

Committee of the Whole (Public Meeting) Report

DATE: Tuesday, May 7, 2024

WARD: 1

TITLE: FILE BL.27.2020

BLOCK 27 LANDOWNERS GROUP INC. BLOCK PLAN EAST OF JANE STREET, WEST OF KEELE STREET, SOUTH OF KIRBY ROAD AND NORTH OF TESTON ROAD

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: FOR INFORMATION

Purpose

To provide an overview and receive comments from the public and the Committee of the Whole related to Block Plan Application BL.27.2020 for the lands located within the Block 27 Secondary Plan Area.

Report Highlights

- To provide a summary of the proposed Block Plan Application and the evolving policy context applicable to this area
- To provide a summary of the City Department and Agency comments received to date and key areas identified for further review
- All issues and matters identified through the review of the Block Plan Application, together with comments expressed by the public and Committee of the Whole at the Public Meeting, will be addressed in a technical report and considered at a future Committee of the Whole Meeting.

Recommendations

1. THAT the Public Meeting report for Block Plan File BL.27.2020 (Block 27 Landowners Group Inc.) BE RECEIVED, and that any issues identified be addressed in a technical report to the Committee of the Whole, prepared by the Policy Planning and Special Programs Department.

Background

Block 27 (the 'Subject Lands'), is located east of Jane Street, west of Keele Street, north of Teston Road and south of Kirby Road. The Subject Lands are municipally described as: 2700, 2270, 2588, 2546 and 2440 Teston Road, 10971, 10977, 10995 and 11273 Jane Street, 11390, 11391, 11244, 10960 and 11140 Keele Street, which is legally described as Part of Lots 26 – 30, Concession 4, City of Vaughan.

The Subject Lands have an area of approximately 399.7297 hectares ('ha') and contain approximately 287.9579 ha of net developable area, which includes both participating and non-participating lands and are located within the Block 27 Secondary Plan ('SP') area (OPA #33). Currently, Block 27 is characterized by rural land uses including active agricultural land and natural features such as woodlands, Provincially Significant Wetlands, evaluated wetlands, valley lands and watercourses associated with the West Don River, the latter of which is located within the Greenbelt Plan and regulated by the Toronto and Region Conservation Authority ('TRCA').

The Subject Lands also contain the Barrie GO Rail Line managed by Metrolinx, which operates north and southbound GO Transit services on this corridor. A buried natural gas pipeline, the TransCanada Pipeline ('TCPL'), crosses the northern area of the block in an east to west orientation. An existing residential area known as the Hamlet of Teston is located in the southwest quadrant of the Block and other individual residential uses and places of worship are located on parcels that front the Regional roads bordering the Block. The Block and surrounding land uses are shown on Attachment 1 and the ownership map displaying both participating and non-participating lands is shown on Attachment 4.

Block Plans are a comprehensive, non-statutory planning process.

The Block Plan ('BP') Application process is a non-statutory requirement of the Vaughan Official Plan 2010 ('VOP 2010'). BPs are a planning tool used to ensure all physical, environmental, social and economic aspects of development are identified and precisely delineated within the plan area as envisioned through the SP. The Block Plan serves as a comprehensive blueprint for future individual draft plans of subdivision and related development applications. A BP submission is a requirement of the SP, as informed by the BP policies of the VOP 2010, Policies 10.1.1.14 to 10.1.1.26. A complete list of materials submitted with the BP Application are shown on Attachment 5.

Policy 9.1.2.a) of the SP requires that a BP be completed for the Subject Lands and requires the submission of a specific set of studies including: a parking strategy for the Kirby GO – Transit Hub Centre ('THC') which will address reduced surface parking provisions, on-street parking, parking standards including maximum parking standards, public parking and other alternative parking arrangements. The BP shall also include an Agricultural Impact Assessment which will address the interface between development and agricultural lands, required buffers, conversion from agricultural uses to residential and compatibility; and a Multi-Use Recreational Trails Master Plan showing feasible trail alignments. A detailed phasing plan is also required to be developed through the BP process in accordance with Policy 9.4.1 of the SP.

A major component of the BP Application process is the preparation of a Master Environment and Servicing Plan ('MESP'). Guidance for the MESP can be found in Policy 3.9.3 of the VOP 2010. The MESP examines environmental resources against environmental policies of the VOP 2010 and align new development, infrastructure and municipal service provision with the protection and enhancement of natural heritage features and related ecosystem functions.

The Block Plan application was submitted by the Block 27 Landowners Group.

The BP application, File BL.27.2020, was received by the Policy Planning and Special Programs ('PPSP') Department on October 20, 2022. The BP application was submitted to the City by participating landowners who are collectively known as the Block 27 Landowners Group Inc. ('the Applicant'). A complete submission of the BP application was submitted on January 26, 2024. Prior to the submission, the Applicant worked with City staff and external agencies to develop the Terms of Reference for the BP which informed the various studies that were undertaken through the BP process. A summary of the participating and non-participating landowners and corresponding land area is shown on Attachment 6.

The Block 27 Secondary Plan provides the basis for development within Block 27.

The Block 27 SP was adopted by Vaughan Council on September 27, 2018, and approved by the Region on May 27, 2019. The SP establishes the land use planning and urban design policy framework that guides development for the Subject Lands. The SP sets the vision for a complete community that is compact, vibrant, inclusive, healthy, sustainable and diverse. The SP enables this by permitting a mix of uses, including residential, commercial and retail; a variety of built forms; as well as institutional and community uses focused within a centrally located community hub. The SP also establishes the framework for an interconnected system of parks, roads, sidewalks, and trails, as shown on Attachment 3.

The SP seeks the preservation, restoration and enhancement of the natural heritage network which includes, but is not limited to, wetlands, woodlands, permanent or intermittent streams, valley and stream corridors, amphibian habitat, and significant wildlife habitats located within and outside the Greenbelt Plan Area. The SP also seeks the protection of lands for a "Proposed GO Station" otherwise known as the "Kirby GO Station", which is planned for the northeastern portion of the Block within the "Transit Hub" land use designation, as shown on Attachment 3.

The Land Use Plan (Schedule B) of the Block 27 SP establishes a community structure focused on two primary character areas. The Neighbourhoods area comprises the majority of the Block and is primarily designated "Low-Rise Residential", "Low-Rise Mixed-Use" and "Natural Areas". The residential areas permit a range of ground-oriented building types including single detached and semi-detached houses as well as townhouses reaching a maximum building height of three (3) storeys, with provision for a four-storey maximum building height in specific areas. Focused on Regional Roads

and Collector Streets, the “Low-Rise Mixed-Use” designation permits a mix of uses in accordance with Policy 9.2.2.2.b) of the VOP 2010 within low-rise buildings, as well as townhouses (including back-to-back and stacked townhouses) with a minimum building height requirement of two (2) storeys and a maximum building height of five (5) storeys and a maximum density of 1.5 FSI. Additional building heights and densities are provided for in the “Low-Rise Mixed-Use” designation at the intersection of Regional Roads and Major Collector Streets.

Located in the northeastern quadrant of the SP, the Kirby GO – Transit Hub Centre is the focus of higher density development, anchored by the proposed Kirby GO Station and Community Hub. The “Mid-Rise Residential” land use designation permits mid-rise buildings with a maximum building height of eight (8) storeys and a maximum density of 3.0 FSI, and within 500 metres of the proposed GO Station, a maximum building height of twelve (12) storeys and a maximum density of 4.0 FSI. The “Mid-Rise Mixed-Use” land use designation permits mid-rise buildings with a minimum building height of four (4) storeys and a maximum building height of twelve (12) storeys and a maximum density of 4.0 FSI.

As identified in the SP, a graduated approach to minimum density targets establishes the basis for the Community Structure. The permitted land uses and building types identified above are intended to ensure subsequent development applications achieve the minimum density targets assigned to specific areas as well as the overall Plan. Policy 3.1.2 of the SP states (in part) that “the City shall seek to meet an overall minimum density of 70 people and jobs combined per hectare by 2031 for Block 27 and a minimum density target of 100 people and jobs combined per hectare for the Kirby GO – Transit Hub Centre, with a minimum density target of 150 people and jobs combined per hectare within 500 metres...of the Kirby GO station...”.

The Block 27 Collector Roads Municipal Class Environmental Assessment is supporting the development of the Block Plan.

The development of the BP is also guided by the Block 27 Collector Roads Municipal Class Environmental Assessment (‘MCEA’). Building on the recommendations of the North Vaughan and New Communities Transportation Master Plan (‘NVNCTMP’) prepared in parallel to the SP process, City staff in collaboration with the Applicant as co-proponents, have undertaken an MCEA to determine the preferred design of the collector road network in Block 27.

Phase 1 and 2 of the MCEA were completed through the NVNCTMP, whereas Phases 3 and 4 are ongoing as part of this Study. Phase 3 includes generating alternative designs for the preferred solution from the NVNCTMP, while Phase 4 entails the completion of an environmental study report which summarizes the existing conditions, future conditions analysis, alternative solutions and design, the preferred design solution, implementation and mitigation measures. The MCEA is required to be approved by the Development Engineering Department, prior to Council approval of the BP Application.

The BP depicts a road network as shown on Attachment 2 that includes arterial, collector and local roads to serve the new community. The Subject Lands will primarily be served by three (3) new east-west major collector streets and four (4) new north-south collector streets.

The Block Plan is guiding future development of a new community.

The BP as shown on Attachment 2, illustrates the proposed land uses for the Subject Lands. The following table provides a summary of those land uses with their associated statistics. Note that these land use calculations include both the participating and non-participating lands:

Table 1: Proposed Land Uses

Land Use Block	Area (ha)	Percent of Land Area
Low-Rise Residential	87.5776	21.9%
Low-Rise Mixed-Use	40.1387	10.04%
Mid-Rise Residential	27.0392	6.76%
Mid-Rise Mixed-Use	14.8333	3.71%
Schools	18.511	4.63%
Parks (outside Greenbelt)	10.7682	2.69%
SWM Facility (outside Greenbelt)	22.0854	5.53%
Parks (within Greenbelt)	1.4036	0.35%
SWM Facility (within Greenbelt)	5.65	1.41%
Private Open Space	2.048	0.51%
Natural Areas (Including Buffers)	81.3365	20.35%
Additional Natural Areas (Compensation)	2.7291	0.68%
Greenbelt Area	5.6546	1.41%
Roads	67.0044	16.76%
TCPL Easement (Infrastructure and Utilities)	8.2771	2.07%
Hamlet of Teston	4.673	1.17%
TOTAL LAND AREA	399.7297	100%

The BP as shown on Attachment 2, also illustrates the proposed location of public uses and community facilities, such as five (5) neighbourhood parks, two (2) public squares, one (1) secondary school, five (5) elementary schools, a GO Transit Station area and a Community Hub area which will include a community centre, library, two (2) elementary schools, and an Urban Park, in accordance with Policy 3.6 of the SP. The parks have been co-located with schools or SWM facilities and three (3) of the proposed parks are partially located within the Greenbelt Plan Area.

Based on the proposed development, the BP Application includes a range of population and job projections for specific areas of the Plan. In the Neighbourhoods area outside

the THC, the Applicant projects a total of 4,128 residential units, 12,454 people and 644 jobs. Inside the THC, the Applicant projects a total of 2,939 residential units, 6,815 people and 801 jobs, which exceeds the 100 people and jobs per ha density target for this area. With respect to areas located within 500 metres of the proposed station, the Applicant projects 2,712 people and 678 jobs (total of 3,389 people and jobs). This results in an overall total of 7,067 residential units and 20,713 people and jobs combined for the BP area. The proposed densities meet the minimum 70 people and jobs per ha density target, applied to the entirety of the SP area (Policy 3.1.2).

The BP Application includes a Housing Options Statement as required by the SP and developed in accordance with Policy 7.5.1.3 of the VOP 2010, and proposes the following mix of housing types as identified in Table 2:

Table 2: Proposed Building Typologies

Land Use Block	Number of Units	Percent of Building Stock
Single Detached (Fronting on a Public Road)	1041	15%
Semi-Detached	208	3%
Townhouse (Fronting on a Public Road)	2612	37%
Apartment Units	3206	45%
TOTAL	7,067	100%

More information regarding the proposed housing mix including building types, unit sizes, tenure and inclusion of affordable housing will be made available through subsequent Development Applications.

Public Notice was provided in accordance with Council's Notification Protocol.

a) Date the Notice of Public Meeting was circulated: April 12, 2024.

The Notice of Public Meeting was also posted on the City's website at www.vaughan.ca

b) Circulation Area: to all property owners within the Subject Lands, to all property owners within 200 m of the Subject Lands and extended polling areas as determined by City staff, to all property owners within the Mackenzie Ridge Ratepayers' Association, and to individuals who requested notice of this application with the Office of the City Clerk and Block 27 SP Study Contact List.

c) In addition to the regular circulation for the Notice of Public Meeting, City staff also sent letters to the First Nations communities.

Establishing and maintaining a mutually respectful relationship between the City and Indigenous communities is a foremost priority and is essential to advancing reconciliation. Recognizing the importance of meaningful collaboration, the City is

committed to actively engaging and consulting with First Nations communities, to the fullest extent possible. This collaborative effort signifies a shared commitment to fostering understanding, trust, and partnership between the City and First Nations, in our collective journey towards reconciliation.

The following First Nations partners have identified interest in obtaining more information about the BP: Beausoleil and Mississauga's of the Credit First Nations. City staff have either scheduled meetings or are in the process of scheduling meetings with these communities.

The following First Nations partners expressed interest in obtaining more information about archaeological work within the Block, as well as being involved with future archaeological investigations: Six Nations of the Grand River, the Huron-Wendat and Alderville. City staff will be working with these communities to ensure that all requested information is provided.

All written comments received will be forwarded to the Office of the City Clerk to be distributed to the Committee of the Whole as a Communication and be reviewed and addressed by the PPSP Department in a future technical report to the Committee of the Whole.

Previous Reports/Authority

The following are links to previous reports developed for the Subject Lands:

[North Vaughan and New Communities Transportation Master Plan \(NVNCTMP\)](#)

(Committee of the Whole, Item 17, Report No. 21, June 5, 2018)

[New Community Area Block 27 Secondary Plan Study](#)

(Public Hearing, Item 1, Report No. 11, March 6, 2018)

[New Community Area Block 27 Secondary Plan Study](#)

(Committee of the Whole, Item 33, Report No. 21, June 5, 2018)

Analysis and Options

Conformity to and Consistency with an evolving Provincial and Regional planning framework

Consistency with the Provincial Policy Statement 2020 ('PPS'), and conformity with provincial and regional plans, such as A Place to Grow, the Growth Plan for the Greater Golden Horseshoe, 2020 (the 'Growth Plan') and the Greenbelt Plan, 2017 and York Region Official Plan 2010 ('YROP 2010') is required for all land use planning decisions as per the *Planning Act*, and established in the SP. Significant legislative and policy changes have occurred since the approval of the SP by York Region Council. The following enacted and proposed amendments to land use planning related legislation and policy, impacts planning and development within Block 27:

More Homes Built Faster Act, 2022 (Bill 23)

The More Homes Built Faster Act, 2022 received Royal Assent on November 28, 2022. This Act amended the *Conservation Authorities Act*, by restricting the review of a *Planning Act* application by conservation authorities, to natural hazards.

In support of this Act, the Provincial government also amended the Ontario Wetland Evaluation System ('OWES') by modifying the criteria for evaluating wetlands within the Provincial wetland classification. These modifications provide for the re-evaluation and potential reclassification of wetlands including those that are identified as Provincially Significant Wetlands ('PSW'). These modifications potentially impact wetland areas and development limits in the Block as different classifications of wetlands have varied levels of policy protection and setback requirements as per the VOP 2010 (Ch. 3) and the Living City Policies provided by the TRCA.

The MESP identifies that the Applicant used the new criteria of the OWES to re-evaluate wetlands within the Block 27 Area, previously evaluated by the Ministry of Natural Resources and Forestry ('MNRF'). The Applicant proposes to maintain the PSW classification for some wetlands in the Block, however other identified wetlands have been re-evaluated and re-classified as non-PSWs. The Applicant proposes the removal of non-PSWs within the Block.

YROP 2022

In a Notice of Decision dated November 4, 2022, the Ministry of Municipal Affairs and Housing ('MMAH') approved the York Region Official Plan ('YROP 2022'), subject to modifications. Amongst these modifications was the removal of the Major Transit Station Area ('MTSA') designation that was assigned to the area immediately surrounding the proposed Kirby GO Station in Block 27, which included a delineated boundary and a minimum density target. Subsequent modifications to the YROP 2022 enacted through the *Official Plan Adjustments Act, 2023* (Bill 150) and as proposed through Bill 162, maintain the deletion of MTSA 61 Kirby GO. Appendix 2 of the YROP 2022 currently shows this area as "Future MTSA 61 Kirby GO Station".

Regional Official Plan Amendment No. 7 ('ROPA 7')

ROPA 7 was a privately initiated amendment that sought to modify policy and mapping in the YROP 2010 from "Agricultural" to "Rural", to permit active-parkland and recreational uses on lands located within the Greenbelt Plan area, including Block 27. Vaughan Council endorsed the amendment in June of 2021, which was approved by York Region Council in October of 2021. ROPA 7 was then forwarded to the Province for approval but no decision was made. YROP 2022 was adopted by York Region Council in June of 2022, which integrated the proposed mapping changes as requested through ROPA 7. The Province subsequently approved the YROP 2022, subject to modifications in November of 2022. The Notice of Decision issued by MMAH regarding the YROP 2022, introduced a policy to permit active-parkland and recreational uses on specified lands within the Greenbelt Plan area, including those located in Block 27. The

Official Plan Adjustments Act, 2023 (Bill 150), then removed the additional policy with respect to active-parkland and recreation uses introduced by the Notice of Decision, and were “deemed to never have been made”. The mapping of YROP 2022, as originally adopted by York Region Council was not modified through the subsequent provincial approvals of the YROP 2022. As shown on Schedule 1A of the YROP 2022, the lands located within the Greenbelt of Block 27 are designated “Rural”, which permits active-parkland and recreational uses as per the Greenbelt Plan.

Cutting Red Tape to Build More Homes Act, 2024 (Bill 185)

On April 10, 2024, the Province of Ontario introduced the *Cutting Red Tape to Build More Homes Act, 2024* which is a Bill to amend various acts to ensure planning processes are oriented toward achieving housing-based outcomes. The intent of the Bill is to make it easier and faster for land to be available for residential development, by increasing intensification in areas close to transit and in strategic growth areas and supporting coordination between municipalities and school boards.

The Bill also identifies that as of July 1, 2024, York Region in addition to other regional governments will be removed from land-use planning and approval responsibilities and that lower-tier municipalities will assume primary responsibility for all planning decisions in their geography, except for matters requiring provincial approval. Given this proposed change, staff will evaluate how York Region comments and YROP 2022 conformity will be addressed through the BP process.

On the same day as the introduction of Bill 185, the Province also released for public comment an updated draft of the new Provincial Planning Statement, 2024, which is proposed to replace the existing PPS and the Growth Plan and intended to streamline the planning process and increase housing supply.

Official Plan Review (‘OPR’)

The City of Vaughan is undertaking a comprehensive review of the City’s Official Plan. On November 16, 2023, the Applicant submitted a letter to the Committee of the Whole during a Public Meeting for the OPR, to request that the City consider providing Block 27 an exemption to some of the policies of the updated Vaughan Official Plan, by identifying a site-specific amendment. The City has considered the request and agrees that a considerable amount of background work has been undertaken with respect to the BP and the associated MCEA. Additionally, staff are reviewing Chapter 3 policies of VOP 2010 and their integration into the updated Vaughan Official Plan, as they apply to Block 27, following a resolution of a VOP 2010 appeal.

Given the legislative and policy changes, the Applicant will be required to demonstrate consistency and conformity with the applicable provincial, regional and local plans and policies, including the policies of the Block 27 SP, which will be discussed in a future Committee of the Whole report.

Operational Impact

The subject BP Application requires the involvement of staff across several City departments and external agencies. Preliminary comments from internal City departments and external agencies have been identified for further review as identified below:

MATTERS TO BE REVIEWED	
a.	<p>Preliminary Department Comments/Concerns The BP Application has been reviewed by internal City departments and the following key comments have been identified:</p> <ul style="list-style-type: none"> ▪ Policy Planning and Special Programs: <p><u>Land Use Inconsistencies with SP</u> – There are a number of inconsistencies between the land uses proposed for the BP, that differ from the land uses shown on Schedule B of the SP (Attachment 3). For example, there are areas in which are designated “Low-Rise Mixed-Use”, where “Low-Rise Residential Uses” are proposed, which may effectively reduce non-residential uses in the Block. Additionally, “Low-Rise Residential” uses are proposed for an area that is designated “Mid-Rise Residential”, as identified in the SP.</p> <p><u>Proposed Block Layouts</u> – There are a number of proposed block layouts for the residential areas that appear too small to accommodate development or require clarification or reconfiguration. Staff also encourage more mid-block pedestrian connections to be provided throughout the BP area in accordance with SP Policy 3.15.3.v).</p> <p><u>Blocks within the Community Hub Area</u> – Blocks within the Community Hub Area should demonstrate the policy requirements of Policy 3.6.1 of the SP by showing the blocks for a 1 ha urban park, elementary schools and community facilities within this area.</p> <p><u>Transit Hub Designation and Transit Hub Special Study</u> – The “Transit Hub” designation is shown on the land use schedule of the SP (Attachment 3), as an area located in the northeast quadrant of the Plan area that captures lands on either side of the Barrie GO Rail line shown in the colour fuchsia. The BP only provides a red asterisk to indicate this area. In order to protect lands for the station and station elements in this area, staff request that the full extent of this designation be restored on the BP in accordance with Policy 3.7 of the SP.</p> <p>Policy 3.7.4 of the SP identifies that the Transit Hub Special Study will conceptually identify the alignment of roads, supporting infrastructure including transit facilities, and the boundaries of land use designations, which will be finalized through Environmental Assessments under the <i>Planning Act</i>, to the</p>

satisfaction of the appropriate authorities. The MCEA is being undertaken to determine the appropriate alignment of the road network in the area and the MESP has been submitted to determine development limits and identify sensitive environmental features for protection. City staff are of the opinion that components of the Transit Hub Special Study as envisioned by the SP are being fulfilled by the work being done through the MCEA and MESP. Staff are currently in discussions regarding the Transit Hub Special Study and will provide an update on this item at the time of a technical report to the Committee of the Whole.

Phasing Plan – The Development and Infrastructure Phasing Plan submitted does not adequately identify the timing of infrastructure and servicing required to serve future development within the Block. An updated Development and Infrastructure Phasing Plan will be required to outline the planned servicing and development information that is required by several City departments, in accordance with SP Policies 10.1.1.20 to 10.1.1.24.

Environmental Planning Comments – Environmental policy staff are continuing to review the Application materials as well as recent comments from the MNR and TRCA. Environmental policy staff are preparing their comments, which will be provided to the Applicant as soon as they are ready and will be included as part of a future Committee of the Whole report.

- **Development Planning:**

Proposed land uses in the “Kirby GO - Transit Hub Centre” area – The “Low-Rise Residential” designation has been introduced in the “Kirby GO - Transit Hub Centre” area, whereas this area is to accommodate mid-rise uses in accordance with Policy 3.7.2 of the SP and with Schedule B of the SP, as shown on Attachment 3.

Implementation Plan – There is a need for an Implementation Plan to ensure that future residents of Block 27 will be serviced with community services and facilities appropriately.

- **Emergency Planning:**

Land Use Compatibility – Policy 3.1.5 of the SP identifies that matters of land use compatibility can be examined at the development planning application stage, however a Land Use Compatibility Brief was submitted by the Applicant in advance of development within the Block. This document was reviewed by Emergency Planning and additional information regarding the surrounding industrial facilities is required to be provided by the Applicant to satisfy their concerns.

▪ **Development Engineering/Infrastructure Planning and Corporate Asset Management ('IPCAM'):**

Implementation and Phasing of Servicing – The Applicant to provide additional detail regarding the implementation and phasing of the ultimate servicing strategy for the BP area.

Integrated Urban Water Master Plan ('IUW-MP') Class Environmental Assessment Study – The servicing strategy for the BP is to be consistent with the findings of the IUW-MP that are expected in Q2 of 2024.

External wastewater servicing plan – A submission of this document is required to identify developable and serviceable lands in Block 28 and applicable white-belt lands to the northern limit of the City.

Proposed pumping stations – The Applicant is to provide additional detail on the need for two (2) proposed pumping stations within the block.

Stormwater Management – Achieving the 5mm stormwater runoff target may pose challenging, therefore additional strategies such as source controls and Low Impact Development (LID) measures should be reviewed and included within an updated MESP.

Proposed Slopes for stormwater management ('SWM') ponds – The Applicant to revise all SWM pond slopes to meet City's design criteria.

Reliance letters – Reliance letters are required to be submitted for the Environmental Site Assessment ('ESA') reports that were provided for the Block, prior to a technical report to the Committee of the Whole.

Completion of the MCEA – Staff approval of the BP is subject to the completion of the MCEA. Upon completion of the MCEA, an updated functional design plan will be required for all collector roads demonstrating compliance with the recommendations of the MCEA and York Region design requirements as applicable.

Updates to the Transportation Study – The transportation study should also include: traffic generated by Block 34 west and Block 41, updates to trip generation calculations and signal warrant analyses.

Functional Design Plan – This plan does not include the Kirby Road Widening improvements recommended for Kirby Road through the MCEA. Roundabouts between streets 3 and 7 as shown on Attachment 2, do not appear to be necessary given there is no third and fourth leg at the intersection. Left and right turn lanes should be provided for various streets throughout the plan.

Cycle Tracks and Sidewalks – Cycle tracks and sidewalks should be in compliance with the Complete Streets Design Guidelines.

Road Operations – Rear laneways are mentioned in the Urban Design Guidelines, provide these cross sections as well as a snow storage plan.

- **Parks and Infrastructure Planning:**

Amount of Parkland Provided – Policy 5.1.b) of the SP seeks to secure 17 ha of land for parks, with approximately 14 ha required outside of the THC (Neighbourhood parks) and 3 ha required within the THC (Urban parks and public squares).

Policy 3.8.2 of the SP requires Neighbourhood Parks to be a minimum of 2.5 ha to accommodate required park facilities. A few of the Neighbourhood parks proposed for the Block do not meet the minimum 2.5 ha threshold and the Applicant currently proposes a total of 12.46 ha of parkland outside of the THC, which does not meet the 14 ha minimum identified in the SP.

The Applicant will be required to enter into a Master Parkland Agreement with the City to confirm the total amount of parkland to be conveyed, in accordance with Policy 9.6.6 of the SP.

Required Facility Fit Plans – Conceptual facility fit plans are required for the urban park and the public squares required within the THC Area.

Trails – Key trail connections as identified in Schedule D of the SP are missing from the BP. The Applicant is to update the BP accordingly or provide alternative connections. Appropriate justification is required for connections that are not provided.

The Applicant should also explore better alternatives to meet the intent of the recreational trail network by providing separate recreational paths. Sidewalks and cycle tracks included as part of a right of way do not meet the intent of recreational pathways.

- **Cultural Heritage:**

Archaeology – Further archaeological studies have been identified for various parcels within the Block and the Applicant is to consult with First Nations groups in accordance with the York Region Archaeological Master Plan, Section 6.4.1. of the VOP 2010 and Section 2.6.5 of the PPS.

Outstanding Cultural Heritage Impact Assessments – The Applicant is required to submit Cultural Heritage Impact Assessments (CHIAs) for outstanding properties within the BP area that have been identified as having potential heritage value.

▪ **Urban Design:**

Urban Design Guidelines ('UDGs') – The cross sections for the streets need to be further coordinated with the City's Complete Street Guidelines and the finalization of the Block 27 MCEA. Sidewalks are required on both sides of the street, more mid-block connections should be provided throughout the Block and the Applicant is to limit townhouse blocks to 50 metres.

Landscape Master Plan ('LMP') – The Applicant is to provide an existing site features map and street tree planting Master Plan. Updates are required including: typical Teston Road frontage, areas of specialized roadway treatment, TCPL interface and internal treatment, controlled intersections, interface of future Transit Hub area (including pedestrian linkages), edge treatment, future treatment of the Teston Hamlet edge, public art elements and gateway features.

Pedestrian and Bicycle Trail Master Plan – The Master plan is to be updated by including: bike trails envisioned for the block, pedestrian linkages, connection to vista blocks, gravel trails vs. asphalt trails, and valley land pedestrian bridges, if applicable.

Forestry – Trees with diameters over 100 cm should be preserved where possible. Proposed tree planting on the regional right of ways will not contribute to the overall compensation planting requirements.

▪ **Recreational Services:**

Section 7.1 of the Active Together Master Plan ('ATMP') identifies that based on the population projections, a library with approximately 7,500 to 8,500 square feet is identified for consideration within the "Community Hub" of Block 27. The ATMP also identifies that recreational opportunities within the Block will be informed through a future needs assessment and a Long-Range Facility Development Plan that will be undertaken at a later date.

The comments identified above are not exhaustive and further discussions and collaboration between the applicable departments and the Applicant will be needed. Any future comments, requirements and/or modifications will be addressed in a future technical report to the Committee of the Whole.

b. **External Agency Comments/Concerns**

The BP Application has been reviewed by external agencies and the following key comments have been identified:

▪ **Metrolinx Comments:**

Updated Business Case – Metrolinx has identified the need to undertake an updated Business Case for the proposed Kirby GO Station as the data used in

the Business Case that was conducted during the Block 27 SP Study process is out of date and no longer valid.

30 m setback from Railway – Metrolinx has identified that the BP should demonstrate a 30 m setback for all development to the railway line.

- **School Boards:**

The Applicant proposes schools in different locations than what is shown in the SP.

Conseil scolaire Viamonde (CSV) – The CSV identified the need for an elementary school site in Block 27 with a preferred location in the southeast quadrant of the Block.

York Region District School Board (YRDSB) – The YRDSB has identified traffic concerns and site access from Collector Streets 3 and 7, regarding school site SS-IV as shown on Attachment 2. The school requires vehicular egress along Collector Street 3. The complexity of the proposed intersection of Collector Street 3 may pose challenges to this vehicular connection. A reduction of intersections for Collector Streets 6 and 7 would enhance walkability to the school. The proposed pedestrian connection located east of the secondary school should be relocated further south to enhance walkability to the school.

York Catholic District School Board (YCDSB) – The YCDSB requests that school site ES-III be revised to a school site with two, rather than three, street frontages.

- **TransCanada Pipeline ('TCPL'):**

Structures in proximity to TCPL – All structures in proximity to the TCPL, including roads, SWM ponds, housing and associated structures, shall be setback a minimum of 7 metres from TCPL's right-of-way.

Street cross sections – Street cross sections to be provided where the roads cross the TCPL.

Recreational pathway – The TCPL recreational pathway to be designed in conformity with TCPLs landscaping requirements.

- **York Region:**

Transportation – The Region recommends that the landowners undertake the detailed design and implementation of the required improvements, and front-end the costs associated with the Jane Street widening/construction to expedite development in Block 27 as improvements to Jane Street are not yet included in the Region's 10 Year Roads Capital Construction Program.

Active Transportation Phasing Plan – The Region requests an active transportation infrastructure phasing plan to identify the timing of implementation.

Regional Roads – The Region advises that Jane Street, Keele Street, and Teston road are not projects identified in York Region’s 2024 10-Year Roads and Transit Growth Capital Construction Program. Additionally, any development on properties located adjacent to Regional Roads will require active transportation connections to facilities south of Teston Road and it is recommended that the Applicant coordinate, fund, and convey right-of-way ahead of the registration of their properties.

MESP – The Region requires two additional PD9 booster pumping stations to service the PD9 area of Block 27 due to the increased density of lands near the northeast border of the Block.

Wastewater Servicing – The Region advises of the updated timeline for Regional Infrastructure projects and states that developments contributing flows to the Region’s Jane Rutherford Sewer is limited to 8,000 persons of capacity (from the existing capacity assignment) for all lands north of Teston Road until infrastructure that is being constructed through Phase 1 of the Northeast Vaughan Wastewater Servicing Project is completed due to constraints within the Regional sanitary system.

▪ **TRCA:**

Opportunities/Constraints Plan – The MESP does not include an opportunities/constraints plan showing all regulated features, natural hazard limits and corresponding buffers.

Water – Applicant to confirm outfall locations from drainage features and SWM ponds and confirm that downstream channel can handle the discharge rates without causing erosion. Applicant to also confirm that the MESP is based on the proposed condition flood elevations, taking into consideration impacts from crossings that increases imperviousness of the area.

Updates to Figures and Tables – Figures 3.5.2, 5.12.1 and 5.11.3 and Tables 4.5.3, 5.3.5 and 5.2.7 require updating.

Simulation Modelling – Simulation modelling for 8 wetlands within the Block is required. Simulation modelling is to be provided for all wetlands agreed upon by the TRCA, including wetlands that are proposed to be removed.

Water balance assessment for wetlands – The MESP states that wetlands that were not assessed using continuous simulation but rather were assessed using the Area x Coefficient method. The latter method is insufficient for assessing

potential runoff volume impacts. Applicant to revise spreadsheet assessments to provide water balance assessments with monthly outputs.

Input from the consulting ecologist – There are several constructed wetlands proposed within Block 27. Applicant to provide input from the consulting ecologist to confirm that the hydrologic function of the wetlands will be maintained.

Monitoring Plan – Per the Wetland Water Balance Monitoring Protocol 2016, a preliminary monitoring plan is to be added to the MESP outlining and creating a framework for wetland hydrological monitoring that future development phases can follow.

Additional Analyses – Confirm the timing of Natural Area Special Study Area ('NASSA') 3 conclusions and whether there is potential for additional wetland creation areas that could be included in the MESP. Additional analyses of the post-development scenarios are required to demonstrate that post-development changes will not result in a hydrological impact to wetlands.

▪ **Ministry of Natural Resources and Forestry ('MNR') Comments:**

Wetland boundaries – Wetland boundaries in the MESP differ from the wetland boundaries delineated by a professional surveyor that were done in 2016.

Woodland classification – MESP language is inconsistent with respect to woodland classification (i.e. significant vs non-significant woodlands).

Significant Wildlife Habitats ('SWH') – Some of the woodlands within the Block have demonstrated evidence of habitats for Eastern Wood-Pewee which are listed as a special concern species under the *Endangered Species Act, 2007*. The MNR's Significant Wildlife Habitat Mitigation Support Tool ('SWHMIST') provides information and guidance to help inform functions of habitat, potential impacts and the possibility for mitigation. This tool is not intended to provide provincial criteria to inform if SWH is present or absent within a study area.

One of the wetlands and woodland within the Block meets the criteria to be considered a SWH for amphibian breeding (woodland). If a wetland area is adjacent to a woodland, a travel corridor connecting the wetland to the woodland is to be included in the SWH.

Roads crossing Natural Features – Policy 4.2.1.2 e) of the Greenbelt Plan provides guidance where infrastructure crosses the Greenbelt Natural Heritage System ('NHS'). Planning, design and construction practices shall minimize negative impacts on and disturbance of natural heritage features or their related functions, where reasonable, as well as maintain or improve connectivity. The MCEA should consider if wider spans for the proposed Greenbelt crossings

	<p>would further support the mitigation of negative impacts and improve landscape connectivity.</p> <p>The alignment of Street 6 is still under review in connection with the MCEA for Block 27. The MCEA should examine alternative options for Street 6 that avoid fragmenting the northeastern woodland as shown on Attachment 2.</p> <p><u>Wetland Compensation Strategy</u> – Review the locations of the proposed wetland compensation, to ensure these areas will result in creating more wetland area to offset the proposed wetland removals, and result in a net positive environmental outcome. Also, examine if there are opportunities to include wetland and woodland enhancement areas within the Greenbelt corridor in Block 27.</p> <p>The comments identified above are not exhaustive and further discussions and collaboration between the applicable agencies and the Applicant will be needed. Any future comments, requirements and/or modifications will be addressed in a future technical report to the Committee of the Whole.</p>
c.	<p>Future Development Applications</p> <ul style="list-style-type: none"> ▪ Should the BP be approved by Council, the Applicant will be required to submit development applications to the Development Planning Department for review and receive Council approval for applications including Zoning By-law Amendment, Draft Plan of Subdivision, Site Development Applications and where required, Part Lot Control Applications, Official Plan Amendment and Draft Plan of Condominium Applications to facilitate development within the Block.
d.	<p>Remaining Agencies to provide comment</p> <ul style="list-style-type: none"> ▪ Staff are currently waiting for comments from the following agencies: York Region Police ('YRP'), Ministry of Environment, Conservation and Parks ('MECP') and the Department of Fisheries and Oceans ('DFO').
e.	<p>Sustainable Development</p> <ul style="list-style-type: none"> ▪ The Applicant submitted a Sustainability Metrics Performance Report achieving a score of 42 (silver), which meets the City's standards. ▪ The Applicant submitted a Community Energy Plan that will be peer reviewed in consideration of the City of Vaughan's Sustainability Framework and Municipal Energy Plan.

Financial Impact

There are no financial requirements for new funding associated with this report.

Broader Regional Impacts/Considerations

As identified above, the BP has been circulated to the Region of York and the TRCA for review and comment. Regional Planning and TRCA staff have provided comments in response to the second submission as identified above. Comments, issues, requirements, and/or modifications resulting from the Region and TRCA's review will be further addressed in a future technical report to the Committee of the Whole.

Conclusion

The key comments highlighted in this report, including future responses from internal departments and external public agencies, will be considered in the technical review of the BP Application and supporting reports. These will be addressed in a comprehensive planning report to a future Committee of the Whole meeting, which will also address any comments provided by Council and members of the public.

For more information, please contact: Cameron Balfour, Senior Planner, ext. 8411.

Attachments

1. Context and Location Map
2. Proposed Block Plan
3. Block 27 Secondary Plan Land Use Map
4. Block 27 Landowner Map
5. Block Plan Submission Materials
6. Land Ownership, Participation and Area

Prepared by

Andrew Haagsma, Planner I, ext. 8990

Rebecca Roach, Senior Planner, ext. 8626

Cameron Balfour, Senior Planner, ext. 8411

Shawn Persaud, Senior Manager, ext. 8104

Christina Bruce, Director, Policy Planning and Special Programs Department, ext. 8231