

COMMITTEE OF THE WHOLE JUNE 1, 2010

REVISED BLOCK 40 SOUTH PLAN

FILE: BL40-2004

WARD 1

Recommendation

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

1. That the Revised Block Plan for Block 40 South dated June 12, 2009, and shown on Attachment 4, BE APPROVED subject to the following:
 - A) Conditions to be cleared prior to Draft Plan of Subdivision/Site Development Application Approval of the remainder of the Block 40 South Plan lands.
 1. That in accordance with the provisions of OPA 600, the City shall confirm the availability of servicing capacity.
 2. That an Edge Management Plan be completed for the portions of the Block Plan where development interfaces with valleylands and environmental features prior to draft plan of subdivision approval based on a "Terms of Reference" prepared in co-ordination with and to the satisfaction of the Toronto and Region Conservation Authority (TRCA). The Edge Management Plan must be approved to the satisfaction of the City and the TRCA prior to draft plan of subdivision approval of Files 19T-08V01 (Millwood Valley Dev. Inc.) and 19T-06V10 (Maplewest Estates Inc.).
 3. Further studies are required for the Millwood Valley lands (as shown on Attachment 6), and must be approved by the City and the TRCA prior to draft plan of subdivision approval of Files 19T-08V01 (Millwood Valley Dev. Inc.) to determine:
 - (i)
 - a) the extent of fill and/or native soil in the southern part of the lands; and,
 - b) the extent of the woodlands adjacent to the valley system to be retained as open space (natural heritage).
 - (ii) Since the additional studies required will have an impact on the development limits, there may be amendments necessary to the land use table for the Block Plan once these limits have been finalized.
 - (iii) Subject to (ii) above, the landscape Master Plan for Block 40 South shall be amended to reflect the final lotting fabric and development limits of the Draft Plan of Subdivision Application File 19T-08V01 (Millwood Valley Dev. Inc.).
 - B) Condition to be cleared prior to approval of Phase 3 of Draft Plan development for Greenbrooke Developments Inc. (File 19T-06V04), as shown on Attachment 6.
 1. As a condition of approval of Phase 3 of the Greenbrooke Developments Inc. Draft Plan of Subdivision (File 19T-06V04), the landowner shall provide confirmation that a lot has been reserved for the building located at 3930 Major Mackenzie Drive within the Greenbrooke Developments Draft Plan of Subdivision.

2. That the Block 40 South Transportation Management / Sidewalk Master Plan prepared by Sernas Transtech, and shown on Attachment 5, BE APPROVED subject to detailed design.

Contribution to Sustainability

Important objectives to be addressed through the Block Plan process are environmental protection, city-wide transportation and public transit networks, housing mix, servicing infrastructure, and phasing of development, to ensure development proceeds in the most environmentally, and efficient feasible manner.

Economic Impact

The revised Block 40 South Plan approval will permit an increase in the City's tax base, by facilitating the development of the remainder of additional residential lands contemplated within the Plan.

Communications Plan

The Public Hearing for the Block 40 South Plan was held on May 9, 2005. Concerns raised at the hearing were addressed through a subsequent Block Plan dated March 21, 2006, which was later approved by Council on April 24, 2006 as shown on Attachment 7. Among the issues addressed were the elimination of the Millwood Parkway Extension, which was eliminated in the approved Block 40 South Plan; and, the confirmation of the Estate Residential and Low Density Residential boundaries to the satisfaction of the Greenbrooke Homeowners' Association.

Purpose

This report describes and analyzes the proposed changes to the approved Block 40 South Plan (Attachment 7), and recommends approval of the revised Block Plan (Attachment 4), subject to the conditions provided in the recommendation of this report.

Location

The subject lands which have an area of approximately 195 ha, are bounded by Major Mackenzie Drive to the south, Cold Creek Valley lands to the north, Pine Valley Drive to the west and Weston Road to the east (see Attachment 2).

Background - Analysis and Options

Approved Block 40 South Plan (2006)

The Block 40 South Plan originally proposed by the participating Landowner Group was submitted to the City on December 29, 2003. On May 9, 2005, the Public Hearing for the Block Plan was held and comments were received from the community. Subsequently, on March 28, 2006, a revised Block Plan was submitted to the City addressing the community concerns. The Block Plan was later approved by Vaughan Council on April 24, 2006, subject to a number of conditions (see Attachment 7).

Block 40 South Draft Plans of Subdivision

Since the approval of the Block 40 South Plan in April of 2006, a number of draft Plan of Subdivision applications have been approved (see Attachment 6), including:

- (i) Greenbrooke Developments Inc. (File 19T-06V04) – approved September 25, 2006
- (ii) Belmont Properties (File 19T-06V07) – approved June 25, 2006
- (iii) Cal-Wood Developments Inc. (File 19T-07V04) – approved April 7, 2009
- (iv) Majormack Investments Inc., 4074 MM Inc., M3DC Capital Corporation, and Rocco Busillo (File 19T-07V06) – approved April 7, 2009

The Maplewest Estates Inc. (File 19T-06V10), and Millwood Valley Dev. Inc. (File 19T-08V01) Draft Plans of Subdivision Applications have yet to be approved. The revised Block 40 South Plan reflects all the changes incorporated in the approved and currently proposed draft plans of subdivision applications. The statistics for the Millwood Valley Draft Plan are incomplete with respect to the area of the tableland woodlot. The City of Vaughan Woodlot Protection Strategy Report estimates the area of this woodlot (Woodlot #17), to be approximately 1.19 ha. However, the area is not confirmed at this point in time as further studies are necessary to establish the extent of the tableland portion of the woodland, and the edge treatment and buffer areas. These studies, and the approval of same by the TRCA, will be necessary prior to the approval of the Millwood Valley Draft Plan (File 19T-08V01).

The woodland is described in the City of Vaughan Woodlot Protection Strategy Report as:

“A diverse site with high terrain functions associated with erosion control, flood storage, water temperature-cold water fishery, and generally moderate functions for wildlife habitat. The overall rating of the woodland is defined as “potentially high and potentially an ESA candidate based upon a diverse and well vegetated valley corridor.”

A detailed examination of the valley corridor and adjacent tableland woodlot is required, to establish the extent of the woodlot and edge treatment, prior to the approval of the Millwood Valley Draft Plan (File 19T-08V01).

Revised Block Plan Submission

A. Main Changes to Land Use Designations

On November 3, 2009, the Block 40 South Landowners Group, submitted a revised Block Plan as shown on Attachment 4. The revised Block Plan reflects previously approved draft plans of subdivision, two proposed draft plans of subdivision, and the approved Vellore District Centre Plan. The changes to the approved Block 40 South Plan, as reflected on the revised Block Plan dated June 12, 2009, and corresponding Policy Planning Department comments are itemized as follows:

(1) Removal of a Neighborhood Commercial Site Designation

Removal of the overlay Neighborhood Commercial designation at the intersection of Lawford Road and Major Mackenzie Drive. (Majormack Investments, approved Draft Plan of Subdivision 19T-07V06), to permit development according to the underlying designation of Medium Density Residential/Commercial.

Policy Planning Department Comments

The landowners proposed to remove the commercial component of the designation at the time of Draft Plan of Subdivision approval, as they considered it an oversupply of commercial because of the close proximity of the Vellore District Centre, and the existing commercial establishments immediately south of this site. The modification was considered appropriate, and subsequently approved by Council at the time of consideration of the Draft Plan of Subdivision for Majormack Investments (File 19T-07V06).

(2) **Reduction of Parkland**

Reduction of the area of the District Park on Belmont lands, (approved Draft Plan of Subdivision 19T-06V07), and the elimination of the neighbourhood park on Draft Plans of Subdivision 19T-07V061 (Majormack Investments Inc. et al), and 19T-07V04 (Cal-Wood Developments Inc.). This neighbourhood park had been designated adjacent to the southerly elementary school site on the approved Block 40 South Plan.

Policy Planning Department Comments

The total parkland dedication requirement as calculated on the combined residential and commercial components of the approved Block 40 South Plan is equal to 9.55 ha. The parkland dedication reflected in the approved Block Plan is 17.09 ha. As a result of the oversupply of parkland, a reduction in the District Park area, and the removal of the neighbourhood park site were proposed and approved through approval of Draft Plans of Subdivision Majormack Inv. Inc. et al. (File 19T-07V06) and Cal-wood Dev. Inc. (File 19T-07V04), in April of 2009. The total reduction to parkland of 3.88 ha, still leaves an oversupply of 3.66 ha of parkland within the Block Plan. The lands which were formerly shown as parkland are now reflected as Low Density Residential on the approved draft plans, and revised Block 40 South Plan, as per the surrounding residential designations.

(3) **Road Pattern Modifications**

The most westerly north/south road which was originally to connect to Millwood Parkway, but terminated north of the Millwood Estates lands at the time of approval of the Block 40 South Plan, has been re-designed to avoid through traffic into the Maplewest lands. To the south of the Maplewest lands the local road pattern of the Belmont Properties Draft Plan (File 19T-06V07), has been revised to the west of the westerly north-south collector road, to better address the interface with the adjacent linear park.

Policy Planning Department Comments

The revised road pattern provides a longer east-west road with residential lot frontages adjacent to the linear park, rather than several side yards. The revised road configuration is also more efficient from a servicing perspective. This change is reflected on the approved Belmont Properties Draft Plan of Subdivision (File 19T-06V07).

B. **Detailed Summary of Changes to Land Use Distribution**

The land use distribution changes resulting from the modifications to the approved Block 40 South Plan are summarized as follows:

- (1) The total land area devoted to residential uses reflected in the revised Plan has decreased from 92.17 ha to 88.26 ha as a result of excluding the Medium Density and High Density Residential which were previously included in the boundary of the Block 40 South Plan. These lands now form part of the OPA 650 Vellore District Centre lands.
- (2) A 3.8 ha Neighbourhood Commercial site is now reflected as Medium Density Residential/Commercial in the Revised Block Plan.
- (3) The District Park was reduced in size from 7.9 ha to 5.48 ha.

- (4) The southerly neighbourhood park has been removed and replaced with Low Density Residential and part of an elementary school block.
- (5) The stormwater management ponds have increased in area from 9.17 ha to 12.01 ha.
- (6) As a result of a change in the area requirements from the School Boards for elementary school sites, the area of the elementary school blocks in the revised Block Plan has increased from 6.38 ha to 7.44 ha.
- (7) Similarly, the School Boards' requirements for larger Secondary School Sites, has resulted in an increase in the area of the secondary school site from 6.06 ha to 6.45 ha.
- (8) The road component of the Block Plan has increased from 37.66 ha to 39.61 ha.

C. Revised Block 40 South Plan Residential Land Use Comparison to Approved Block 40 South Plan and Official Plan Amendment 600- Appendix "B"

- (1) The Low Density land area is essentially unchanged from the approved Block 40 South Plan, totaling 74.24 ha in the revised Block Plan, as opposed to 74.17 ha in the approved Block Plan. Whereas the approved Block Plan estimated 1432 units, the revised unit estimate in the current Block Plan is 1495. The average net low density residential density calculation for the revised Block Plan is 16.11 upha. This is within the permitted average net density range of 16-18 upha provided by Official Plan Amendment 600.
- (2) The Medium Density Residential land has been reduced from 18 ha to 14.02 ha in the revised Block Plan. The difference in area is a result of excluding the Vellore District Centre lands in the revised Block Plan. The average net density for the Medium Density Residential lands in the revised Block Plan is 24.03 upha, which is slightly below the average net density range of 25-35 upha provided in OPA 600. This represents a slight increase from that which was provided in the approved Block Plan (see chart below).

	Revised Block 40 South Plan		Approved Block 40 South Plan		OPA 600 Projections
	Units	Ha	Units	Ha	Units
Low Density Residential Lands	1495	74.24	1432	74.17	1145
Medium Density Residential Lands	421	14.02	518	18.00	779
Net Low Residential Density	16.11 upha		15.43 upha		16-18 upha
Net Medium Residential Density	24.03 upha		23.02 upha		25-35 upha
Total Units	1916		1950*		1924*

*Includes Vellore District Centre

The Transportation Management Plan

The conditions of approval for the Block 40 South Plan (2006) included the following conditions of the Development/Transportation Engineering Department:

- (i) That a Transportation Management Plan be prepared to the satisfaction of the Engineering Department.
- (ii) That a detailed traffic calming and control analysis be completed for the primary roads abutting school sites. This analysis and study should examine the feasibility of lay-bys and other solutions to provide safe access to the school sites.

In response to the above approved conditions, the Block 40 South traffic consultant (Sernas Transtech) prepared a comprehensive Transportation Management and Sidewalk Master Plan (TMP), in consultation with the Development/Transportation Engineering and Engineering Services Departments. The Development/Transportation Engineering Department presented the Plan to Council for approval on May 5, 2009 (Item 13, Report No. 23 as shown on Attachment 9). Due to the fact that the TMP presented entailed changes to the approved Block 40 South Plan (March 21, 2006), that required Council approval, the Committee of the Whole recommended that the report be referred to staff for a further report. The TMP is now being brought forward together with the revised Block Plan for Council's consideration and approval.

The proposed road pattern changes as reflected in the revised Block Plan, were incorporated on the TMP as presented to Council on May 5, 2009. Following the Council meeting of May 5, 2009, the Development/Transportation Engineering Department in consultation with Sernas Transtech identified several changes to proposed textured crosswalk locations. There are two distinct categories of pedestrian crossings: a controlled crossing where vehicles must yield to pedestrians without approaching the roadway; and, an uncontrolled crossing where pedestrians must yield to vehicles prior to entering the roadway. As per the Ontario Highway Traffic Act (HTA), pedestrians do not have the right-of-way over the vehicles at locations where vehicles are not controlled by any of the following: traffic signals, mid-block pedestrian signals, intersection pedestrian signals, stop signs, pedestrian crossover, yield signs or crossing guard. The Plan was revised to include textured crosswalks only at controlled crossings.

Other proposed traffic calming measures, sidewalk locations, proposed neighbourhood signed bike routes, and potential transit routes are described in the May 5, 2009 Council Report (Attachment 9). The proposed Block 40 South Transportation Management / Sidewalk Master Plan (2010), is illustrated on Attachment 5 to this staff report.

Remaining Conditions of Approval for Revised Block 40 South

The Block 40 South Plan (2006), was approved, subject to a number of conditions (see attachment 9). Most of these conditions have now been met, with the exception of the outstanding conditions which are carried forward in the recommendation section of this report, as conditions of approval for the revised Block 40 South Plan.

Relationship to Vaughan Vision 2020/Strategic Plan

The revised Block 40 South Plan is consistent with the priorities set forth in the Vaughan Vision 2020, particularly "Plan and Manage Growth and Economic Vitality".

Regional Implications

The approval of the revised Block 40 South Plan will permit the remaining draft plans of subdivision for the Block to proceed towards final municipal approval. The Region of York will

require that the servicing allocation be identified either prior to draft plan approval, or in accordance with the Region's protocol and conditions, respecting draft plans receiving approval prior to availability of servicing allocation.

Conclusion

The Policy Planning Department supports the approval of the revised Block 40 South Plan (Attachment 4), and corresponding Transportation Management/ Sidewalk Master Plan (Attachment 5), subject to the conditions contained in the recommendation section of this report. Many of the modifications to the approved Block 40 South (2006) Plan have already been incorporated within Council approved Draft Plans of Subdivision. The changes are in accordance with City of Vaughan OPA 600, and in many instances address concerns/issues of commenting agencies. Should Council concur, the "Recommendation" contained herein, can be adopted.

Attachments

1. Context Location Map
2. Location Map
3. OPA 600 Vellore Urban Village
4. Revised Block 40 South Plan
5. Block 40 South Transportation Management/Sidewalk Master Plan (Proposed)
6. Block 40 South Draft Plans and Ownership
7. Block 40 South Plan (Approved 2006)
8. Extract from Council Meeting Minutes of April 24, 2006 - Block 40 South Report
9. Extract from Council Meeting Minutes of May 5, 2009 - Block 40 South Transportation Management/Sidewalk Master Plan

Report prepared by:

Anna Sicilia, Planner ext. 8063
Selma Hubjer, Transportation Engineer ext. 8674

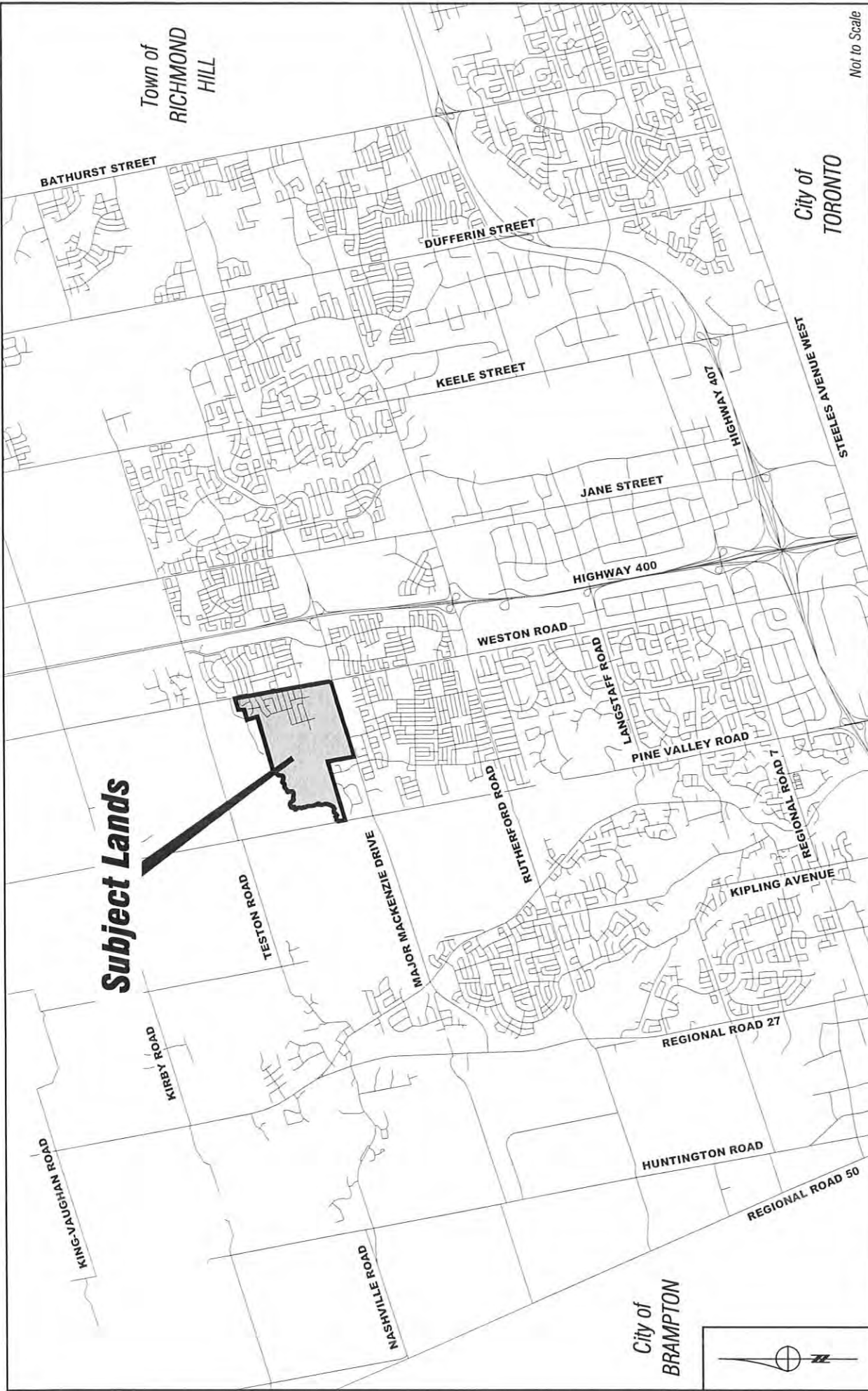
Respectfully submitted,

John Zipay
Commissioner of Planning

Bill Robinson
Commissioner of Engineering and Public Works

Diana Birchall
Director of Policy Planning

Andrew Pearce
Director of Development/Transportation Engineering



Attachment

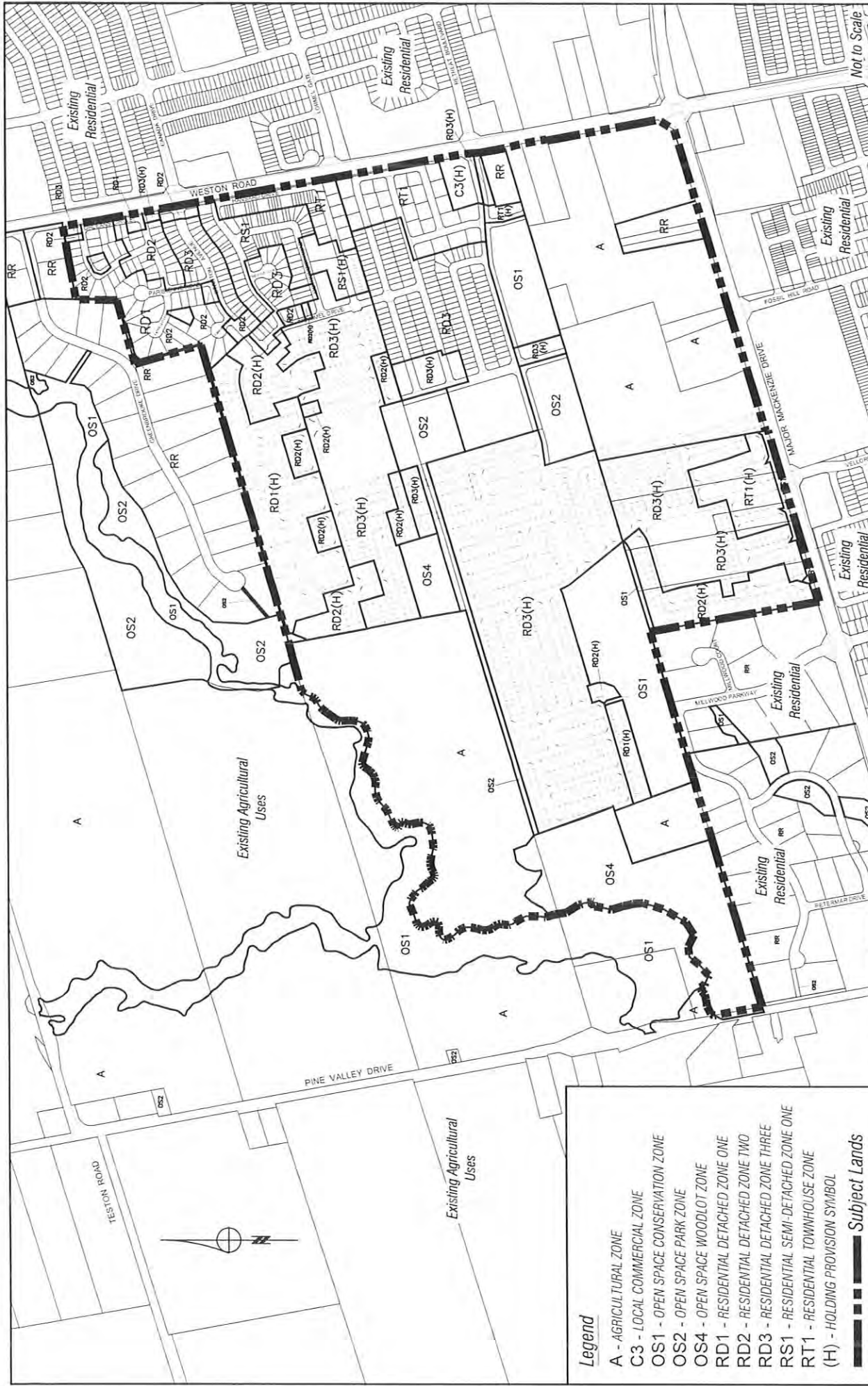
FILE:
BL 40.2004
DATE:
June 01, 2010



Policy Planning Department

Context Location Map

LOCATION:
Part Lots 21-24, Concessions 6
APPLICANT:
KLM Planning Partners



Location Map

LOCATION:
Part Lots 21-24, Concessions 6

APPLICANT:
KLM Planning Partners



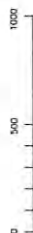
The City Above Toronto
Policy Planning Department

Attachment

FILE:
BL 40.2004

DATE:
June 01, 2010

2



LEGEND

- | | |
|--|---|
| | Elementary School |
| | Secondary School |
| | Neighbourhood Park |
| | District Park |
| | Neighbourhood Commercial Cen. |
| | Land Subject to Vellore - Urban Village Area #1 |
| | Low Density Residential |
| | Medium Density Residential |
| | Vellore Village Centre |
| | Estate Residential |
| | Urban Area |
| | High Performance Employment Area |
| | Valley Lands |
| | Stream Corridor |
| | Greenway System |
| | Tableland Woodlots |
| | General Commercial |
| | Storm Water Management |
| | Water Disposal Assessment Area (Proper Estate) |

THIS IS SCHEDULE 'B' TO
AMENDMENT # 600

ADOPTED THE 25th DAY OF SEPTEMBER, 2000

SIGNING OFFICERS

D. JACKSON

MAYOR

CLERK

Not to Scale

3

FILE: BL40.2004

DATE: June 01, 2010

FILE:
BI 40 2004

DATE: June 01, 2010

Subject Lands

OPA 600 Vellore Urban Village

LOCATION:

Part Lots 21-24, Concessions 6

APPLICANT:

KLM Planning Partners

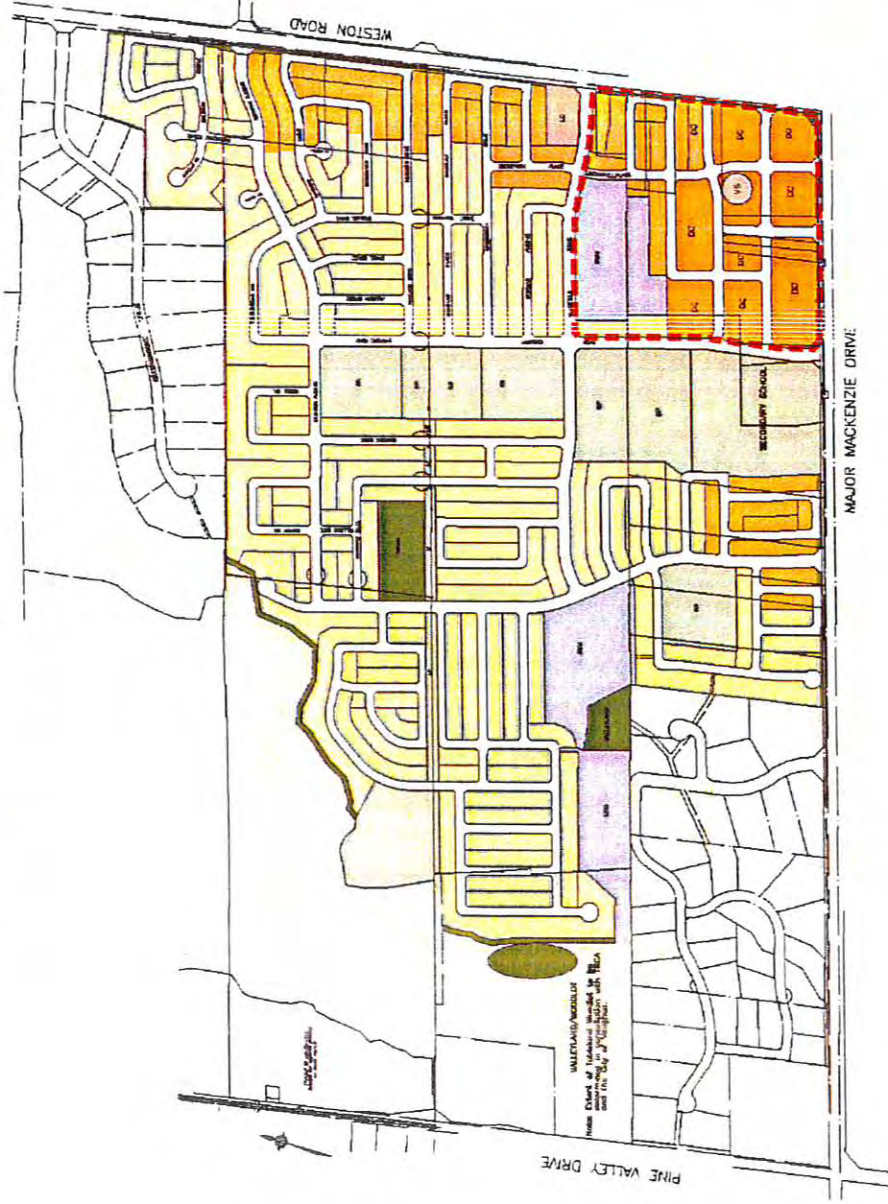
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City of Vaughan

The City Above Toronto

Policy Planning Department

REVISED BLOCK 40 SOUTH PLAN



LEGEND

- EXISTING ESTATE RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
- DC - DISTRICT CENTRE
- PARK - INSTITUTIONAL
- STORM WATER MANAGEMENT
- WOODLOT / VALLEYLAND
- BUFFERS

June 12, 2009

SCALE 1:5000

KLM PLANNING PARTNERS INC.
URBAN PLANNERS AND DEVELOPMENT CONSULTANTS
64 JARDIN DRIVE - UNIT 1B, CONCORD, ONT. L4K 3P3
PHONE: (905) 669-4055 FAX: (905) 669-0097 design@klmplanning.com

Not to Scale

Block 40 South Plan

LOCATION:
Part Lots 21-24, Concessions 6

APPLICANT:
KLM Planning Partners



The City Above Toronto
Policy Planning Department

Attachment

FILE:
BL-40-2004
DATE:
June 01, 2010

4

BLOCK 40 SOUTH DRAFT PLANS



LEGEND

- EXISTING ESTATE RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
 - NC - NEIGHBOURHOOD COMMERCIAL
 - LC - LOCAL COMMERCIAL
- DISTRICT CENTRE
- PARK / INSTITUTIONAL
 - SS - ELEMENTARY SCHOOL
 - DP - DISTRICT PARK
 - SP - NEIGHBOURHOOD PARK
 - LP - LINEAR PARK
 - VS - VILLAGE SQUARE
- STORM WATER MANAGEMENT
- WOODLOT / VALLEYLAND
- BUFFERS

June 12, 2009

SCALE 1:5000

KLM PLANNING PARTNERS INC.
 URBAN PLANNERS AND DEVELOPMENT CONSULTANTS
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 design@klmplanning.com

Not to Scale



Policy Planning Department

Attachment

FILE: BL40.2004
 DATE: June 01, 2010

6

Block 40 South Draft Plans & Ownership

APPLICANT: KLM Planning Partners
 LOCATION: Part Lots 21- 24, Concessions 6

BLOCK 40 SOUTH PLAN (APPROVED 2006)



LEGEND

- EXISTING ESTATE RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
- NC - NEIGHBOURHOOD COMMERCIAL
- LC - LOCAL COMMERCIAL
- DISTRICT CENTRE
- PARK / INSTITUTIONAL
- IS - ELEMENTARY SCHOOL
- DS - SECONDARY SCHOOL
- DP - DISTRICT PARK
- NP - NEIGHBOURHOOD PARK
- LP - LINEAR PARK
- VS - VILLAGE SQUARE
- STORM WATER MANAGEMENT
- WOODLOT / VALLEYLAND
- BUFFERS

MARCH 21, 2006

SCALE 1:5000

KLM PLANNING PARTNERS INC.
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Not to Scale

Block 40 South Plan

LOCATION:
Part Lots 21- 24, Concessions 6

APPLICANT:
KLM Planning Partners



The City Above Toronto
Policy Planning Department

Attachment

FILE:
BL 40.2004

DATE:
June 01, 2010

7

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 28, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

28

**BLOCK 40 SOUTH
BLOCK PLAN FILE BL40.2004
KLM PLANNING PARTNERS INC - AGENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 18, 2006:

Recommendation

The Commissioner of Planning recommends that the Block Plan for Block 40 South submitted March 21, 2006 and shown on Attachment 3 BE APPROVED subject to the following:

A) Conditions of Block Plan Approval

The following items are required to be submitted and approved prior to the approval of any draft plans of subdivisions:

General Implementation

- 1) That the timing for the necessary Regional infrastructure/transportation improvements required including the reconstruction and widening of Major Mackenzie Drive to provide for development in Block 40 South must be established to the satisfaction of the City.
- 2) That the final Block Plan, together with supporting reports be revised and updated to reflect modifications arising from the resolution of all conditions identified in the Engineering Department memoranda dated December 19, 2005 and March 14, 2006.

Schools

- 3) That a site of a suitable configuration, size and location be identified for the York Catholic District School Board to provide one elementary school as per existing policies and procedures.
- 4) That prior to draft plan approval, the City of Vaughan provide the York Region District School Board with development phasing plans in order that the first phase school site can be identified.

Transportation

- 5) That a revised Traffic Study be provided to the satisfaction of the Engineering Department.
- 6) That a Transportation Management Plan be prepared to the satisfaction of the Engineering Department.
- 7) That all primary roads in the Block 40 South be located so as to intersect and connect with the approved location of roads in abutting Blocks
- 8) That a detailed traffic calming and control analysis be completed for the primary roads abutting school sites. This analysis and study should examine the feasibility of lay-bys and other solutions to provide safe access to the school site.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 28, CW Report No. 21 – Page 2

Master Environmental Servicing Plan

- 9) That the MESP be completed, addressing outstanding concerns (as identified in a letter dated December 9, 2005) subject to the TRCA review and approval.
- 10) That preliminary grading information be provided for the Block that demonstrates acceptable lot and road grading can be achieved to the satisfaction of the Engineering Department. Final grading plans will be required as a Condition of Draft Plan approval.
- 11) That an Edge Management Plan be completed for the portions of the Block where development interfaces valleylands and environmental features prior to subdivision approval based on a Terms of Reference prepared in coordination with and to the satisfaction of the TRCA.
- 12) That prior to any draft plans of subdivisions being approved for the west portion of the block, the conditions addressing the protection of the valley and features and sizing of Stormwater Management Pond Blocks be completed to the satisfaction of the TRCA.
- 13) That all outstanding issues with respect to the proposed servicing of the Block 40 South Plan as addressed in the Engineering Department memorandums dated December 19, 2005 and January 9, 2006 respectively, including but not limited to water supply, sanitary sewers, stormwater management, transportation and grading be addressed through revisions and finalization of the MESP to the satisfaction of the Engineering Department prior to the approval of any draft plans of subdivision or site plan control agreements.
- 14) That the post-development hydrologic modeling be revised to reflect future development conditions for the Block 39 lands to the south.
- 15) That a monitoring plan be prepared for the Block for which, at a minimum, the Terms of Reference be established in cooperation with and to the satisfaction of the TRCA, prior to approval of any subdivisions. This monitoring plan should be coordinated with the adjacent active Block Plans on Purpleville Creek. This will include groundwater elevations, fluviogeology stations on Purpleville Creek, and flow monitoring on Marigold Creek.
- 16) That a Restoration Plan be prepared for the main valley and Marigold Creek on the site, including downstream sections identified in consultation with the TRCA and to the satisfaction of the TRCA and that any lot line adjacent to the Marigold Creek Regional Flood Plain be setback at least 10 metres.
- 17) That additional information be provided to the satisfaction of the Engineering Department demonstrating how the Greenbrooke Estates and Millwood Parkway Estates developments within Block 40 South can be serviced in the future, including water supply, sanitary sewers and stormwater management. A future water distribution system for these existing areas shall be identified such that all City criteria may be achieved.
- 18) That the location of the proposed sanitary pumping station and all required servicing related valley crossings shall be approved by TRCA and coordinated with the Block 40 North/47 MESP as prepared by EMC Group Limited dated January 2003.
- 19) That prior to agreement to any servicing a comprehensive sanitary and water servicing plan be prepared in consultation with the TRCA and to the satisfaction of the City of Vaughan.
- 20) That a detailed erosion study be completed for the Block, to the satisfaction of the TRCA.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 28, CW Report No. 21 – Page 3

- 21) As a condition of Block Plan approval, as per the City's Policy and Procedure for Dealing with Contaminated or Potentially Contaminated Sites, Phase I Environmental Site Assessments and if necessary, Phase II assessments be completed and the findings acted upon in an appropriate manner.
- 23) That prior to the approval of any plans of subdivision or site plan the Environmental Noise Analysis be updated to the satisfaction of the City's Engineering Department.
- 24) A mitigation strategy for the terrestrial resources be prepared to the satisfaction of the City of Vaughan and included as part of the revised Environmental Impact Statement.

Heritage /Archaeological Resources

- 25) As a condition of approval of the Block Plan the applicant provide confirmation that a lot has been reserved for the building located at 3930 Major Mackenzie Drive in the Greenbroke Developments Draft Plan of Subdivision and that the details of how this building will be preserved and restored are submitted and approved by the City's Cultural Services Department.

Urban Design Guidelines

- 26) That the Urban Design Guidelines be approved by the City and specifically address the issues presented in a memorandum dated April 6, 2006.
- 27) That a Landscape Master Plan be approved by the City.

Development Phasing Plan

- 28) That a Development and Infrastructure Phasing Plan be provided to identify the infrastructure required to adequately service all phases of the Block development including sanitary, water, storm water management facilities, and Regional infrastructure such as road widening and water and wastewater system improvements to the satisfaction of the City. The phasing plan should also address the impact of the non-participating landowners on the overall servicing of the Block, and what interim servicing measures will be required. Details of each phase are to be outlined on the Phasing Plan.

B) Conditions of Draft Plan Approval

The following items shall be addressed as conditions of draft plan of subdivision approval.

- 1) That in accordance with the provisions of OPA No. 600, the City shall confirm the allocation of servicing capacity for the subject lands prior to the approval of any draft plans of subdivision or site plan agreements.
- 2) That a suitable agreement between the City and the landowners group be in place for the acquisition of parkland located on non-participating land owners.
- 3) That the existing natural features for the entire main valley system on the west side of the Block be staked and provided with a ten meter buffer applied in order to protect the integrity of the valley system in accordance with Council's policy, subject to the satisfaction of the TRCA.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 28, CW Report No. 21 – Page 4

- 4) That the design and conveyance of drainage areas and Stormwater Management Ponds be refined to address outstanding concerns, to the satisfaction of the TRCA, including refining the location and sizing of the Pond Block to not interfere with the valley limits to the west and to address the quality of the pond design located to the east.
- 5) That the south west portion of the valley system, which is identified as potentially historic fill be confirmed by submission of a geotechnical study and a buffer be applied, subject to the satisfaction of the TRCA.
- 6) That the City's required Archaeological Assessment be undertaken prior to the approval of any plans of subdivision and that the report be provided to the Cultural Services Department for review and approval.
- 7) That prior to the approval of a draft plan of subdivision, a Final Lot Grading Plan be submitted that complies with the approved general lot grading plan mentioned in Condition 9 of Block Plan Approval.
- 8) That as a condition of draft plan of subdivision approval, the vegetation units in the numerous hedgerows that have been assessed for possible preservation will be subject to detailed vegetation preservation plans.
- 9) That as a condition of approval of the Greenbrooke Developments draft plan of subdivision a lot be identified for the relocation of the house currently located at 3930 Major Mackenzie Drive to the satisfaction of the City.

Economic Impact

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

Purpose

This report describes the proposed Block 40 South Plan, analyses and makes recommendations in the context of the City's planning and development requirements, discusses outstanding matters to be addressed and finalizes the approval of the Block Plan.

Location

The 195 ha subject lands are bounded by Major Mackenzie Drive to the south, Cold Creek Valley lands to the north, Pine Valley Drive to the west and Weston Road to the east. (Attachment 1)

Background, Analysis and Options

Background

1) Block Plan Process to Date

On December 29, 2003, the Block 40 South land owners submitted a Block Plan application proposing a comprehensive development plan. This plan included lands for residential, commercial, school and park uses, along with valley lands, woodlots and stormwater management ponds in response to the requirements of OPA No. 600. During the process revisions have occurred in response to comments received.

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On May 9, 2005, a Public Hearing was held at which the Block Plan was presented. Subsequently on March 28, 2006, a revised Block Plan was submitted to the City. The Plan submitted March 28, 2006 and dated March 21, 2006 is the basis for the comments in this report.

2) Public Consultation

a) Comments Received from the Public

At the public hearing various residents, land owners and ratepayer associations made presentations to the Committee. The Weston Downs Ratepayers' Association provided a letter containing specific comments and areas of concerns. These concerns included.

- a) Millwood Parkway Extension. Would prefer that it not be extended to create a through road.
- b) Interpretation of boundary of estate residential versus low density residential along Weston Road.

b) Neighbourhood Circulation and Consultation

There are two established neighbourhoods adjacent to the proposed development and within the same block. These neighbourhoods are located on Greenbrooke Drive and Millwood Parkway. The property owners adjacent to the subject lands and the ratepayers associations have been consulted and their concerns addressed through the design of the Block Plan. Of specific concern to the residents of these neighbourhoods was the preservation of the estate residential characteristics of their neighbourhoods. The applicant has addressed this by proposing larger lots abutting the existing developments. The Greenbrooke Homeowners' Association has provided a letter of support for the proposed Block Plan and entered into an agreement with the applicant with respect to buffers and lot sizes abutting their properties. It is expected that a similar agreement will be negotiated with the property owners in the Millwood Parkway development. As these agreements are between private parties, the recognition of them is not required as a condition of approval of either the Block Plan or Draft plans of Subdivision.

Planning Context

1) Provincial Policy Statement

The Provincial Policy Statement (PPS) provides guidance with respect to items to consider when approving development. In reviewing a development application for conformity to the PPS many items are considered. The following list provides examples of items that have been considered and incorporated into the Block Plan for the Block 40 South Planning Area:

- a) the mix of uses within the development (residential types, commercial, institutional);
- b) the relationship between the proposed development and the environment
- c) access to required infrastructure;
- d) the proposed development is at an appropriate location for the types of uses contained within it;
- e) the timing of the development is not premature;
- f) the development contributes to providing a suitable supply of lands for housing;
- g) the proposed development provides a suitable mix of housing types and affordability;
- h) the location and future design of open space are accessible and provide for a range of recreational activities;
- i) the development promotes the efficient use of existing water and sewer infrastructure;

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- j) the development considers and promotes an efficient transportation system within the development and between developments;
- k) the protection and enhancement of natural features;
- l) the conservation of heritage and cultural resources; and
- m) the location of hazard lands

In reviewing the development proposal for consistency with the Provincial Policy Statement as required by the Planning Act, the proposed development pattern is generally consistent with policies contained within the PPS.

2) City of Vaughan Official Plan (OPA No. 600)

Block 40 South is within the area defined by OPA No. 600 as the "Vellore - Urban Village 1". OPA No. 600 provides a framework for development within the Block and the preferred locations for permitted uses within the Block 40 South Planning Area. The proposed Block Plan for Block 40 South generally complies with Schedule B of OPA No. 600 (Attachment 3).

3) Block Plan Approval Process – OPA No. 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 intended 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 development of the Block.

To provide servicing infrastructure (i.e., sanitary sewers, water, roads) and community services (i.e., parks, schools), and to fulfill the requirements of the Block Plan process, the participating land owners within the Block 40 South Planning Area have entered into a cost sharing agreement. Lands within the Block that have not been approved through the Block Plan process will be required, upon future receipt of development applications, to prepare the technical reports to support their developments in accordance with the Development Process/Block Plan policies of OPA No. 600.

4) Zoning

Upon approval of the Block Plan, including resolution of the identified conditions of approval, the applicant will begin the subdivision approval process which will be coordinated with the zoning of the lands within Block 40 South. The conditions of approval of the Block Plan for Block 40 South will be addressed prior to the approval of draft plans and zoning for lands within Block 40 South.

5) Existing Conditions

Approximately 80% of the subject lands are currently zoned for agricultural uses. Two woodlots are located within the boundary of the subject lands, one within the southwest portion of the subject lands, adjacent to the Cold Creek valley lands, and a second is located in the central portion of the Block. A significant hedgerow is also located within the western portion of the Block. Residential properties and residential dwellings associated with agricultural operations are located on the remaining portion of the subject lands, mainly located along Weston Road and Major Mackenzie Drive. The surrounding land uses are:

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- North - Cold Creek Valley Lands and existing estate residential development (Greenbrooke Drive)
- South - Major Mackenzie Drive, Block 39 Low Density Residential lands, Medium Density Residential/Commercial
- East - Weston Road, Block 33 –Medium Density Residential/Commercial, Vellore District Centre
- West - Pine Valley Drive, Valley lands, existing estate residential development (Millwood Parkway)

The lands within Block 40 are designated "Medium Density Residential", "Low Density Residential", "Valley Lands", "Tableland Woodlot", "District Park", "Neighbourhood Park", "Secondary School", "Elementary School", "Neighbourhood Commercial" and "Stormwater Management Pond", by OPA No. 600. The lands also form part of Vellore Urban Village 1. The lands are zoned A Agricultural, OS1 Open Space Conservation Zone, OS4 Tableland Woodlot, and RR Rural Residential.

6) Land Ownership

There are a total of 21 landowners within the Block 40 South Planning Area; of these, 14 are participating landowners in the preparation of the Block Plan. These 14 land owners own approximately 88% (170ha) of the 195 ha of the Block 40 South Planning Area.

7) Non-Participating Land Owners

Within the Block there are seven non-participating land owners. In many cases non participating land owners' properties will be the location of key infrastructure links and land for public purposes. The location of items such as schools, district parks and the extension of Fossil Hill Road on non-participating landowners lands within the Block 40 South Planning Area may impact the phasing and final functionality of the Block Plan. In order to minimize this impact, it will be necessary to ensure that all land owners are "participating" or that suitable plans for the implementation of the Block Plan are in place that consider the non-participating land owners and the impact their lands have on the final implementation of the Block Plan.

Block Plan Proposal

The Block Plan for Block 40 South proposes a development that contains:

- a) Approximately 1950 dwelling units, consisting of approximately 1432 low density units (73%) and approximately 518 (27%) medium density units. The forecast population for the Block 40 South Planning Area is 6435.
- b) A neighbourhood commercial site on Major Mackenzie Drive.
- c) A local commercial site on Weston Road.
- d) Three elementary schools and a secondary school.
- e) Two neighbourhood parks, a district park, and a linear park. (8.7% of land area)
- f) Two tableland woodlots with a combined area of approximately 10 ha.
- g) Northwest quadrant of the Vellore Village District Centre.
- h) Three areas identified for storm water management ponds.

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

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Table 1: Land Use Breakdown, Block 40 South Planning Area

Land Use	Area	Percentage of Land Use
District Centre	9.50	4.85%
Estate Residential	1.25	0.64%
Woodlot	9.96	5.09%
Valleyland	4.35	2.22%
Neighbourhood Commercial	2.37	1.21%
Local Commercial	0.78	0.40%
District Park	7.31	3.74%
Neighbourhood Park	8.17	4.17%
Linear Park	1.61	0.82%
Village Square	0.87	0.44%
Buffer	1.14	0.58%
Storm Water Management	11.53	5.89%
Elementary School	7.26	3.71%
Secondary School	6.47	3.31%
Low Density Residential	71.62	36.63%
Medium Density Residential	13.26	6.78%
Roads	38.37	19.61%
Total Area	195.71	100.00%

Value exceeds 100% due to rounding

The current Block Plan is dated March 21, 2006 and reflects revisions and responses to comments received from various City Departments and external commenting agencies. The Block 40 South Submission includes the Block Plan and the following supporting documentation:

1. Block Plan Report – December 2003 – KLM Planning Partners Inc.
2. Draft Environmental Conditions Report for MESP – Environmental Impact Study for Block 40 – December 2003 – Azimuth Environmental Consulting Inc.
3. Geotechnical Investigation Block 40 City of Vaughan – December 2003 – Geospec Engineering Ltd.
4. Surface Water Resource Report – September 2005 – Schaeffer and Associates Ltd.
5. Municipal Servicing Report – September 2005 – Schaeffer and Associates Ltd.
6. Transportation Study – December 2003 - Paul Hill Consulting
7. Noise Impact Study – December 2003 – Valcoustics
8. Environmental Impact Study - Azimuth Environmental Consulting Inc.
9. Block 40 Urban Design Guidelines – March 2004 – Terraplan Landscape Architects
10. Delineation of the Boundary of the Central tableland Woodlot, Block 40(South) – September 2005 – Dillon Consulting
11. Block 40, Millwood Valley Developments- Woodlot Vegetation Assessment Plan – March 2005 – Aboud and Associates

In addition to the initial submission of items listed above, the applicant prepared and submitted revisions and additional information for most items requested. Based on comments received and accepted practices for processing Block Plans, it was determined that other requested items could be submitted as part of the zoning and subdivision process.

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Analysis

Public Hearing Report – Resolution of Outstanding Issues

A preliminary report identifying outstanding issues and to seek public input was presented at the May 2, 2005 Committee of the Whole Meeting. This report identified items that required specific attention from the applicants. The applicants have submitted additional information in response to the items presented in the Public Hearing Report and comments received from various City Departments and external agencies.

In response to the items presented in the Public Hearing Report, Staff and the applicants reviewed and addressed the following issues such that they do not require additional information to be provided prior to the approval of the submitted Block Plan for Block 40 South:

- a) alignment of Fossil Hill Road between Block 39 and Block 40 South should match;
- b) location of the Neighbourhood Commercial use on Weston Road and its compliance with the policies within OPA No. 600;
- c) interpretation of the limit of the Estate Residential designation south of Greenbrooke Drive along Weston Road;
- d) the acceptance of the secondary school site by the York Region District School Board;
- e) a site of a suitable configuration, size and location be identified for the York Catholic District School Board to provide one elementary school; and
- e) deletion of Millwood Parkway Connection.

Issues Remaining to be Resolved and Recommended Conditions of Approval

Since the Public Hearing of May 2, 2005, additional work and studies have been submitted by the applicant. The following provides a summary of the current status of the identified issues still to be addressed. Those that remain outstanding have been addressed as a condition of approval, as noted in this report's Recommendations. Where additional study is required to fulfill any recommendation contained, any recommendations contained within the required study may be addressed through additional conditions of this approval. Where the additional study has an impact on other conditions, the revision of existing conditions and / or the addition of new conditions may occur to reflect the findings of the required study.

1) Land Use Plan

OPA No. 600, Schedule B (Attachment 2) illustrates the planned development for the Vellore community, including Block 40. The land use pattern within the communities established by OPA No. 600 typically includes the following features:

- a) A centrally located District Centre functioning as the focus of the highest density and concentration of residential and commercial development;
- b) Medium density residential/commercial designations lining major arterial roads to support and encourage public transit ridership;
- c) Low density designations inside each block;
- d) Schools and parks spatially distributed to be conveniently accessible to their catchment areas;
- e) Natural features (valleylands, tableland woodlots) designated for protection;
- f) A grid street network including multiple primary roads east-west and north-south within each block to facilitate traffic circulation and reduce the reliance of local traffic on the arterial network.

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The submitted Block 40 South Plan generally conforms with the land use designations of OPA No. 600 Schedule B (Attachment 2). Some minor adjustments have been made to the locations of schools, parks and commercial sites. Also, the defined limits of the Vellore District Centre were modified by OPA No. 650. However, the proposed land use pattern is largely reflective of the OPA No. 600 secondary plan.

a) Residential Uses

i) Densities

OPA No. 600 includes density policies to ensure that development makes efficient use of land, and establishes sufficient density in appropriate locations to support public transit. OPA No. 600 requires that new community areas achieve an overall net density of 16 – 18 units per hectare in the residential areas. The land use scheme presented is in keeping with the intent of OPA No. 600 with respect to the net density of 16-18 units in residential areas.

ii) Unit Types

OPA No. 600 proposes a ratio of low to medium density units of 60% low density, 40% medium density. The applicant proposes a split of approximately 70% low density, 30% medium density. Due to the configuration of the Block and the developable area of the Block, this reduced ratio of low density to medium density units is acceptable.

b) Commercial Uses

The Block Plan proposes to locate a Neighbourhood Commercial site on Major Mackenzie Drive within the Medium Density Residential/Commercial designation and a Local Convenience Commercial site on Weston Road. The location of the Local Commercial site was identified as an issue in the Public Hearing report. Upon further consideration, it has been determined that no amendment to the Official Plan is required for this site. The location of the Neighbourhood Commercial site complies with the intent of OPA No. 600.

c) Schools

With respect to the location of school sites, the proposed locations, while differing from the locations proposed in OPA No. 600, are located in a similar manner that maximizes connectivity between schools and adjacent parks providing convenient access to the surrounding community.

The York Catholic District School Board has requested that school sites of a suitable configuration, size and location be available to the School Board as per existing policies and procedures. As some of the lands proposed to be provided for schools are owned by non-participating land owners, a condition of Block Plan approval has been included, requiring that the location of all schools be determined and provided.

Similarly, the York Region District School Board has requested that the location and design of an elementary school be approved by the Board prior to the approval of any plan of subdivision or approval of site plan within Phase 1 of Block 40 South. The proposed site is located on a non-participating land owner's property. It is clear from this request that the School Board's concerns should be addressed early in the approval process. Therefore, the Block 40 South landowners group should be required to show how their planned phasing of development will address this request. Therefore, a condition of Block Plan approval has been included requiring that, prior to the approval of any plan of subdivision or amendment to the Zoning By-law, the school site be identified to the satisfaction of the School Board.

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d) Parks

The location and size of parks generally complies with the locations and configuration as envisioned in OPA No. 600. In addition to the network of neighbourhood and district parks within the Block 40 South Planning area, the applicant also intends to create a linear park system utilizing existing hedgerows and other natural features.

The proposed park area conforms to the City's parkland dedication policy requirements. In some instances the park land dedication for the Block is located on property owned by non-participating landowners. A suitable agreement between the City and landowners group should be in place to ensure that the identified lands are transferred to the City. This can be done during the subdivision approval process.

The York Region Catholic School Board has requested that a connection from the school site to the linear park be included in the design of the Neighbourhood Park, located to the north of their proposed site. This item is not required to be included as either a condition of Block Plan approval nor draft plan of subdivision approval, but should be considered during the design process of the park and abutting sites.

2) Transportation

The proposed transportation network consists of two north/south and two east/west primary roads and series of connecting local roads. OPA No. 600 provides for a third north/south road be included in the development of the Block Plan Area. The deletion of this road, Millwood Parkway extension, was commented on at the public hearing by the Weston Downs Rate Payers Association and within the Public Hearing Report by City Staff. The Weston Downs Ratepayers Association supports the removal of the Millwood Parkway extension, and staff can support their position.

However, there are still outstanding items which will need to be addressed to the satisfaction of the City's Engineering Department as a condition of Block Plan approval.

In addition to the items presented in the Public Hearing, the City's Engineering Department has indicated that, in order to facilitate the development of Block 40 South, Regional infrastructure/transportation improvements, including the reconstruction and widening of Major Mackenzie Drive, will be required. The City's Engineering Department is satisfied that these improvements may be addressed through a suitable condition of approval.

The York Catholic District School Board has also expressed concern with respect to the location of their school site and the lack of specific descriptions of the proposed traffic calming and traffic control. These items also have yet to be addressed by the applicant.

Finally, the City's Engineering Department has requested that preliminary grading information be submitted to demonstrate acceptable grades of roads and lots. This condition will need to be addressed in a comprehensive manner that includes all lands within the Block 40 South Planning Area. As this item is comprehensive in nature, it has been included as a condition of Block Plan approval.

3) Woodlots

OPA No. 600 provides a framework for the identification and preservation of Terrestrial (Woodland) resources. Within the Block 40 South Planning Area there are two areas of significance, a tableland woodlot located in the center of the lands and a second woodlot associated with the valley edge to the west.

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The woodlot located at the western edge of the Block 40 South Planning Area adjacent to the valley has been reviewed by Urban Design staff of Development Planning, and by the TRCA, who generally concur with the findings of the landowners' "Woodlot Vegetation Plan". Based on their review of the report and site conditions an "Edge Management Plan" has been requested for the portions of the block where development interfaces with valleylands and environmental features, prior to subdivision approval. The "Edge Management Plan" shall be based on a Terms of Reference prepared in coordination with and to the satisfaction of the TRCA.

In addition to the general comments and recommended conditions the TRCA has identified various features worthy of preservation and protection. The TRCA has specifically requested that the existing natural features for the entire main valley system on the west side of the Block be staked and have a ten metre buffer applied in order to protect the integrity of the valley system.

4) Master Environmental Servicing Plan (MESP)

Based on issues identified through the Public Hearing and circulation process the MESP has been revised. However, there are outstanding items, which include reports addressing concerns related to:

- a) Stormwater management;
- b) Hydrogeology;
- c) Servicing;
- d) Coordination with Block 40 North and Block 47
- e) Development and Infrastructure Phasing Plan;
- f) Soil analysis;
- g) Environmental Noise Analysis; and
- h) Terrestrial resources.

Some of the outstanding items shall be addressed through conditions of Block Plan approval while others will form conditions of subdivision approval. As the contents of the MESP should be reviewed holistically, revisions may have an impact on other items within the MESP. Therefore, the TRCA has requested that upon completion of the outstanding items the MESP be resubmitted for their review and approval.

a) Stormwater Management

As part of their review, the TRCA provided a detailed list of concerns and items that should be addressed as conditions that relate to the design and location of stormwater management ponds and other infrastructure. These concerns include preservation of identified valley features and the location, size, ownership, and design of the storm water management ponds. The applicant has indicated that, as the items requested are highly detailed in nature, they are unable to address the concerns raised by the TRCA until a later stage in the approval process. Conditions of Draft Plan of Subdivision approval have been identified to ensure these issues are properly addressed.

In addition to the location and Engineering work required for a storm water management pond, the City also requires that the design of these facilities be incorporated into the Urban Design Guidelines and Streetscape Masterplan.

b) Hydrogeology

A comprehensive water budget analysis and a hydrogeologic study are required. These items have not been submitted. As these items are of Block wide concern, these reports will need to be comprehensive in nature and assess the entire Block. Therefore, they are required as a condition

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of Block Plan approval. Specific items presented by the TRCA to be included in this review include post development hydrologic modeling and the preparation of a monitoring plan. The TRCA has requested that the Terms of Reference for the monitoring plan be established with their input and to their satisfaction. This monitoring plan should be coordinated with the adjacent active Block Plans on Purpleville Creek (in Block 40 North and Block 47) and consider items such as groundwater elevations, fluviogeology stations on Purpleville Creek, and flow monitoring on Marigold Creek.

c) Servicing

A large portion of the Block 40 South Planning Area either abuts or contains valleylands and associated features. The long term preservation and conservation of these features is of interest to the TRCA. The TRCA has requested, that as a condition of Block Plan approval and prior to agreement to any servicing in the valley, a comprehensive sanitary and water servicing plan be prepared in consultation with and to the satisfaction of the TRCA. As the requested action consists of design engineering, it is reasonable to defer the detailed engineering and designs of this requirement to the land development application stage of the development process while requiring a general servicing plan as a condition of Block Plan approval.

Block 40 South is primarily a greenfield development. However there are two existing estate residential developments that abut the subject lands. These estate residential developments are currently serviced through onsite wells and septic systems. As these areas age, the septic systems and wells will require maintenance and replacement. It may be advisable that these neighbourhoods be connected to municipal services in the future. The Engineering Department has requested that, in order to address this potential situation, additional information be provided demonstrating how the Greenbrooke Estates and Millwood Parkway Estates developments within Block 40 South can be serviced in the future, including water supply, sanitary sewers and stormwater management. A future water distribution system for these existing areas must be identified such that all City criteria may be achieved. The applicant has indicated that the proposed servicing plan allows for a future connection from the Greenbrooke Estates neighbourhood. The applicant has suggested that due to topography and location, the Millwood Parkway Estates neighbourhood will be better serviced from Block 39.

d) Coordination with Block 40 North and Block 47

In addition to general concerns related to the preservation of valleylands and the impact the installation of services may have on them, the TRCA has expressed specific concerns related to the location of the proposed sanitary pumping station and the required servicing-related valley crossings. The TRCA has requested that the location of these items be approved by TRCA and coordinated with the Block 40 North/47 MESP as prepared by EMC Group Limited dated January 2003.

e) Development and Infrastructure Phasing Plan

The development of Block 40 South will require the extension and connection to existing municipal and regional services and infrastructure. The City's Engineering Department has requested that timing of the required work be coordinated to their satisfaction. These items should be included in the requested Phasing Plan.

f) Soil Analysis

Portions of the lands within Block 40 South have been identified as being potential locations of historic fill. Specifically, lands along the south west portion of the valley system have been identified. In order to assess the identified lands, it is necessary that additional study take place and that the study be reviewed by the TRCA. Due to the location of the identified site and the

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proposed phasing, it is reasonable to include this request as a condition of approval prior to land division within that area.

The applicant has not submitted the required erosion study. One is required and will need to be reviewed by the TRCA prior to the approval of draft plan of subdivisions.

As per the City's Policy and Procedure for Dealing with Contaminated or Potentially Contaminated Sites, Phase I Environmental Site Assessments and if necessary, Phase II assessments for properties are normally submitted as part of the MESP Block Plan submission. This is a standard requirement for all Block Plans but may be deferred until the plan of subdivision stage of the development approval process.

Both the TRCA and City's Engineering Department have provided comments requesting that additional work be undertaken to complete the MESP. As a condition of approval of the Block Plan and prior to the approval of any amendments to the Zoning By-law or land division it is suggested that as a condition of Block Plan approval the MESP be completed, addressing outstanding concerns, subject to TRCA and City review and approval.

g) Environmental Noise Analysis

The City's Engineering Department has reviewed the applicants' Environmental Noise Analysis and has identified areas of concern and incomplete information. As the submitted report is incomplete, the required items have been addressed as a condition of Block Plan approval.

h) Terrestrial Resources

A Terrestrial Resources technical report was submitted as part of the MESP. This report identifies and discusses the importance of the Block's valleylands, hedgerows and woodlots. In order to preserve and enhance these features additional work is required. As these features are spread throughout the Block and form an ecosystem, they should be managed holistically, therefore any required report or work that is required for these items should be provided prior to the approval of any draft plans of subdivision and therefore the required technical work forms a condition of Block Plan approval.

5) Heritage/Archaeological Resources

The initial comments from the City's Cultural Services Department indicated that there are two buildings of interest on the subject lands. Upon further consultation with Cultural Services and review of the "Listing of Buildings of Architectural and Historical Value (October 2005)" it has been determined that only the building located at 3930 Major Mackenzie Drive deserves specific attention. This building is currently on property owned by a non-participating land owner and is within the proposed road right-of-way of the Fossil Hill Extension. The participating land owners have indicated an openness to work with the City to relocate the building onto another location within the Block. As this building has been moved in the past, this is a satisfactory solution for preserving the building. Additional discussion and work will be required by both the applicant and the City before this solution can be completed. It is an acceptable solution to require as a condition of Block Plan approval that the applicant work with City staff to review all reasonable solutions for preserving this structure.

Other comments received from Cultural Services relate to the completeness of background studies and inventory of existing resources. These requirements are addressed as conditions of Block Plan approval, with recognition that the findings may require amendments to the conditions of approval and may possibly have an impact upon the design of the Block Plan.

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Cultural Services noted that an Archaeological Assessment is also required as part of the Block Plan approval process. This is a standard condition that may be deferred and addressed during the subdivision approval process.

6) Urban Design Guidelines / Landscape Master Plan

The Urban Design Guidelines and Landscaper Masterplan for the Block 40 South Planning Area have been submitted and reviewed by the Urban Design Section of the Development Planning Department. These comments have been provided to the applicant in order that the appropriate revisions can be made. As the concerns related to the original submission are being addressed, the City requires as a condition of Block Plan approval that the Design Guidelines be revised prior to the approval of any draft plans of subdivision or site plan control agreements.

7) Development Phasing

Under the policies of OPA NO. 600, a phasing plan is a standard requirement of a Block Plan as it establishes the logical sequence of construction of major infrastructure, including roads, sewers, water lines, storm ponds, parks and schools, as well as the basis on which private development will be proceeding within the block. Block 40, including its portion of the Vellore District Centre, will ultimately include approximately 3000 housing units and more than 9000 residents.

The City's Engineering Department has requested that a "Development and Infrastructure Phasing Plan" be provided and approved in order to ensure orderly development and the inclusion of lands owned by non-participating landowners. The rationale for this requirement is that key pieces of infrastructure, including roads and schools are shown to be located on non-participating land owner's properties, and there are a number of incomplete reports and conditions associated with the approval of this Block Plan. In order to ascertain the impact of these non-participating lands on the development, greater certainty is required respecting the timing of their inclusion in the Block 40 South development. The provision of services will have an impact upon the timing of development of these lands. Therefore, a condition of Block Plan approval has been included, which must be addressed to the Engineering Department's satisfaction, prior to the approval of any plans of subdivision within the Block 40 South Planning area.

Relationship to Vaughan Vision

The recommendations in this report are consistent with Vaughan Vision 2007. Specifically, as proposed the Block 40 South Planning Area Block Plan provides for a development pattern that considers environmental features and protects them, implements the proposed Pedestrian and Bicycle Master Plan through the provision of linear parks and greenways and creates a transportation network that is generally efficient and promotes the use of transit.

Conclusion

Staff supports approval of the Block 40 South plan, subject to the land owners group addressing the conditions described in the "Recommendations" section of this report. The Block Plan was reviewed in accordance with the Development Process/Block Plan policies of OPA No. 600.

Issues have been identified that allow the Block Plan to be approved conditionally provided that the identified items are resolved to the satisfaction of the commenting agency and/or City of Vaughan, prior to the City processing applications for draft plan, and zoning approval. This report includes conditions that are to be addressed as part of the zoning and subdivision approval process.

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Attachments

1. Location
2. Proposed Block Plan
3. OPA No. 600 – Schedule "B" Vellore Urban Village

Report Prepared by:

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009

Item 13, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**13 BLOCK 40 SOUTH TRANSPORTATION MANAGEMENT / SIDEWALK MASTER PLAN
WARD 1**

The Committee of the Whole recommends that this matter be referred to staff for a further report.

Recommendation

The Commissioner of Engineering and Public Works recommends that the Block 40 South Transportation Management / Sidewalk Master Plan prepared by Sernas Transtech be approved subject to detailed design.

Economic Impact

There is no economic impact associated with this report.

Communications Plan

Not applicable.

Purpose

The purpose of this report is to provide Council with an overview of the proposed traffic calming measures and sidewalk locations within the Block 40 South.

Background - Analysis and Options

At its meeting of April 24, 2006, Council approved the Block Plan for Block 40 South subject to number of conditions which were to be addressed in conjunction with the approval of the draft plans of subdivision including:

"That a Transportation Management Plan be prepared to the satisfaction of the Engineering Department.

That detailed traffic calming and control analysis be completed for the primary roads abutting school sites. This analysis and study should examine the feasibility of lay-bys and other solutions to provide safe access to the school sites."

In response to the above Council direction, Block 40 South traffic consultant (Sernas Transtech) prepared a comprehensive transportation management and sidewalk plan in consultation with Development / Transportation Engineering and Engineering Services Departments.

It is important to note that specific traffic calming measures are influenced by local conditions and every newly-constructed subdivision is different. These community differences make it difficult to establish specific traffic calming requirements for all new developments. The purpose of traffic calming in new developments is to preserve streets to their intended function. It should also be recognized that the benefits of traffic calming in new developments are hard to qualify and technically justify even though measures may be desirable to implement.

Proposed Traffic Calming Measures

Based on a thorough review of the proposed road network in the Block 40 South plan, the traffic consultant identified potential areas of concern with respect to pedestrian safety, assessed

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various traffic calming features that might address the potential areas of concern, and recommended measures that present the "best fit" for the affected areas. The consultant used the "Canadian Guide to Neighbourhood Traffic Calming" published by the Transportation Association of Canada (TAC) and the Canadian Institute of Transportation Engineers (ITE) as the primary guide for reviewing and selecting the most appropriate traffic calming measures. Also, specific City of Vaughan design standards were used to guide the consultant's recommendations.

The resultant Block 40 South Transportation Management / Sidewalk Master Plan is illustrated on Attachment No. 1 to this report and a brief description and location for each proposed traffic calming measure is provided below.

Curb Extensions

A curb extension is a horizontal intrusion of the curb into the roadway resulting in a narrower section of roadway. The purpose of a curb extension is to reduce vehicle speeds, reduce crossing distance for pedestrians (if applicable), increase pedestrian visibility (if applicable), and prevent parking close to an intersection.

Within the Block 40 South, curb extensions are proposed at the following locations:

- both sides of Stanton Avenue east of Trammel Drive
- both sides of Stanton Avenue east of Ironside Drive
- north side of Stanton Avenue, between Revere Crescent
- both sides of Street '4', north of Street '20' (along Linear Park frontage)
- west side of Street '4', between Street '19' and Street '20'
- east side of Lawford Road, north of District Centre
- north side of Chatfield Drive, between Street '13' and Headwind Blvd.
- north side Hansard Drive, between Street '43' and Street '42'
- east side of Hansard Drive approximately mid-block between north and south Hansard Drive
- both sides of Greenbrooke Drive, Headwind Blvd. and Ironside Drive along Linear Park frontage
- at the intersection of Street '15' and Headwind Blvd.
- at the intersection of Street '15' and Ironside Drive
- at the intersection of Trammel Drive and Hansard Drive
- at the intersection of Trammel Drive and Lindbergh Drive
- at the intersection of Street '19' and Street '20'

Raised and Mountable Median Island

A raised median island is an elevated median constructed along a centreline of a two-way roadway, narrowing the width of the travel lane in each direction. A mountable centre median has the same purpose and intent as a raised median island; to reduce vehicle speeds. The difference between the two features is that the elevation of a raised median island is sufficiently low so that passenger vehicles can cross over them easily and they do not restrict access to driveways.

Within the Block 40 South, raised and mountable medians are proposed at the following locations:

- on Stanton Avenue at Weston Road (raised median followed by mountable)
- on Stanton Avenue at Templewood Crescent / Lawford Road intersection (east side of intersection mountable median, west side raised median)
- on Street '4' at Chatfield Drive (raised medians)
- on Chatfield Drive at Weston Road (raised median followed by mountable)
- on Chatfield Drive at Sedgewick Place and Dundonnell Place (raised medians)

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Lay-by Lanes

With lay-by parking, vehicles are permitted to park on the residential streets parallel to the curb, thereby reducing the width of the roadway available for vehicle travel. The effects of permitting lay-by parking are reductions in vehicle speeds and possible reduction in short-cutting or through traffic. The provision of lay-by lanes near schools and parks also minimizes illegal standing or parking.

For Block 40 South there are two lay-by types envisioned. The first one is as per City of Vaughan standard with physically separated parking area (with depressed curb) from travel portion of a roadway. The second version envisions a reduced overall roadway pavement width of 11.5 metres with pavement markings delineating the parking lay-by. In addition to pavement markings, curb extensions will be provided on both sides of the lay-by parking further separating parking area from the travel lanes. The width for parking is 2.5 metres for both versions.

It should be noted that based on the specifications derived from the "Canadian Guide to Neighbourhood Traffic Calming" the lay-by parking throughout Block 40 South does not completely satisfy the definitions for traffic calming measures because the proposed roadway pavement widths exceed the preferred roadway width of 10 metres. For this reason, in order to enhance the effectiveness of the lay-by parking as a traffic calming measure the consultant has also proposed a number of other traffic calming measures along the roadways proposed for lay-by parking.

A minimum distance of the parking lay-bys from intersections is 5 metres (be they physically separated from the travel lanes or identified with only pavement markings).

Within the Block 40 South, lay-by parking is proposed at the following locations:

- west side of Lawford Avenue from Stanton Avenue to Gorman Avenue (disconnected only at intersections), identified with pavement markings
- west side of Lawford Avenue along District Park and Secondary School frontage, physically separated from the travel lanes
- west side of Street '4' along elementary school frontage (disconnected only at intersections), identified with pavement markings
- south side of Chatfield Drive along District Park frontage, physically separated from the travel lanes
- south side of Chatfield Drive along storm water management pond frontage, identified with pavement markings

The effectiveness of lay-by parking can be increased when used in combination with curb extensions as proposed for Block 40 South.

Textured Crosswalks

A textured crosswalk is a crosswalk incorporating a textured and/or pattern surface, which contrast with the adjacent roadway. The purpose of the textured crosswalk is to better define the crossing location for pedestrians and to reduce vehicle-pedestrian conflicts.

Within the Block 40 South, textured crosswalks are proposed at the following locations:

- on Stanton Avenue at Weston Road
- on Chatfield Drive at Weston Road
- on Lawford Road at Major Mackenzie Drive
- on Street '4' at Major Mackenzie Drive
- at the intersection of Stanton Avenue and Templewood Crescent/Lawford Road
- at the intersection of Stanton Avenue and Street '4'

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- at the intersection of Street '4' and Chatfield Drive
- at the intersection of Chatfield Drive and Sedgewick Place/Dundonnell Place
- on all linear park crossings on Greenbrooke Drive, Street'4', Headwind Blvd and Ironside Drive
- on Lawford Road near Hansard Drive
- on Lawford Road near Gorman Avenue
- on Street 'B' at Street '4'
- on Street '4' at street 'B'

Roundabout

A roundabout is a circular intersection where the entering traffic yields to the right-of-way to the circular traffic. There is raised island located in the centre, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island. Roundabout has also raised median islands on all approaches. They are distinguished from other circular intersection by yield on entry. Yielding takes place on all entries, so traffic is stored there rather than in the circle. Motorists are deflected around the central island, which slows traffic, promotes yielding, and increase safety. Roundabouts reduce vehicle speeds, delays, crash frequency and severity, and improve aesthetics.

The proposed roundabout at Chatfield Drive and Lawford Road in Block 40 South is consistent with the modified City of Vaughan roundabout design which has been constructed at intersections in Blocks 11 and 18. The design has been modified to accommodate Fire and Rescue Services vehicles, snow ploughs and garbage truck manoeuvres. This proposed design has also been subject to an AutoTURN review to ensure it can accommodate larger emergency vehicles which also involved a number of meetings with Fire and Rescue Services staff, Development / Transportation Engineering staff and traffic consultant. Lastly, the design has been reviewed and approved by the Fire Rescue Services.

Proposed Signage

The following traffic advisory/control signage is identified on the Block 40 South Transportation Management / Sidewalk Master Plan:

Traffic Calming Neighbourhood Sign

The purpose of a Traffic Calming Neighbourhood sign is to advise motorist that traffic calming measures are in place within a neighbourhood, and through increased drive awareness, discourage cut-through traffic and speeding. Within the Block 40 South, traffic calming neighbourhood sign has been proposed on roadways entering Block 40 South from Major Mackenzie Drive and Weston Road.

Stop Signs

The purpose of a stop sign is to indicate to motorists that they must stop their vehicle completely, before entering an intersection, and not proceed until it is safe to do so. Stop signs are intended to regulate traffic and are not considered traffic calming measure as per the Ontario Traffic Manual. Unwarranted stop signs can lead to general disrespect of all stop signs, even those that are warranted and are in place for operational or safety reasons.

No Exit Sign

The purpose of a no Exit sign is to warn motorist at the entrance to a side road that the side road has no outlet. The sign is intended to divert through traffic and to prevent unnecessary and potentially back-tracking maneuvers.

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Yield Signs

The purpose of a Yield sign is to indicate that motorists must yield the right-of-way, stopping if necessary before entering the intersection, and must not proceed until it is safe to do so. They are intended to reduce conflicts.

Sidewalk Plan

The Block 40 South Transportation Management / Sidewalk Master Plan identifies the location of the proposed sidewalks in the community. The proposed network of sidewalks is consistent with the current Sidewalk Location Policy. Sidewalks have been provided on both sides of Stanton Avenue, Street '4', Lawford Road, Chatfield Drive and Dundonnell Place. Elsewhere, sidewalks are provided on one side of the road if there are between 40 and 100 units tributary to a pedestrian route and where pedestrian routes connect to local amenity areas such as parks, schools, transit routes, commercial areas, etc. Sidewalks are also provided throughout the linear park as they form part of the walkway system. This Block has more sidewalks than is typically found in a full block development because of the proposed district park, secondary school, linear park/trailway and surrounding open space lands.

Bike and Pedestrian Master Plan

The Block 40 Transportation Management / Sidewalk Master Plan identifies the proposed bike routes on Stanton Avenue, Street '4', and Lawford Road. These proposed bike routes are generally consistent with the approved Pedestrian and Bicycle Master Plan and are maintaining the original intent of the Plan. By incorporating signed bike routes on Block 40 South roadways it promotes the more efficient use of the transportation system and provides a greater balance in the travel modal-share by supporting alternative travel modes such as cycling.

School Zone Treatments

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

Potential Additional Traffic Calming Measures

Council, at its meeting of June 25, 2007, adopted the following recommendation of Item 4, Report No. 32, of the Committee of the Whole:

"That prior to the approval of any Plan of Subdivision, the Traffic Management Plan should be presented to Council for approval of all the proposed traffic calming measures for the subject Block/Draft Plan.

That prior to Assumption, if the implemented traffic calming measures as approved at the Block Draft Plan stage are not reliable and/or are ineffective as solution(s) for resident safety, then any additional constructed traffic calming measure will be the responsibility of the Developer."

The latter requirement will be included in each subdivision agreement in the Block.

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Relationship to Vaughan Vision 2020

This report is consistent with the Vaughan Vision 2020 strategic initiatives to enhance and ensure community safety, health and wellness. Accordingly, this report is consistent with the priorities previously set by Council.

Regional Implications

York Region Transit has approved the potential transit routes and bus stop locations as identified on the Block 40 South Transportation Management / Sidewalk Plan. The potential transit routes are located on Stanton Avenue and Street '4'.

Conclusion

The proposed Transportation Management / Sidewalk Plan for Block 40 South recommends the implementation of the combination of curb extensions, raised and mountable median islands, roundabout, textured crosswalks at mid-block and intersections and lay-by parking plus appropriate traffic calming, statutory and warning signage for traffic calming purposes. These measures are designed to reduce the negative effects of excessive traffic volume and speed within residential areas by attempting to alter driver behaviour and by improving conditions for pedestrians and other non-motorized travel.

The Transportation Management / Sidewalk Plan for Block 40 South accomplish these goals, while maintaining full accessibility for residents as well as for municipal services, transit, and emergency vehicles. The proposed measures in the Plan may need to be refined or modified during the design stage in order to accommodate engineering constraints and opportunities.

It is recommended that the proposed Block 40 South Transportation Management / Sidewalk Plan be approved.

Attachment

1. Block 40 South Transportation Management / Sidewalk Plan

Report prepared by:

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