deferred pending the completion of the Vellore Village District Centre Study.

The first OMB pre-hearing was held on November 4, 2002. The second OMB pre-hearing is scheduled for April 11, 2003, where the City and Block 33 West land owners can advise of the status of each of the appeals. A hearing date has not been scheduled.

Development Process/Block Plan

On December 28, 2001, the Block 33 West land owners submitted the Block Plan and supporting reports in accordance with the Development Process/Block Plan policies of OPA #600. The Block Plan process provides for an ecosystem approach to the development of the Block, which considers infrastructure such as roads, sanitary sewers, water, parks and schools to provide for managed growth, in consultation with various public agencies, stakeholders and ratepayers. The Block Plan process is to provide technical details on land uses, housing mixes and densities, environmental protection, servicing infrastructure, transportation (road) network, public transit, urban design and phasing for the Block.

To provide servicing infrastructure (i.e., sanitary sewers, water, roads) and community services (i.e., parks, schools) for the development of a new community, the Block Plan land owners are required to enter into an agreement to address the financial requirements for the development of the Block.

A Block Plan is required to be approved by Council. Lands that have not been approved through the Block Plan process will be required to prepare the technical reports to support the development of the subject land in accordance with the Development Process/Block Plan policies of OPA #600. The Block Plan may require modifications to reflect the inclusion of the new development area.

Site Description

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. The lands within the Block have been used primarily as either active or vacant farmland, with some rural residential dwelling units along Weston Road and Major Mackenzie Drive. The Purpleville Creek and valley is at the northwest end of the Block, and the stream, which is part of a tributary of the West Don River, exits at the southeast end of the Block. The surrounding land uses are:

North - Teston Road; residential, Purpleville Creek/Valley/Open Space (RR Rural Residential, OS1 Open Space Conservation and OS2 Open Space Park Zones)

- South - Major Mackenzie Drive; vacant agricultural, vacant and developing commercial (A Agricultural, C1-H Restricted Commercial and C2 General Commercial Zones)
- East - Highway #400; residential, stormwater management pond, institutional (RV4, RV4(WS) and RVM1(B) Residential Urban Village, OS1 Open Space Conservation and A Agricultural Zones)
- West - Weston Road; agricultural, residential, Purpleville Creek/Valley/Open Space (A Agricultural, RR Rural Residential and OS1 Open Space Conservation Zones)

Neighbourhood Circulation/Meetings

On May 9, 2002, a notice of public hearing appeared in the City Page of the Vaughan Citizen. On May 10, 2002, a notice of public hearing was circulated to all property owners within the Block and within 120m of the subject lands, the Block Plan representatives, North Maple Ratepayers (Block 33 East), Vellore Village Ratepayers Association, Vellore Woods Ratepayers Association, Millwood Woodend Ratepayers Association and parties in the Vellore Village Centre Area.

The North Maple Ratepayers Group (Block 33 East) indicated an interest in having direct input into the Block 33 West Block Plan as it relates to the future east-west overpass across Highway #400 connecting to America Avenue.

The Vellore Village Ratepayers Association indicated concern with medium and high-density development, and the impact that these types of densities may have on a proposed Civic Centre site. The Rimwood Estates Homeowners Association addressed concerns with the impact that the development of Block 33 West will have on the Purpleville Creek and valley, the quality/quantity of ground water, the Teston Road/Highway #400 interchange, traffic infiltration into the Rimwood Estates Subdivision, and incompatible density and land uses.

At the hearing, correspondence and concerns received were generally representative of the correspondence noted, as discussed in this report. The June 3, 2002 recommendation of Committee of the Whole to receive the public hearing and forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on June 10, 2002.

Two meetings were held on August 1, 2002, and September 4, 2002, with the City, ratepayer associations and Block 33 West representatives to discuss issues raised concerning the Block Plan. Modifications to the Block Plan to address some of the concerns raised, such as adding window streets adjacent to Street "A" and reducing the number of residential streets intersecting with Street "A" to separate the residential and employment traffic, and incorporating appropriate urban design and landscaping standards through urban design guidelines and site plan control for the employment uses.

Land Ownership

The Block 33 West Block Plan, including the lands within the Vellore Village District Centre, has 13 land owners, of which 8 are participating in the Block Plan process. The 5 non-participating properties are all located in the southwest quadrant of the Block, adjacent to Major Mackenzie Drive and Weston Road.

The Official Plan requires that lands of non-participating land owners be shown conceptually on the Block Plan. However, as lands for 3 of the non-participating land owners are within the Vellore Village District Centre, Staff has requested that these lands, along with the lands of the 2 participating land owners not be shown conceptually, as the District Centre is presently under review. The remaining 2 non-participating land owners have lands within the Street "A" road allowance, and to the west of the District Centre as a medium density residential commercial block, which are shown on the Block Plan in accordance with the Official Plan.

Official Plan

The entire Block 33 West lands are designated “Low Density Residential”, “Low Density Residential” with “Neighbourhood Park”, “Elementary School”, “Secondary School”, “Stormwater Management” and “Greenway System” overlay designations, “Medium Density Residential/Commercial”, “Medium Density Residential/Commercial” with “Neighbourhood Commercial Centre” and “Greenway System” overlay designations, “Vellore Village Centre”, “High Performance Employment Area”, “Valley Lands” and “Stream Corridor” by OPA #600.

The Official Plan provides for a mix of housing unit types for Low and Medium Density Residential development, with High Density Residential contemplated for the Vellore Village District Centre. The Official Plan estimates that the Block 33 West lands will provide 1314 low and 461 medium density units, totaling 1775 dwelling units, to accommodate for 5865 people.

The Official Plan contains an interpretation policy that allows for minor adjustments to the location and boundaries of land use designations, except where the land use designations coincide with arterial roads, railway lines and other clearly defined features, and the location of by-pass, arterial collector and primary roads as long as the intent of the Official Plan is maintained. The Official Plan also provides for a variance of 5% for all statistics as long as the intent of the Official Plan is maintained, except for density requirements.

The “Low Density Residential” designation provides for a range of detached semi-detached, and street townhouse dwelling units, subject to conditions such as serving as a transitional use between a more intensive use (i.e., industrial building) and less intensive use (i.e., detached and semi-detached dwelling units), mitigating noise, and addressing topographical constraints. The “Low Density Residential” designation also permits schools, parks/open spaces, small-scale community facilities, small-scale places of worship, institutional and local convenience commercial uses. The Low Density Residential area permits a maximum net residential density of 22 units per ha. In a Block Plan area, the average net density permitted across the entire Block for the low density residential area is between 16 to 18 units per ha. The area used to calculate density for both the “Low Density Residential” and “Medium Density Residential/Commercial” designations, includes the lands used for local and primary roads, and for the dwelling units, and excludes all other lands. The population is calculated at 3.49 persons per unit (ppu) for Low Density Residential and 2.77 ppu for Medium Density Residential areas.

The “Medium Density Residential/Commercial” designation permits detached, semi-detached, and street/duplex/triplex/fourplex/en bloc townhouse dwelling units. The designation also permits schools, parks/open space, community facilities, places of worship, institutional and commercial uses. The Medium Density Residential/Commercial area permits a net residential density of between 17 to 40 units per ha. In a Block Plan area, the average net density permitted across the entire Block for the Medium Density residential area is between 25 to 35 units per ha.

The “Medium Density Residential/Commercial” designation allows small-scale retail and office commercial uses provided that these uses face the primary or arterial roads. It is intended that the commercial uses, be integrated with the residential uses and located at grade. The density for the commercial component of a development shall be limited to 0.25 times the area of the lot abutting a primary street and 0.5 times the area of the lot abutting an arterial road, in addition to the residential density permitted on the lot.

The “Medium Density Residential/Commercial” designation, which includes the “Neighbourhood Commercial Centre” overlay designation, allows food stores, retail stores, pharmacies, bank and financial institutional, business and professional office, personal service store, restaurants, and service station/gas bar uses with the commercial center locating at or near to the intersection of arterial roads. The neighbourhood commercial center is to provide approximately 5000m² to 15,000m² of gross leasable area and is limited to a maximum of 20,000m².

Residential Land Area/Uses

The Block 33 West Block Plan, excluding the Vellore Village District Centre, would accommodate a total of 1918 dwelling units, comprised of 1082 (56.4%) units in the Low Density Residential area and 836 (43.6%) units in the Medium Density Residential/commercial area. No high density residential units are proposed in the Block 33 West Block Plan. The provision of high density residential units was deferred by the Region in OPA #600, pending the findings of the Vellore Village District Centre Study. The table provides the details of the Block Plan proposal and OPA #600 targets as follows:

Residential Land Uses/Population

<u>Land Use</u>	<u>Net Area(ha)</u>	<u>Units</u>	<u>Density</u>
<u>Low Density Residential (net includes roads)</u>			
Block Plan	62.9	1082	17upha
OPA #600		1314	16-18upha
<u>Medium Density Residential (net includes roads)</u>			
Block Plan	45.17	836	28upha
OPA #600		461	25-35upha
<u>Block & District Centre Density(gross excludes High Performance Employment Area)</u>			
Block & District Centre	144.588	2368	16.3upha
OPA #600		1775	16-18upha

The total number of residential units proposed for the overall Block Plan exceeds OPA #600 forecasts, largely because of differences in the assumptions made regarding the land area associated with the high performance employment area. As well, the number of medium density units increased to enhance the residential transitional area from the high performance employment area along Street "A". These changes, however, did not result in the overall gross density, or the low and medium net densities in OPA #600 being exceeded.

The overall gross density for a new community as Block 33 West is 16.3 units per ha, which is within the range of 16 to 18 units per ha permitted by OPA #600. The average net density provided for the low density residential area across Block 33 West is 17 units per ha, which is within the range of between 16 to 18 units per ha in OPA #600. The average net density provided for the medium density residential/commercial area across Block 33 West is 28 units per ha, which is within the range of 25 to 35 units per ha permitted by OPA #600.

The Official Plan provides medium density residential/commercial uses extending from the Vellore Village District Centre, north on Weston Road and along the east-west mid-block primary road. The Block Plan has modified the residential dwellings units for the area on the east-west primary road from medium to low density. The medium density units are comprised of semi-detached and street townhouse units and have shifted to Street "A" to address the button-hook ramp design for the Teston Road/Highway #400/Street "A" interchanges, and the interface between the residential and high performance employment areas along Street "A".

Schedule "B" Vellore Urban Village 1 in OPA #600 illustrated a four-leaf clover interchange design at the Teston Road/Highway #400 area. To protect the ecological functions of the Purpleville Creek and valley, the north-south primary road which intersects with Teston Road, was relocated

further east closer to Highway #400, which necessitated a change in the interchange from the clover leaf to the button-hook design. The button-hook design requires Street "A" to provide for the Highway #400 southbound off-ramp and on-ramp. The function of the north end of Street "A" for the highway ramps has contributed to the increase in medium density residential dwelling units.

The medium density units originally intended for the north and south sides of the east-west mid-block primary road have been relocated to the west side of Street "A". The medium density units are street townhouses, with flankage lots and window streets facing Street "A" and semi-detached units near the street townhouses. The street townhouses are to form a transition between uses in the low-density residential area, such as the detached units, schools and parks, and the higher intensity uses in the high performance employment area. The medium density street townhouse units along Weston Road south of the mid-block primary road, are to be maintained. Also, the area for the Vellore Village District Centre increased from the original area envisioned in the Official Plan, resulting in a decrease in the land areas for both low and medium density residential dwelling units.

Staff can support this modification, given that the Official Plan allows for minor adjustments to the location and boundaries of land use designations. Further, the unique situation of providing for the button-hook ramp and employment area adjacent to a residential area, has an impact on the type of dwelling units that could be provided, and therefore, the provision of medium density dwelling units in the form of street townhouse and semi-detached dwelling units to interface with the button-hook ramp and employment area can be justified. In addition, the calculations for the density and total number of dwelling units has been modified due to the combined slight decrease in area for the high performance employment area block and the increased area of the Vellore Village District Centre in relation to the Block 33 West Block Plan, the calculations of which, are still being determined as part of the Study.

High Performance Employment Area/Uses

OPA #600 designates approximately 35ha of land on the west side of Highway #400 to Street "A", between Major Mackenzie Drive and Teston Road, as "High Performance Employment Area". This designation is to provide high quality business park uses, and is to permit prestige/light industrial uses, research and data processing facilities. Also permitted are limited retail, office commercial (including head offices) and service commercial uses 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. To ensure a high quality business park compatible with the residential uses, the Official Plan prohibits automobile service stations, gas bars and car washes, automobile dealers, and automobile paint and repair uses, as well as uses that involve outside storage and display, and generate high levels of truck traffic.

The Block Plan provides for 32 ha of employment area along Highway #400. The Region advised that there is some concern with the reduction in the amount of employment land compared to OPA #600. However, as the 3 ha reduction was required to protecting the Purpleville Creek valley system and providing the button-hook ramp, the City is satisfied that the Block Plan conforms to the Official Plan.

The Block land owners have proposed commercial retail uses such as retail store, automotive retail store, car rental, business and professional offices, eating establishment (convenience; take-out, and drive-through), tavern, and place of entertainment uses for the north and south ends of the high performance employment area. The rationale given is that these locations are high profile sites, with exposure and access to Highway #400, and that commercial retail uses would be complementary to both the residential and employment uses. The Block land owners appealed Section 3.3 (Part A) and Schedule "B" of OPA #600 concerning the "High Performance

Employment Area” designation and permitted land uses. Their proposed commercial retail uses in the high performance employment area is offered to address the appeal.

The high performance employment designation approved in OPA #600 is to provide prestige/light industrial and limited commercial uses, such as employment (with/without accessory retail and/or office uses), office building, and business and professional offices uses for lands with frontage onto Major Mackenzie Drive. Staff’s review of the Official Plan indicates that an amendment to the Official Plan would be required to provide commercial retail uses. The Block Plan has been red-lined to delete the words “Commercial” from the words “High Performance Employment”. Issues such as appropriate uses for the high performance employment area, and access to the MTO controlled portion of Street “A”, can be addressed at the draft plan of subdivision, zoning or site plan application stages.

Commercial

OPA #600 provides a “Medium Density Residential/Commercial” designation, which allows small-scale retail and office commercial uses. The Block Plan shows a 0.57ha commercial block at the northeast corner of Weston Road and Street “B”. The Block land owners have prepared a concept plan to demonstrate how a commercial building could fit on the site with parking and landscaping. A commercial development will be subject to site plan approval.

The Official Plan also provides a “Medium Density Residential/Commercial” designation with a “Neighbourhood Commercial Centre” overlay designation at the southeast corner of Weston Road and Street “B”. The Block Plan shows a mixed-use residential/commercial block on a 2.87ha site, for either commercial and/or residential development.

Vellore Village District Centre

The lands bounded by Weston Road to the west, Major Mackenzie Drive to the south, Street “C” to the east and Street “E” in the southwest portion of the Block, are part of the Vellore Village District Centre, which includes all quadrants of the Weston Road and Major Mackenzie Drive intersection. OPA #600 provides for more intense residential and commercial uses within the District Centre.

The Official Plan allows residential uses, such as street/enbloc/stacked townhouse and apartment units in buildings up to 6 storeys, at a density of 17 to 40 units/ha for the District Centre. This residential density has been deferred pending the findings of the Vellore Village District Centre Study. The residential policies also allows schools, parks/open spaces, community facilities, places of worship and institutional uses. The Official Plan permits commercial uses, department store, supermarket, retail store including pharmacy, places of entertainment, business and professional office, personal and business service, eating establishment and service station/gas bar uses in a shopping center or mixed use development.

Prior to the development of any land within the District Centre, a tertiary plan is required to determine the uses and densities, and establish urban design policies, to promote an attractive pedestrian-oriented environment with a diverse range of commercial and residential uses. The tertiary plan study is being undertaken as part of the Vellore Village Centre Study, which was initiated in the Fall of 2001. As such, the District Centre Study, which includes lands that were not originally part of the “Vellore Village Centre” designation, has been excluded from the Block 33 West Block Plan. The Vellore Village District Centre Plan is now being prepared and will be brought forward to a Committee of the Whole meeting in the near future.

Zoning

The Block Plan lands are currently zoned A Agricultural and OS1 Open Space Conservation Zones. The zoning will need to be amended to implement the Block 33 West Plan through the

processing of the draft plans of subdivision or site plan applications. The zoning will include requirements associated with limits/buffers to open spaces and valleys, as well as any other standard that is required as determined through the review of the Block Plan proposal. In January 2001, the City approved the Design Standards Review Study, which included a review of residential zoning, urban design, landscaping, street profiles, sidewalks/walkways and storm water management facilities requirements, which were subsequently implemented through enactment of a zoning by-law.

The residential lands are to be rezoned in accordance with the new zoning standards established as part of the Urban Design Standards Review Study. The RD1, RD2, RD3 and RD4 Residential Detached Zones allow detached units and the RS1 Residential Semi-Detached Zone allows semi-detached units on lots not accessed by a lane. The RT1 Residential Townhouse Zone allows townhouse dwelling units, with up to a maximum 6 units in a block, on lots not accessed by a lane. The Zones are to be in accordance with the standards on Schedule "A3" in By-law 1-88, which provides, as follows:

<u>Zone</u>	<u>Minimum Lot Frontage</u>	<u>Minimum Lot Area</u>	<u>Minimum Lot Depth</u>
RD1	18m	540m ²	30m
RD2	15m	450m ²	30m
RD3	12m	324m ²	27m
RD4	9m	243m ²	27m
RS1	7.5m/unit	202m ²	27m
RT1	6m/unit	162m ²	27m

Teston Road/Highway #400/Street "A" Interchanges and Ramps

Schedule "I" - Transportation: Regional Road Network & MTO Recommended Improvements in OPA #600, indicates a new interchange for Teston Road/Highway #400. The Official Plan indicates the typical and MTO preferred Parclo A-4 (four-leaf clover) interchange design, and a north-south primary road to the west of Highway #400, between Major Mackenzie Drive and Teston Road.

A modified interchange design has been reflected in the Block 33 West Block Plan. The primary road at Teston Road was to align with Shady Vale Lane on the north side of Teston Road. This location was the preferred alternative of MTO and the Region for operational and safety purposes, as it provided for the required minimum separation distance of 365m between the primary road and the proposed Highway #400 ramp, should the intersection require signalization. However, the Purpleville Creek and valley discourages an intersection at this location, as a road crossing over the valley would negatively impact the ecological functions of the valley. As a result, the primary road has been moved further east, outside of the floodplain and closer to Highway #400.

The TRCA advises that, "...the Purpleville Creek is a significant tributary of the Humber River watershed, supporting a cold water fishery and high quality aquatic habitat conditions. The valley corridor is well defined with steep slopes and mature vegetation, and supports a diverse community of floral and faunal species, many of which are locally and regionally significant." The TRCA has indicated that the button-hook design is preferred, as it reduces the need for a crossing over the valley, with Street "A" and the Teston Road/Highway #400 interchanges sharing a common access, and results in less intrusion into the valley system.

In accordance with the Official Plan, the Teston Road/Highway #400 interchange must comply with the Federal Policy for the management of fish habitats. The relocation of the primary road, therefore necessitated a change to the interchange design for Teston Road/Highway #400.

The Region, through the Environmental Class Environmental Assessment Study for the Teston Road improvements, reviewed two options (Parclo B and the button-hook ramp design) for the portion of Teston Road/Highway #400/Street "A" interchanges that affect the Block Plan. The Study concluded that the button-hook ramp design was the preferred option, as it provides for an acceptable level of service and meets the York Region Master Transportation Plan objectives.

The button-hook ramp design for the Teston Road/Highway #400/Street "A" interchanges involves the southbound off-ramp and on-ramp intersecting directly with the north-south primary road (Street "A"), instead of Teston Road. The transportation reports indicate that signalization will likely be required for Street "A"/Teston Road, (as Street "A" is to carry traffic between Teston Road and Major Mackenzie Drive as well as the Highway #400 access traffic). This will maintain operational and safety standards.

Through the EA and Block Plan Process, MTO has expressed concerns with the button-hook ramp design, including sight visibility for the off-ramp and on-ramp movements, tight radii and spiral for high-speed vehicles, and confusion with the southbound on-ramp vehicles speed movement with the southbound off-ramp vehicles speed movement. Additional information was required to justify the button-hook ramp design, including why a traditional Parclo A-4 interchange/ramp design could not be used and the impacts to Purpleville Creek. MTO further advised that Street "A", from the south side of Teston Road to 200m south of the Highway #400 southbound on-ramp, is to be a controlled access area.

With the required additional information, MTO has agreed in principle to the button-hook ramp 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 area. The Block Plan land owners have advised of their concerns with the MTO condition to prohibit access to the employment corridor, which represents approximately 7ha of land. The button-hook ramp design and access to this portion of the employment area will have to be determined prior to the approval of any draft plans of subdivision and /or site plan application. The accessibility will be a determining factor to the land uses that could be permitted to this area.

The Teston Road/Highway #400/Street "A" interchanges and button-hook ramp are to be designed to the satisfaction of MTO and the Region. Further, that portion of Street "A" between the button-hook and Teston Road may be owned by the Region of York or MTO. However, the City must ensure that the design, signal timings and construction of Street "A" allow for satisfactory traffic operations and maintenance of Street "A".

Highway #400 Overpass

The Official Plan sets out that it is the intention of the City to provide a continuous link road between Rutherford Road, through Blocks 39, 40 and 33 to Jane Street to provide for access between and among schools, parks open spaces and communities. The overpass is a key component of this Primary Road Link network and the City will obtain the required easements and/or rights-of-way for the overpass and any required services. When the City undertook the OPA #400 Review, the Transportation Study (September 2000) recommended that the overpass across Highway #400 be secured to lessen traffic volumes on the arterial roads, to provide a better road connection between Pine Valley Drive and Jane Street, and to support public transit. The capital costs, including the land costs for the bridge structure and the associated road approaches in excess of the standard road requirements are included in the City-wide Development Charge, Background Study.

Further to the recommendations of the Transportation Study, the Official Plan provided for a mid-block primary road to cross over Highway #400. The City secured the lands for the crossing along America Avenue on the east side of the Highway through the draft plan of subdivision process. The Block 33 West Block Plan provides for the overpass along Street "B" opposite America Avenue, in accordance with OPA #600. The Region has also advised that the primary

road overpass is required to support an effective primary road system by allowing for connections to other Blocks and public transit, and should be constructed in the first phase of the development of the Block.

The timing for the overpass design and construction has not been determined and is subject to a Class Environmental Assessment. However, within the next two years, MTO intends to widen Highway #400 north of Major Mackenzie Drive, and the Region is to widen Teston Road and construct the Teston Road/Highway #400/Street "A" interchange. As such, the Engineering Department recommends that the City initiate the necessary Class Environmental Assessment process for the primary road overpass, with the intent of constructing the overpass concurrently with the widening of Highway #400 and Teston Road.

The provision of the overpass has been a concern for several of the local Ratepayer organizations and residents in the immediate area. The introduction of the high performance employment area has heightened concerns over traffic, as well as non-local traffic. The primary road is planned to be two lanes wide and added traffic calming measures can assist in managing traffic.

Public Transit

The Region advised that there should be pedestrian connections from internal roads to Weston Road to reduce the walking distance to future transit service on Weston Road. The Region supports the provision of sidewalks on both sides of roads used for transit, such as Streets "A" and "B". The Block 33 West Transportation and Public Transit Report needs to be revised to indicate the location of bus stops every 250m to 300m, as per the Region of York Transit requirements.

Road Network/Sidewalk Plan

The Official Plan designates two north-south 23m-wide primary roads, north from Major Mackenzie Drive. The westerly primary road terminates at an east-west primary road, south of Teston Road, and the easterly primary road extends to Teston Road, opposite Shady Vale Lane. The Official Plan also provides for three east-west 23m-wide primary roads east from Weston Road. The northerly primary road terminates at the easterly north-south primary road and the two southerly primary roads cross Highway #400.

The Block Plan modified the road network primarily to protect the ecological functions of, and minimize intrusion into the Purpleville Creek valley system, shifting the primary road further east, resulting in it not intersecting with Shady Vale Lane. The Block Plan also eliminated the connection of the northerly east-west primary road opposite Greenbrooke Drive on the west side of Weston Road as it terminates adjacent to the valley lands. A rationale for the elimination of the primary road connections to Shady Vale Lane and Greenbrooke Drive is required. A Traffic Analysis that includes the issues raised in this report is to be provided and approved by the Vaughan Engineering Department.

A Transportation Management/Sidewalk Plan is to be submitted once the road network for the Block has been determined, including the Teston Road/Highway #400/Street "A" interchanges and button-hook ramp design. Further, should any alternative interchange and/or ramp design be proposed for the Block, the City shall review the alternative to determine impact, if any, on the Block Plan.

The Transportation Management/Sidewalk Plan is to include the City's traffic calming measures, all-way stop controls, parking restrictions, transit routes, bus stops and greenways, to the satisfaction of the Vaughan Engineering and Urban Design Departments. The proposed road network and sidewalk plan should reflect the outcome of the Vellore Village District Centre Study.

The Vaughan Engineering Department is currently reviewing the City's sidewalk location policy and changes that arise due to this policy review are to be implemented in the Block Plan.

Environment

The City and TRCA have reviewed the natural heritage features and functions section of the MESP report and agree that Purpleville Creek should be protected as a significant natural feature. The report does not consider the fish habitat associated with the Purpleville Creek or the floodplain and erosion hazards that would preclude development in the valley. The MESP should include information concerning enhancement/rehabilitation opportunities in the Block Plan for areas such as the old-field meadow side slope of the valley.

The TRCA has commented that the features and functions associated with the two identified woodlots at the east portion of the Block, should be evaluated notwithstanding that these woodlots are not designated for protection and that their size and lack of connectivity do not warrant protection. Further, that a faunal inventory should have been undertaken as part of the Environmental Impact Study. The MESP has to be revised to address concerns raised prior to the approval of the Block Plan to the satisfaction of the Vaughan Urban Design, Engineering and Planning Departments, and TRCA. The Region has a Partnership Agreement with TRCA for the provision of technical expertise in the review of development proposals that may affect the Region's interest and therefore, TRCA comments reflect the Region's interest.

Purpleville Creek Valley Development Limits

The Vaughan Engineering Department, in reviewing the geotechnical analysis in the MESP, advised that a slope stability assessment of the Purpleville Creek valley system was undertaken at critical locations and used to establish the development limits for lands adjacent to the Purpleville Creek valley. The TRCA has advised that when no buffers are provided to protect a feature, it is usually negatively impacted by the development. They are recommending a 3-tiered approach specifying the buffer, which is outside of the property line of a lot/block, and criteria for the buffers as follows:

- 2.5m buffer where no adjacent significant natural vegetation and relatively gentle slopes or an engineered line (i.e., floodline);
- 5m buffer adjacent to natural areas of moderate significance; and,
- 10m adjacent to natural areas of high significance or sensitivity.

The TRCA advised that a 2.5m buffer could be supported, as there are no terrestrial resources along the south side of the valley. However, buffers are required in accordance with the 3-tier approach for approval by TRCA. Further, the OMB appeal concerning Section 5.9.1 and Schedules "B", "E", "F", "G1", "G2", "G3" and "H" concerning the development limits adjacent to the valley can be resolved with the application of the 3-tier buffer approach.

Grading/Geotechnical

The Vaughan Engineering Department in reviewing the grading advises that, "The existing topography within Block 33 West is relatively flat, as such we do not anticipate any significant grading concerns with the exception of the proposed medium density residential dwelling units at the north end of Street "A" adjacent to the Purpleville Creek valley. As discussed with the Block consultants, additional grading details should be provided that demonstrates that these residential lands can be graded without the extensive use of retaining walls or substantial filling.

Contaminated/Potentially Contaminated Sites

A Phase 1 Environmental Site Assessment was prepared for the Block Plan, which is required to be Peer Reviewed to determine if there are any contaminated or potentially contaminated sites

within the Block Plan. As the Phase 1 Environmental Site Assessment for the Block did not provide sufficient detail for the lands, it was determined that with the submission of development applications, or revised plans for the applications already submitted, site-specific assessment for development applications will be required.

Water Distribution System

The Vaughan Engineering Department in its review of the MESP advised that Block 33 West is entirely within the service area of Maple Pressure District Seven (PD7) of the York Water System. The existing Maple PD7 requires extending to accommodate the development in Blocks 33 West, 40 and 47. In September 2002, Vaughan Council authorized staff to retain the consulting engineering firm URS Cole Sherman to carry out the Class Environmental Assessment (EA) for the proposed extension of the existing Maple Pressure District Seven trunk watermain network. The Vaughan Engineering Department further advise that:

“The Block 33 West land owners group is front-end financing the cost of this EA and associated preliminary design work. The preferred watermain network established through the EA process will be included in next update of the City’s Development Charge By-Law as a Special Service Area Development Charge. It is anticipated that further front-end financing will be required to facilitate the construction of the new PD7 trunk watermain network required to service Block 33 West.

A segment of this proposed York-Peel Feedermain is proposed to extend along Street “E” within Block 33 West from Weston Road to Street “A”, and then north within a 6.0m easement adjacent to Street “A” to Teston Road. Engineering staff from both the Region and City together with the Block consultant will be finalizing the preferred alignment and design of the Feedermain in the coming months. The Feedermain will be constructed before the development within the Block.”

The MESP has to be updated to address issues raised, which include:

- including the conclusions and recommendations of the City’s Class Environmental Assessment for the proposed extension of the existing Maple Pressure District Seven trunk watermain network;
- providing the details regarding a secondary feed to provide system security and looping to the Block;
- including the peak hour water pressure contour map identifying the 45psi (310kPa) contour line under both interim and ultimate servicing scenarios;
- including a preliminary analysis and conceptual water servicing scheme for the existing Rimwood Estates residential subdivision immediately north of Teston Road; and,
- describing the impact that development may have on any existing private wells in the area; monitoring of the existing wells before, during and after construction is required.

Sanitary Servicing

The Vaughan Engineering Department advises that, “Block 33 West will be serviced by the existing sewer at the intersection of Vellore Woods Boulevard and Major Mackenzie Drive in Block 32 West. This sanitary sewer is tributary to both the Jane-Rutherford Sanitary Trunk and Maple Collector Sewers. Both the Jane/Rutherford and the Block 32 West sanitary sewers have been sized to service the Block 33 West development area. The developers in Block 33 West will be requested through the subdivision agreement process to pay their proportionate share of the oversizing cost for the downstream sanitary sewer in Block 32 West.”

The Region is proposing to construct the Bathurst and Langstaff Trunk Sewers to service the Block, as there are capacity constraints within the Regional Maple Collector Sewer. The Trunk

Sewers have been identified in the 2001 York Durham Servicing Scheme Master Plan Update as Strategic projects, required within a 10-year time period to service predicted development.

The Block 10 land owners group entered into a Development Charge Credit Agreement with the Region to provide for the construction of the Bathurst Trunk Sewer from Steeles Avenue to the middle of Block 10. The Langstaff Trunk Sewer outlets to this section of the Bathurst Trunk. The Blocks 18 and 33 West land owners groups are expecting to execute a Development Charge Credit Agreement with the Region for up-front financing to provide for the design and construction of the Langstaff Collector Sewer. The construction of both Trunk Sewers could commence by June 2003 and be in service by December 2005.

Based on the above commitment, Council, on June 24, 2002, passed the following resolution with respect to the reservation of sanitary servicing capacity for the planned developments in Blocks 18 and 33 West:

“That subject to the Region of York confirming that satisfactory arrangements are in place with the Block 18 and 33 West land owners groups for the up-front financing of the design and construction of the proposed Langstaff Sanitary Trunk Sewer, and that interim servicing capacity is available in the Maple Collector for an additional 12,800 person:

1. Sewage servicing capacity for 2,800 persons equivalent (about 800 units) be reserved from the additional interim capacity in the Maple Service Area for residential development within OPA #332, OPA #350 and the Block Plans approved to date in OPA #400, which may be allocated by Council at the site plan or draft plan of subdivision approval stage; and,
2. Sewage servicing capacity for 10,000 persons equivalent (about 2,860 units) be reserved from the additional interim capacity in the Maple Service Area for residential development in Blocks 18 and 33 West in OPA #600, which may be allocated by Council at the draft plan of subdivision approval stage.”

The MESP outlines that two local sanitary sub-trunk sewers are proposed to service Block 33 West. The main sub-trunk is located on Street “A” and outlets to the existing sanitary sewer on Vellore Woods Boulevard, just south of Major Mackenzie Drive in Block 32 West. The sub-trunk on Street “A” will also be sized to accommodate the 56ha of land in Block 33 East that is currently being serviced by a temporary wastewater pumping station. A second sub-trunk is proposed on Streets “C” and “E” to service primarily the westerly portion of the Block.

The Vaughan Engineering Department advises that the conceptual sanitary servicing scheme as presented in the MESP is acceptable. There are outstanding issues such as identifying the trunk sewer system constructed beyond 6m, providing the trunk sewer sanitary design to City standards, capable of providing municipal water and sanitary services to the Rimwood Subdivision.

Stormwater Management/Hydrogeological Analysis

The Vaughan Engineering Department advises that, “Block 33 West is drained by tributaries of two watersheds, the West Don River and Purpleville Creek (a tributary of the East Humber River). The proposed stormwater management plan for the Block recommends the establishment of four end-of-pipe stormwater management facilities to control the post development stormwater runoff in the Block to target release rates established by the TRCA for each watershed. These facilities will also provide erosion control and water quality treatment. In addition, the implementation of on-site stormwater management measures such as rooftop and parking lot storage will be required as part of the development of the employment lands within the Block.”

The City and TRCA have reviewed the hydrogeological analysis done for the Block and the analysis indicates that there will be a reduction in the recharge and a small impact on the Purpleville Creek as a result of the proposed development. The report proposes balancing the reduction in infiltration with recharge from the stormwater management facilities through a recharge facility to reduce groundwater impacts and reduce baseflow. Further discussions are needed with the Block consultants to resolve these concerns, to the satisfaction of the Vaughan Engineering Department.

Four stormwater management ponds are proposed for the Block, of which three are on properties of land owners participating in the Block Plan process. A two-cell stormwater management pond system is located at the northwest portion of the Block, one is in the valley adjacent to Purpleville Creek and the other on the tableland adjacent to Weston Road. Another stormwater management pond is located mid-block adjacent to Weston Road and north of the Vellore Village District Centre Study area. A stormwater management pond is located northeast of Major Mackenzie Drive and Street "A" in the high performance employment area. Stormwater management ponds located near to arterial roads and visible to the community, will be required to integrate appropriated urban design and grading treatment to the satisfaction of the City.

A stormwater management pond was previously located on the land of a non-participating property owner on the northeast corner of Major Mackenzie Drive and Weston Road, within the Vellore Village District Centre. The Vellore Village District Centre Study proposes commercial/mixed use development for this area, resulting in this not being an appropriate location for a pond. The Vaughan Engineering Department, in discussions with the Block consultants, have determined that alternative stormwater management options are available, such as parking lot and rooftop storage together with oil/grit collectors.

The City is currently undertaking a policy review regarding standards for proposed stormwater management ponds. The proposed stormwater management ponds in the Block will be subject to the standards resulting from the revised policy. The Vaughan Engineering Department, in its review of the stormwater management pond facilities, will require additional detailed information as follows:

- a preliminary plan drawing of each pond at a scale of 1:500 including a typical pond cross-section (showing all inlet/outlet structures and existing and proposed ground) through the facility at an appropriate scale;
- existing and proposed grading contours for each pond together with the bottom elevation, permanent pool elevation, erosion/quality elevation, 5-Year elevation, 100-Year elevation, and all proposed inlet and outlet structures with preliminary invert/obvert data identified in profile view;
- existing and proposed centerline road grades for all roads adjacent to each pond facility and all major overland flow routes to and from the pond facility including the location of the emergency overflow spillway;
- landscape/streetscape buffers, mow strips and preliminary landscaping information according to Urban Design requirements;
- a minimum setback of 15m from the 5-Year water level or 3m from the 100-Year water level whichever is greater, is required from all neighboring residential property limits;
- maintenance access roads shall be a minimum of 4m wide, have a maximum grade of 12% and have access from a local road instead of an arterial road, with the layout of the proposed maintenance road for each pond providing vehicular access to all inlet/outlet structures and the sediment forebay area within the pond facility; and,
- a maximum side slope of 5:1 must be maintained from the bottom of the pond to a minimum distance of 3m beyond the permanent pool limit, and slopes above this level should vary between 2:1 and 7:1 with an average of 4:1.

The Block Plan has to address the stormwater management issues that have been raised and revise the details for approval to the satisfaction of the Vaughan Engineering and Urban Design Departments, and TRCA.

Regional Infrastructure

The Regional Municipality of York is completing an update of its Long Term Water Project Master Plan that will identify and recommend water infrastructure projects required to satisfy growth in the Region to the year 2036. A major component of York Region's strategy for long-term water supply is the York-Peel Feedermain. A segment of this proposed York-Peel Feedermain is proposed to extend along Street "E" within Block 33 West from Weston Road to Street "A", and then north within a 6.0 metre easement adjacent to Street "A" to Teston Road. Engineering staff from both the Region and City together with the Block consultant will be finalizing the preferred alignment and design of the Feedermain in the coming months. The Feedermain will be constructed before the development within the Block and be buried deep enough so it will not conflict with other municipal services. The Region of York is currently scheduling to have the York-Peel Feedermain construction complete by the end of 2004.

The Region also undertook a Class Environmental Assessment Study for the road improvements/widening of Teston Road between Pine Valley Drive and Bathurst Street including the Highway 400/Teston Road Interchange. The Teston Road EA Study was completed in February 2003, excluding the road segment between Keele Street and Dufferin Street because it required more study, and file with the Ministry of the Environment for the mandatory 30-day public review period on February 24, 2003.

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 to the south-east 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 concluded that acoustic barriers in the form of fencing and/or berming will be required to mitigate the road traffic noise sources for window, reverse flankage and flankage lots that are exposed to arterial road traffic and Street "A". Additionally, for residential lots that are adjacent to the arterial road and collector roads, the installation of central air conditioning will be mandatory. Central air conditioning will also be required in the high performance employment area for office uses directly exposed to the noise from Highway #400. The noise analysis indicated that no noise mitigation requirements were required for the stationary noise sources.

The noise analysis requires the height of fencing and/or berming to range from 1.5m to 2.4m. The Vaughan Engineering and Urban Design Departments have concerns with acoustic barriers exceeding 1.8m in height and require that the noise mitigation measures be re-examined. The noise analysis also indicated that the noise attenuation mitigation measures for the lots adjacent to the south side of the Purpleville Creek valley, should be in the form of acoustic fencing and/or berming ranging from 1.5m to 1.8m. The Vaughan Engineering, Urban Design and Planning Departments and TRCA have expressed concerns with locating fencing along the limits of the valley and have requested the Block land owners to examine other mitigation measures, if possible. The required noise mitigation measures are to be approved by the Vaughan Engineering and Urban Design Departments and TRCA.

It is expected that Street "A", which will handle the vehicular traffic generated by the Teston Road/Highway #400/Street "A" interchanges and ramps and be the principle road to access the

high performance employment area as well as the residential area, will receive a significant volume of traffic. Traffic volumes consistent with primary roads are also expected along Street "B", the proposed primary road overpass across Highway #400.

Therefore, it is required that warning clauses to be included in all draft plan of subdivision or site plan conditions advising all purchasers and/or tenants in any offer of purchase and sale or lease for all lots and/or blocks concerning abatement from traffic noise 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. In accordance with a Noise Report, the warning clauses are to be submitted and approved to the satisfaction of the Vaughan Engineering Department.

The Engineering Department in its review also note that the noise analysis should further review the need for mandatory central air conditioning for all residential lots fronting and flanking on to Street "B". At the draft plan of subdivision and/or site plan stage, further detailed analysis is required and is to include a review concerning the need to upgrade privacy fencing around proposed commercial blocks and the potential impact to the residential area concerning the high performance employment lands based on worst case scenarios based on allowable land uses within the high performance employment lands and is to be approved to the satisfaction of the City.

The Region has initiated its Noise Policy/Guideline Update Study that is to include, but not be limited to, a review of current and proposed criteria and/or options for noise assessment in new developments, installation of noise attenuation facilities and acceptable noise assessment levels on lands abutting Regional capital works projects. The Study is to also consider "greening" noise attenuation measures. Given that the Vaughan Urban Design and Planning Departments, and the TRCA have concerns with the locating of fencing along the valley, this is an option to consider when processing the draft plans of subdivisions.

Phasing/MESP Details

The Vaughan Engineering Department advises that, "In accordance with OPA #600, 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 33 West development including sanitary, water, stormwater management facilities and Regional infrastructure, such as road widening, and water and wastewater system improvements. The timing for construction of all required Regional infrastructure improvements, including the widening of Weston Road between Major Mackenzie Drive and Teston Road, shall be to the satisfaction of the City.

Interim sewage servicing capacity for 10,000 people (2860 units) is to be distributed between Blocks 18 and 33 West, as discussed in this report, on a pro rata basis. The Block, including the Vellore Village District Centre, is expected to provide servicing capacity for 7500 people, and therefore is within the upper limit of the Official Plan phasing requirement of 5000 to 7500 people. However, with respect to the division of interim sewage servicing capacity between Blocks 33 West and 18, there does not appear to be sufficient capacity for Block 33 West to build out. Therefore, a phasing plan outlining the residential areas that will be in the first phase will be required. 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.

The Vaughan Engineering Department also requires that, "The MESP should identify any potential City development charge projects associated with the servicing of the Block. Any common utility plant facility blocks required to service the development in Block 33 West should be identified on the Block Plan. The MESP should address the implications of the new Municipal

Class Environmental Assessment process as it relates to the proposed primary road network in the Block.”

Parkland Dedication/Parks

The Vaughan Urban Design Department reviewed the Block Plan and prepared the preliminary parkland dedication calculations as follows:

<u>Parkland Dedication</u>	<u>Area (ha)/Units</u>
Total Block Area	185.190ha
Minus Credits:	
Open Space (includes creeks and valley lands)	8.938ha
Medium Density Residential/Commercial	26.846ha
Employment	32.257ha
Vellore Village District Centre	15.392ha
Highway #400 Widening	1.709ha
<hr/> Total	<hr/> 85.142ha
Total Lands Subject to 5% Dedication:	78.744ha
Total Parkland Dedication at 5%:	4.6358ha
Calculations Based on 1ha per 300 Units:	
Medium Density Residential/Commercial	869 Units
Total Parkland Dedication at 1ha per 300 Units:	2.897ha
Total Commercial/Employment Lands Subject to 2% Dedication:	36.480ha
Total Parkland Dedication at 2%:	0.730ha
Total Required Parkland Dedication:	8.042ha
Total Provided Parkland Dedication:	8.042ha
Total Parkland Surplus (Deficiency):	0.0ha

The Vaughan Urban Design Department’s calculations have indicated that the Block Plan has provided the required 8.042ha parkland dedication. The Official Plan designates three “Neighbourhood Parks”, which are to have an area of 0.8ha to 2.5ha, be square or rectangular in size, and have 50% of the park with frontage along the street. The Block Plan proposes three neighbourhood park sites all adjoined to school sites to form campuses, which range in size from 1.51ha to 3.87ha and appear to have a minimum of 50% frontage on to the street.

Greenways System

The Official Plan provides for a greenway and/or linear park system for the purpose of providing a continuous network of open space (i.e., stormwater management ponds, woodlots and valleys) and institutional uses (schools and community centers) throughout a new community, and accommodating a public trail system of pedestrian walkways and bicycle paths. The Official Plan designates the greenway system for Block 33 West to travel along the southerly east-west primary road and turn north to go along the westerly north-south primary road to Teston Road through the Purpleville Creek valley, passing school and park sites.

The designs for the greenway systems in the Block are to include the requirements as follows:

- locate along primary roads, connect into the open space pedestrian path system and connect the local street system to transit bus stops;
- include pedestrian and biking trails through stormwater management pond areas that interconnect with the valley;
- include high quality streetscape elements (i.e., street furniture) as meeting places.
- provide an appropriate transition and protect environmentally sensitive areas, where they abut natural features; and,
- minimize private driveways crossing the greenway systems.

The Block Plan proposal indicates that the north-south primary roads Streets “A” and “C”, and east-west primary road “Street “B”, will incorporate the greenway system for the Block. Street “A”, which is to have a 23m width, and separates the residential area from the employment area, will feature an enhanced boulevard that incorporates a 3m greenway that is to include an asphalt bike path. The designs for the greenway systems will have to be approved to the satisfaction of the Vaughan Urban Design Department prior to any approval of the draft plans of subdivisions or site plans.

Landscape Master Plan/Streetscape Designs

A Landscape Master Plan is required for the Block for the purpose of establishing the overall landscape treatment of the Block’s public areas (i.e., parks, stormwater management ponds and gateway entry features) on the public realm with the intention of creating an attractive pedestrian environment. The Landscape Master Plan is to include, but not be limited to, 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”;
- landscape and streetscape treatments for the community edges including the parallel window streets and pedestrian access to arterial roads for public transit services;
- hard and soft landscape elements to define significant street vistas and generate a pleasing public realm street character;
- entry and special landscape features, which express and enhance the community identity;
- landscape treatment of open space lands including stormwater management pond facilities, pedestrian/biking trails, bridge crossings, pedestrian access points, seating areas and erosion repair sites;
- special furniture including benches, waste receptacles, bicycle racks and tree grates; and,
- preliminary park facility fits that demonstrate the park blocks are of sufficient size and configuration to accommodate the required park facilities.

The Block’s Landscape Master Plan also have to address the concerns associated with the streetscape, which includes, but is not limited, to the following:

- linking the adjacent communities with pedestrian connections along the arterial roads with continuous sidewalk;
- integrating decorative fencing appropriate landscape planting buffers to create a high quality urban streetscape where fencing is required along the highly exposed community edges;
- locating noise attenuation walls in the private residential lots with the appropriate landscape buffers along the arterial roads; and,
- locating all entry feature structures such as walls, columns, piers and ornamental fencing within dedicated public entrance feature blocks in order to not prohibit the connection of private front walks to the public sidewalk.

The Block consultants are working on the Landscape Master Plan and Streetscape Designs. The City is currently undertaking policy reviews regarding standards for the landscape treatment of stormwater management ponds and cross-sections for primary roads. The new requirements will have to be incorporated into the final Landscape Master Plan for the Block. Prior to approval of any draft plans of subdivision or site plans for the Block, the Landscape Master Plan has to be approved to the satisfaction of the Vaughan Urban Design Department.

Urban Design

In the Fall of 2000, Council approved the terms of reference for the City to initiate the Design Standards Review Study that included building setbacks, sidewalk locations and road cross-sections, to address concerns relating to monotonous and inadequately functioning streetscapes throughout the area. On November 26, 2001, Council approved the completed Design Standards Review Study, which developed recommendations to establish a development framework that would encourage more innovative forms of housing to meet community urban design objectives and market expectations. The Study has resulted in modifications to City standards used for implementing developments, such as zoning standards, and development infrastructure, such as stormwater management pond facilities and sidewalk locations. The City undertook a review of the design standards for current local right-of-way cross-sections. The recommended modifications to the local right-of-way cross-sections are to be incorporated into the development proposals for the Block.

Block 33 West has a unique situation where employment lands are in the interior of the residential community, as well as incorporating a highway off-ramp and on-ramp within the Block. The primary road, Street "A", separates the high performance employment area to its east side adjacent to Highway #400 and the residential area to its west. At the northeast portion of the Block, next to Highway #400 is the location of the southbound off-ramp from and southbound on-ramp to Highway #400. Urban design treatment in the form of landscaping treatment, building design/type, and road layout will be required to mitigate the impact of the employment uses and highway ramp function on the residential area. The urban design guidelines for the Block will be required to incorporate the proposed cross-section.

The Block's urban design guidelines must comply with the amended City Design Standards as approved by City Council, which include the following:

- gateway entry feature designs and placements;
- boulevard and sidewalk/bike path designs;
- tree locations;
- above and below grade utility locations;
- stormwater management pond facilities designs;
- 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 details with respect to style, colour and design.

Further review and modifications to City development design requirements are currently in process, which will affect the Block's developments. The urban design guidelines for the Block will be reviewed in the context of the new design requirements. The Block's urban design guidelines will have to incorporate the new design standards, including design requirements that are almost finalized, and be submitted for approval by the City.

Architectural Guidelines

All residential, institutional, commercial and employment buildings/structures for the new community areas such as Block 33 West, are subject to architectural control whereby matters as built form, massing, and elevations are addressed to create a visually pleasing community. Architectural design guidelines will be required for the Block. These are required prior to the approval of any draft plans of subdivisions or site plans and are to be approved to the satisfaction of the Vaughan Urban Design and Planning Departments, and a control architect is also to be retained at the cost of the applicant and be approved by Council.

School Sites

The Official Plan provides for a secondary school site mid-block near to Weston Road. Originally, the York Region Catholic District School Board had expressed an interest in this site. In a letter dated October 4, 2000, the Catholic School Board determined that a secondary school, based on existing and future sites, is not warranted for the Block 33 West area.

The York Region Public District School Board has expressed an interest in the site. In correspondence dated July 10, 2001, and November 22, 2001, the Public School Board released its interests in the secondary school site, as a secondary school at Islington Avenue and Rutherford Road is scheduled to open in 2003, and as there is a site on Block 40 which can serve the required student placement needs for the west side of Highway #400. On the east side of Highway #400, there are insufficient student places in the existing secondary schools and the school near Jane Street and Springside Road, to accommodate additional students. Consequently, the School Board secured a future secondary school site at the northwest corner of Jane Street and America Avenue in Block 33 East.

The Official Plan provides for three school sites; one in a school/park campus design for the north end of the Block, and one on either side of a park near the south end of the Block. In the Block Plan, one of the southerly school sites was relocated to the mid-block, next to a park to create a school/park campus.

Both School Boards have indicated several requirements for the school sites. These conditions include that the school sites are to be on the lands of a participating land owner, and preferably on the land of one owner/development application site; that at least one school site for each School Board be in the first phase of development, and; that there are roads and services for the site. Further, both School Boards have expressed concerns with the potential land uses for the high performance employment area and the safety of the students, and want to have the opportunity to comment on the land uses for this area. All the school sites will be subject to site plan approval, where the details of the buildings' fit on the site will be finalized.

York Region Public District School Board

The Public District School Board has determined that it will require two elementary school sites within Block 33 West. The School Board requires that a site be approximately 2.42ha, with a lot depth of approximately 140m, and with frontage on no more than two streets for safety purposes. In cases where the site does not have constraints, the School Board may consider a site of 2.22ha, however, all sites in the future are to be 2.42ha. The School Board advised that it prefers its school sites to have the school bus drop-off area, separate from the parent drop-off area subject to the frontage of the site.

In the Block, the School Board has secured two sites. The first site is a 2.226ha school site at the north end of the Block, which has a frontage of 100m onto the easterly extension of Street "C, a north-south primary road, and frontage of 100m onto the local road. The frontages on the north, south and east sides of the property will face the front of the residential lots. The west part of the

property abuts the neighbourhood park. The school driveways will be in aligned with the residential lots.

The second site is a 2.331ha site at the south end of the Block, which has a frontage of approximately 100m onto Street "C", a north-south primary road, and 120m onto Street "E", an east-west primary road. The frontages on the west side of the property will face the Vellore Village District Centre. The north and south sides of the property will face the front of the residential lots. The east part of the property abuts the neighbourhood park. A preliminary facility fit prepared with the Block land owners and School Board indicates that one extension of the school driveway which accommodates the school bus drop-off and parent drop-off/parking area, will be aligned with the local road and that the site functions to meet their needs.

York Region Catholic District School Board

The Catholic District School Board's demographic information indicated that one elementary school site should be secured for the Block 33 West area. The School Board requires a site that is located centrally in the Block, as it is the only school. The site is to be approximately 2.42ha, with frontage on two streets to separate the school bus drop-off area from the parent drop-off area. To address vehicular traffic concerns, the School Board prefers to have flankage lots facing the school site and have the roads align with the school driveways.

In the Block, the School Board is to secure a 2.297ha mid-block school site, which has frontage of approximately 150m onto Street "C", a north-south primary road, and frontage of approximately 135m onto the local road. The frontages on the north and west sides of the property will face the front of the residential lots. The south part of the property abuts the rear of residential lots and the east abuts the neighbourhood park. The school driveways will be in aligned with the residential lots. A preliminary facility fit prepared with the Block land owners and School Board indicates that the site functions to meet their needs.

Archaeological Assessment/Cultural Heritage Resource Assessment

The Block 33 West landowners prepared a Stage 1 Archaeological Assessment report for the Block, which indicates that a Stage 2 Archaeological Assessment is required for the Block. The Vaughan Community Services Department - Cultural Services and Archives Section agrees with the findings of the report. The Cultural Services and Archives Section requires as a condition of draft approval for any draft plan of subdivision or site plan applications, that prior to the final approval of any agreement and prior to the initiation of any grading within the lands subject to a development application, an archaeological evaluation is to be undertaken in accordance with the Ministry of Citizenship, Culture and Recreation's approved Archaeological Assessment Technical Guidelines and be submitted to the City and Ministry for review and approval.

The Cultural Services and Archives Section have advised that the City's Inventory of Heritage Structures identifies two buildings at 10511 Weston Road and 3275 Teston Road, as being of some significance. Sections 4.2.6.4.i and ii in the Official Plan require that a Cultural Heritage Impact Resource Assessment be undertaken prior to approval of the Block Plan. A Cultural Heritage Impact Resource Assessment by a qualified heritage consultant 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. As a condition of Block Plan approval, a Cultural Heritage Resource Assessment shall be required and is to be reviewed and approved to the satisfaction of the Vaughan Community Services Department - Cultural Services and Archives Section.

Conclusion

Staff supports the approval of the Block 33 West Block Plan, subject to addressing the conditions described in the "Recommendation" section. There is the possibility that there could be

modifications to the Block Plan as issues discussed in this report are resolved, including land use, unit yield and lot/block configuration, servicing, phasing plans, public infrastructure and facilities (i.e., stormwater management ponds, parks and roads). Also, several policy sections of OPA #600 have been appealed to the OMB, which may result in further modifications to the Block Plan, if not resolved through the Block Plan process.

The Block land owners and consultants are in the process of addressing concerns raised and submitting revised reports. Staff will continue to work closely with the proponents to address the remaining issues. Upon matters in Part 1 of this report being addressed, and the submission of the revised Block 33 West Block Plan and supporting revised reports, approved to the satisfaction of the Vaughan Engineering, Urban Design and Planning Departments, Region of York, MTO and Toronto and Region Conservation Authority final Block Plan outlining issues that have been addressed will be submitted to Council for approval.

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

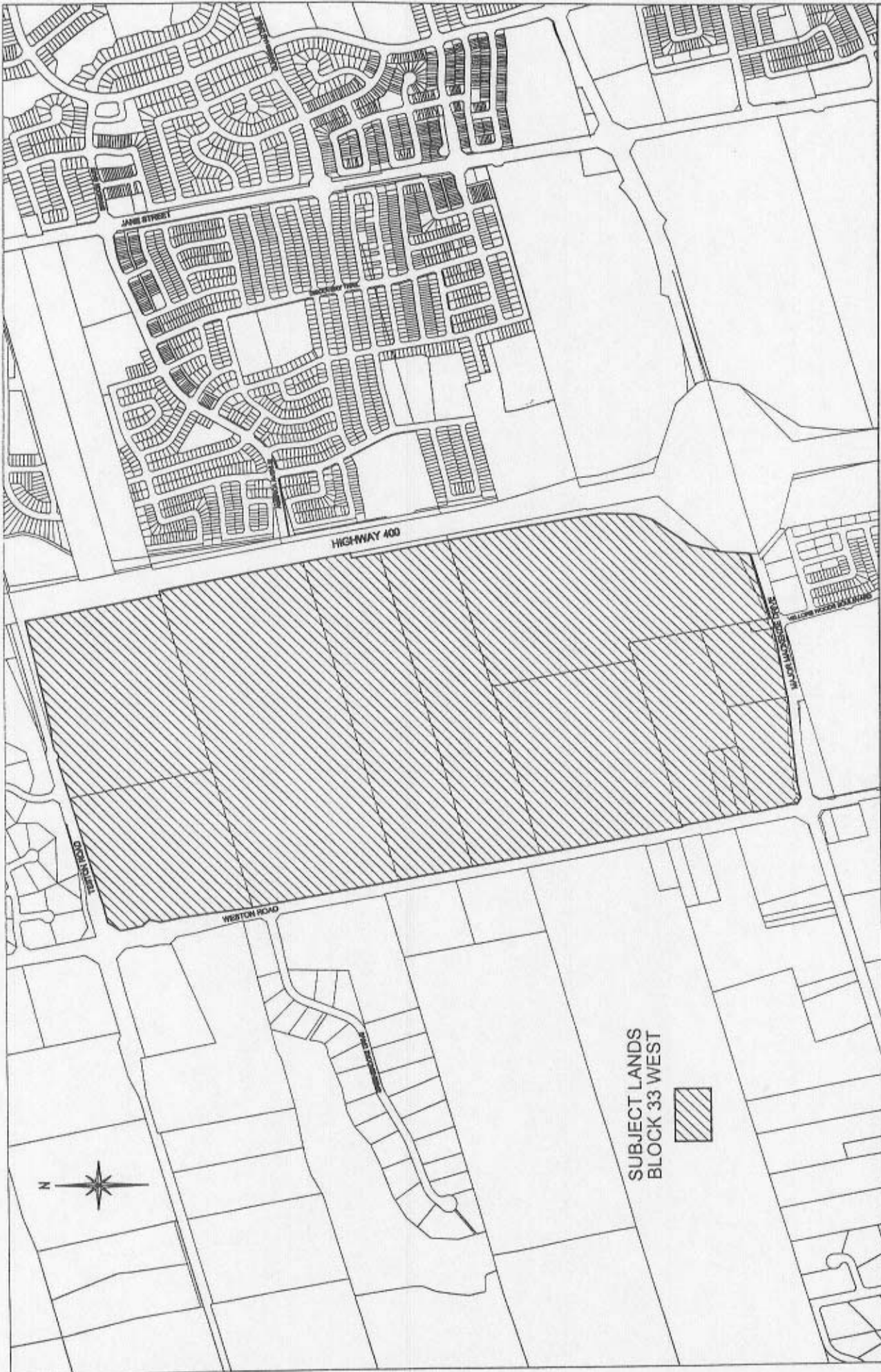
Respect fully submitted,

MICHAEL DeANGELIS
Commissioner of Planning

JOANNE R. ARBOUR
Director of Community Planning

/LG

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Attachment
1

FILE No.:
 BL.33W.2001
 Not to Scale
 February 18, 2003

City of
Vaughan

Community Planning Department

Location Map

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



SUBJECT LANDS
BLOCK 33 WEST

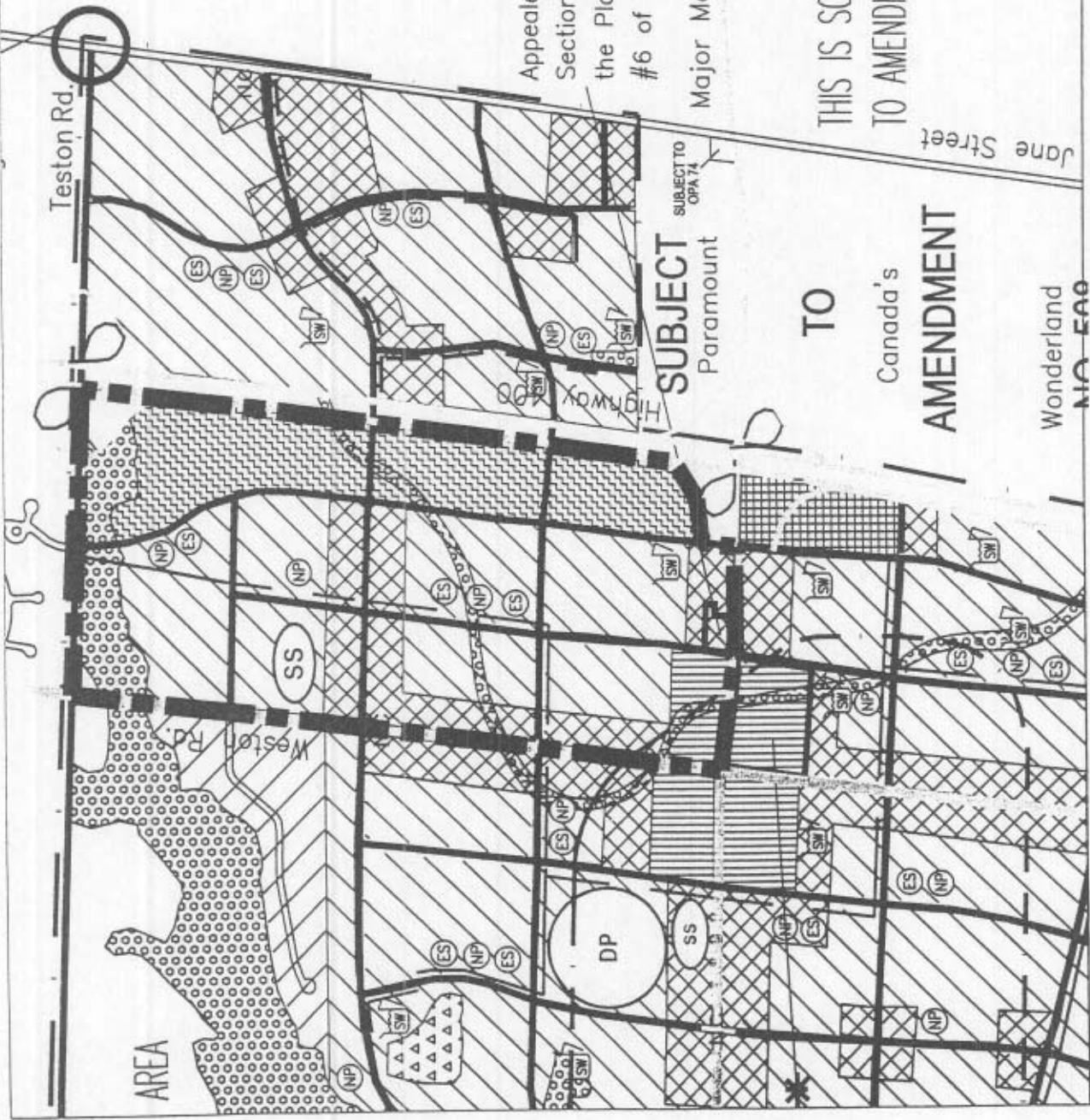


LEGEND

- (ES) Elementary School
- (SS) Secondary School
- (NP) Neighbourhood Park
- (DP) District Park
- (NC) Neighbourhood Commercial Cen.
- [Diagonal lines] Lands Subject to Vellore - Urban Village Area #1
- [Cross-hatch] Low Density Residential
- [Dotted] Medium Density Residential/Commercial
- [Vertical lines] Vellore Village Centre
- [Horizontal lines] Estate Residential
- [Diagonal lines] Urban Area
- [Wavy lines] High Performance Employment Area
- [Grid] Valley Lands
- [Wavy lines] Stream Corridor
- [Diagonal lines] Greenway System
- [Triangle pattern] Tableland Woodlots
- [Grid] General Commercial
- [SW symbol] Storm Water Management
- [Circle symbol] Vaughan Centre
- [Box symbol] Waste Disposal Assessment Area (Passer Estate)

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

THIS IS SCHEDULE 'B'
TO AMENDMENT # 400



Attachment 2

FILE No.:
BL.33W.2001
Not to Scale
February 25, 2003



Community Planning Department

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

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

PLA/OPA 1 ATTACHMENT 2 Block 33W, Bl. 33W 2001

TESTON ROAD

Valley Lands

Top of Block as per Block Plan 4
Control Surveying Ltd., Nov/02

RED-LINE
REVISED

WESTON ROAD

WESTON ROAD

VELLORE
VILLAGE
DISTRICT
CENTRE

MAJOR MACKENZIE DR.

High
Performance
Employment/
Commercial

High
Performance
Employment/
Commercial

High
Performance
Employment

High
Performance
Employment

High
Performance
Employment

High
Performance
Employment

RED-LINE
REVISED

High
Performance
Employment/
Commercial

LEGEND



MTO CONTROLLED ACCESS

BLOCK 33 WEST PLAN

Lots 21 - 25,
Concession 5

APPLICANT:
BLOCK 33W PROPERTIES INC.



Community Planning Department

Attachment

FILE No.:
BL.33W.2001

Not to Scale

March 7, 2003

3

TESTON ROAD



GATEVIEW INVESTMENTS
16.007 ha

KEYSTAR DEVELOPMENTS INC
20.887 ha

WESTON-400 HOLDINGS
38.978 ha

WESTON ROAD

MILLWICK HOLDINGS LTD.
20.201 ha

LORMEL DEVELOPMENTS (WESTON) INC.
18.532 ha

HIGHWAY 400

NON-PARTICIPANTS



OZNER CORPORATION (SOUTH)
20.584 ha

ARGENTO DEVELOPMENTS INC.
29.7 ha

SOSCIA, A.
0.869 ha

GATTI, G.
0.811 ha

OMEGA DEVELOPMENTS
9.795 ha

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

TRELA, S.
4.819 ha

BLOCK 33 WEST PROPERTIES INC.
0.195 ha

MAJOR MACKENZIE DR.

BLOCK 33 WEST BLOCK PLAN OWNERSHIP

Lots 21 - 25,
Concession 5

APPLICANT:
BLOCK 33W PROPERTIES INC.



Community Planning Department

Attachment

4

FILE No.:
BL.33W.2001

Not to Scale

February 25, 2003