

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2024

Item 4, Report No. 22 of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2024.

**4. FILE BL.60E.2018 – BLOCK 60 EAST LANDOWNERS GROUP INC.
BLOCK PLAN: APPLICATION FOR BLOCK PLAN APPROVAL**

The Committee of the Whole recommends approval of the recommendation contained in the report of the Deputy City Manager, Planning and Growth Management, dated June 4, 2024:

Recommendations

1. THAT the Block 60 East Block Plan, dated March 5, 2024, and forming Attachment #2 to this report, BE APPROVED, subject to any minor amendments required resulting from the conditions of Draft Plan Approval; and
2. THAT the Block 60 East Block Plan forming Attachment #2 to this report, as modified through the conditions of Attachment #1, be the basis of the implementing Draft Plans of Subdivision and/or Site Plan applications for the corresponding lands in Block 60 East.

Committee of the Whole (1) Report

DATE: Tuesday, June 4, 2024

WARD: 2

TITLE: File BL.60E.2018 – BLOCK 60 EAST LANDOWNERS GROUP INC. BLOCK PLAN: APPLICATION FOR BLOCK PLAN APPROVAL

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for the Block 60 East Block Plan, (Application File BL.60E.2018) subject to the fulfillment of the conditions appended to this report as Attachment #1. The approved Block Plan would form the basis for the submission and review of the implementing Draft Plan(s) of Subdivision, and Site development applications.

Report Highlights

- The Policy Planning and Special Programs Department, supports the approval of the Block Plan application subject to the fulfillment of the conditions in Attachment #1.
- A summary of work completed through the Block 60 East Block Plan application that addresses outstanding matters and comments is provided.
- A summary of input received from the public is also provided and addressed through this report.

Recommendations

1. THAT the Block 60 East Block Plan, dated March 5, 2024, and forming Attachment #2 to this report, BE APPROVED, subject to any minor amendments required resulting from the conditions of Draft Plan Approval; and
2. THAT the Block 60 East Block Plan forming Attachment #2 to this report, as modified through the conditions of Attachment #1, be the basis of the implementing Draft Plans of Subdivision and/or Site Plan applications for the corresponding lands in Block 60 East.

Background

The Block 60 East Block Plan Area, (“Subject Lands”) are bound by Major Mackenzie Drive to the north, Rutherford Road to the south, CP Rail Corridor to the west and an unopened road allowance running parallel to Highway 27 to the east. The subject lands have an area of approximately 110 hectares. The Subject Lands, including lands owned by participating and non-participating landowners can be found on Attachment #3.

The lands north of Block 60 East are predominantly existing or planned low-density residential. Lands west of Block 60 East are mostly agricultural and to the south is large lot residential and future planned residential. To the west is existing commercial uses, agricultural and residential.

The Subject Lands are designated “Natural Areas” and “Low-Rise Residential” as identified on Schedule 13 of the Vaughan Official Plan 2010. The developable lands within the Block are designated “Low-Rise Residential”, which permits a range of housing types including detached, semi-detached, and townhouse dwellings.

A portion of the Block 60 East Lands operated as a “Former Aggregate Extraction Operation” as identified on Schedule 5 of VOP 2010. Aggregate extraction is no longer in operation at the site. The former access to the aggregate site is municipally known as 9270 Highway 27 and owned by a participating landowner, Novagal Developments Inc.

The Block Plan Application process is a comprehensive planning process that is initiated by Block landowners

The Block Plan application process is not a statutory requirement of the *Planning Act, 1990*. Consistency with the Provincial Policy Statement (PPS) and other applicable provincial plans was established through the Vaughan Official Plan 2010 (VOP 2010) study process. The proposed Block 60 East Block Plan application is being reviewed within this context. The Block Plan process is required by policies contained in VOP 2010 Chapter 10 section 10.1.1.14 to 10.1.1.26.

Policy 10.1.1.15 states “That a Block Plan is a comprehensive planning framework that describes how the following policy aspects of development will be addressed:

- a. the proposed land uses, housing mix and densities;
- b. traffic management, including the expected traffic volumes on all collector and local streets to precisely define the requirements for items such as traffic signals, stop signs, turn lanes and transit stop locations, traffic-calming measures, and transportation demand management;
- c. the provision of public transit, pedestrian and cycling networks;
- d. the provision of public and private services and the detailed approach to stormwater management;

- e. protection and enhancement of the Natural Heritage Network, including the detailed evaluation and demarcation of Core Features and Enhancement Areas;
- f. the precise locations of natural and cultural heritage features of the area, including built heritage and potential archaeological resources and proposed approaches to conservation and or enhancement;
- g. the precise location of any parks, open spaces, schools, community centres, and libraries;
- h. the proposed implementation of sustainable development policies as contained in subsection 9.1.3 of this Plan;
- i. phasing of development; and
- j. evaluation of opportunities for coordination with environmental assessment processes for roads and infrastructure that are subject to the Environmental Assessment Act.”

Per the provisions of the City of Vaughan 2010 Official Plan, the Block Plan process is intended to ensure that all physical, social, environmental and economic aspects of the development of the lands within Block 60 East are identified and addressed through a comprehensive planning exercise.

The purpose of this block plan report is to illustrate how the Block 60 East community will achieve the goals set out in the City of Vaughan 2010 Official Plan as well as provide details outlining the density and distribution of land uses, transportation and servicing infrastructure, cultural and heritage preservation and the local street network. Summaries of the contents of the various supporting studies are also included as the findings of these studies are considered and incorporated into the final plan.

The approval of these studies and the Block Plan will allow for approval of draft plans of subdivision and zoning and the subsequent detail design work to proceed.

A Draft Terms of Reference for the Block Plan was submitted to the City in October 2018. The various City departments, the Region and the Toronto and Region Conservation Authority (TRCA) have provided input.

The Terms of Reference identified the reports or studies required in support of the Block Plan approval process for the development of Block 60 East.

A Block Plan application was submitted by the Participating Landowners Group which are known collectively as the “Block 60 East Landowners Group Inc.”

The Block Plan application was received on April 16, 2020 and circulated electronically to internal and external agencies on April 29, 2020. The Block 60 East Landowners Group Inc. submitted the following technical reports in support of the Block Plan Application:

1. Block Plan Report – MGP Planning Inc. (March 2020);
2. Environmental Impact Study – Beacon Environmental (March 2020);

3. Tree Inventory and Preservation Plan Report – Kuntz Forestry Consulting Inc. (December 2019);
4. Transportation Demand Management Plan – Poulos and Chung (March 2020);
5. Transportation Mobility Study – Poulos and Chung (March 2020);
6. Assessment Comparison and Evaluation of Internal Roadway Network Report – Poulos and Chung (October 2019);
7. Urban Design Guidelines – Williams & Stewart Associates Ltd. And Cosburn Nausboris Ltd. (March 2020);
8. Noise and Vibration Feasibility Study – HGC Engineering (December 2019);
9. Community Services and Facilities Study – MGP Planning Inc. (February 2020);
10. Cultural Heritage Resource Impact Assessment – Wayne Morgan (November 2019);
11. Stage 1 and Stage 2 Archaeological Assessment – The Archaeologist Inc (November 2018);
12. Sustainability Metrics – MGP Planning Inc. (March 2020);
13. Master Environmental Servicing Report – Schaeffers (March 2020);
14. Functional Servicing Report – Schaeffers (February 2020); and
15. Environmental Site Assessment (*Various Consultants*).

The technical and background reports were revised and updated in later submissions of the Block Plan.

Much of the proposed building types within the block are townhouses and single detached dwellings. A condominium block, consisting of back-to-back townhouses, is proposed to be located at the southern portion of the block. The proposed Block Plan identified several stormwater management ponds, parks and vistas, and an interim pumping station within the Block Plan Area. The updated Block Plan Application was circulated to the appropriate external agencies and internal departments.

Block Plan Resubmissions

A revised block plan was submitted in September 2021 that addressed internal and external comments received through the application circulation and commenting period. The following is a summary of those changes:

- A 2.6-hectare school site is located on Street A, south of Street D, at the request of the York Catholic District School Board for an elementary school site;
- A 2.0-hectare school site is located on Street A, south of Major Mackenzie Drive, based on discussions with Conseil Scolaire Catholique MonAvenir;
- The neighbourhood parks were consolidated and reconfigured;
- The peninsula area in the valley was proposed as compensation area;
- Stormwater Pond 1 includes an underground infiltration cell;
- Condominium boundaries are shown around the lots and roads within the area of the former sand and gravel pit (due to backfilling) as directed by the Ministry of the Environment, Conservation and Parks;

- A 3.0m public greenway block was added between the railway buffer and the southern condominium block to facilitate pedestrian access to Rutherford Road; and
- Development limits, such as the Long-Term Stable Top of Slope, have been slightly revised in some areas.

In February 2023 another revised block plan was submitted to staff that included updated Master Environmental Servicing Plan (MESP), Functional Servicing Report (FSR), Block Planning, Environmental Impact and Urban Design guidelines reports. Most notably the changes in this submission included:

- Two areas subject to a Metrolinx Study Holding Zone Provision were identified on the Block Plan;
- The buffer around East Robinson Creek has been increased from 15m to 30m; As a result of the increased buffer, Storm Water Management (SWM) Pond 2 has been moved north resulting in Streets 'L' and 'M' being shifted north and Street 'T' moving south to provide proper separation distance from the Street 'M' intersection;
- The parkland dedication requirements for the Block have changed. As a result, the proposed parks have been made smaller to reflect the reduced parkland dedication requirements for the Block.
- Collector road widths and major local road widths have been adjusted to reflect the City's new standards; and
- Slightly less lots and revised lot mix was added.

Previous Reports/Authority

A Committee of the Whole (Public Hearing) was held on Tuesday, November 3, 2020, to receive comments from the public and the Committee of the Whole. A Notice of the Public Meeting for Block 60 East was mailed to all property owners within 150 metres of the Block Plan Boundary.

A few Public comments were received including the owner of 6060 Rutherford Road, which is located along the southern boundary of the Block. The letter stated the owner's concerns with being listed as a 'non-participant' within the Block Plan, and that the owner was not aware of the Block Plan process, nor given the opportunity to participate in the process. Following the public meeting, the consultant to the landowner prepared a letter addressed to the owner of 6060 Rutherford Road, detailing the development constraints of the property and the reasons for excluding the owner.

An owner of the property at 9348 Highway 27, adjacent to the Block Plan lands, also submitted correspondence regarding the Block Plan application. The had questions from the owner generally regarding sanitary and storm servicing of lands along Highway 27.

Analysis and Options

Provincial Policy Statement, 2020 ('PPS')

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the PPS. The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The subject lands are located within a settlement area where growth is intended to be focused, will add to the current mix of uses in the area and will make efficient use of land and existing and planned infrastructure. The block plan supports a range of housing types which is consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan')

A Place to Grow which came into effect on May 16, 2019, identifies that any lands within delineated built-up areas remain subject to the relevant municipal land use planning policies. A Place to Grow is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. A Place to Grow provides a framework for managing growth in the Greater Golden Horseshoe including directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

The subject lands are located within a settlement area and a delineated built-up area and is keeping with the intent of the Growth Plan.

York Region Official Plan 2022 ('YROP 2022')

The York Region Official Plan (YROP) 2022 designates the Subject Lands as 'Urban Area' which permits a range of residential uses. The YROP implements the directions of the PPS through local planning policies. The Subject Lands is consistent with the regional planning vision.

Vaughan Official Plan 2010 ('VOP 2010')

The Subject Lands are located within the City's Urban Boundary in VOP 2010, and the Block Plan is proceeding under VOP 2010 Volume 1 as there is no secondary plan for the Block 60 East lands. Schedule 1 "Urban Structure" in VOP 2010 identifies the Subject Lands as being within a Community Area. Community Areas are stable areas with limited intensification. Policy 2.2.3.1 states "That Community Areas will provide most of the City's low-rise housing stock, as well as local serving commercial uses and

community facilities such as schools, parks, community centres, and libraries. They will function as complete communities and encourage walking, cycling, and transit use”.

Schedule 13 “Land Use” designates the lands as “Natural Areas” and “Low-Rise Residential”. The Block 60 East lands are considered greenfield development in a community area and would be required to meet a minimum of 50 persons and jobs per hectare within the Block. Policy 2.2.3.7 states “That greenfield lands within Community Areas should be developed to help achieve the average minimum density of 50 residents and jobs per hectare combined as required in policy 2.1.3.2.d.”

Development Statistics

The Block 60 East Landowners Group Inc. prepared the following statistics based on the proposed land uses for the subject lands:

| Landowner | Townhouse Lane Access | Townhouse Street Access | Single Detached | Condo Towns | Total Units |
|------------------------------------|-----------------------|-------------------------|-----------------|-------------|-------------|
| U-Pak Disposals Limited | 39 | 99 | 69 | - | 207 |
| Castlepoint Greybrook Vaughan Inc. | 22 | 55 | 61 | - | 138 |
| Branova Developments Inc. | 12 | 20 | 88 | - | 120 |
| Novagal Developments Inc. | - | - | 76 | 332 | 408 |
| 1233389 Ontario Inc. | - | 9 | 37 | 85 | 131 |
| Total | 73 | 183 | 331 | 417 | 1004 |

The target density for the Block 60 East community is 50 persons and jobs per hectare which is consistent with the minimum density for greenfield lands in Community Areas in the Vaughan Official Plan. Low-Rise Residential limits housing types to ground related units with a maximum height of 3 storeys. The Block Plan distributes the residential development (townhomes and singles) throughout the site.

The Block Plan anticipates a yield of 1004 units, a population of 3,183, 224 jobs, and a total gross developable area of 65.7 ha. The Block Plan achieves the objectives of the Region and City of Vaughan Official Plans with a density of 51.9 persons and jobs per hectare.

Road Network

Two signalized intersections will be provided on Major Mackenzie Drive from Block 60 East. The western intersection will align with the existing signalized intersection of Timber Creek Blvd. and a future intersection with the extension of the collector road from the lands north of Major Mackenzie Drive (Street's 'A' and 'E', as shown on the Block Plan). A three-way signalized intersection at Highway 27 and Street 'B' will be provided. Three collector roads with 24 m rights-of-way will link the internal neighbourhoods. Streets 'A' and 'C' provide a continuous north-south spine through most of the community. Street 'B' intersects with Streets 'A' and 'C' and winds down into the valley from the central residential neighbourhood as seen on Attachment #2.

GO Station Holding Provision

Two proposed GO Train Stations are noted along the CP Railway Line at both Major Mackenzie Drive and Rutherford Road, as identified on Schedule 10 – Major Transit Network of VOP 2010. Metrolinx undertook the Bolton Commuter Railway Feasibility Study which examined the technical requirements to implement commuter rail service between Bolton and the City of Toronto, with a potential Kleinburg station location at Major Mackenzie Drive and a station at Rutherford Road (Elder Mills). During the November Public Meeting, members of council commented on the potential GO station locations at Rutherford Road and Major Mackenzie Drive that are identified in the Official Plan.

Although commuter rail service was deemed feasible, the Bolton Commuter Railway Feasibility Study ultimately determined that ridership would be modest and capital costs would be high. The Study outcomes were approved by the Metrolinx Board of Directors on March 8, 2018. When Metrolinx was circulated for comments on the Block 60 East block plan they advised that “the Regional Transportation Plan (RTP) identifies the Bolton Commuter Rail Service as a project for consideration beyond 2041”. It should be noted that any future proposed station on these lands would be based on Metrolinx’s ‘Market-Driven’ approach.

Staff requested the applicant conduct further study on the stations to determine their potential feasibility. The applicant submitted the Poulos and Chung Potential Metrolinx Station Study in response. In conclusion, both proposed GO stations will make the commuter traffic flow in typical weekday roadway peak hours to be the primary traffic driver in all of Block 60 East. The insertion of commuter traffic flows into residential areas to access a GO rail station is not a common occurrence and Poulos and Chung considered it “considerable and may prove to be incompatible with residential traffic”. Transportation Engineering also had concerns with the volume of commuter traffic flows through a residential subdivision. The Rutherford station in particular would be challenging to implement because of the expensive grade separation for access to Rutherford Road to reduce commuter traffic through the block to get to the Rutherford station. In Response to this the Region supported the release of the Rutherford GO

station lands within Block 60 East but requested the Major Mackenzie station site be further protected for future consideration.

Master Environmental Servicing Plan (MESP)

The Block Plan Submission prepared by the Block 60 East Landowners Group indicates that there will be an interim servicing solution in advance of completing the Regional infrastructure upgrades. York Region staff identified that the proposed development within the Block would be serviced by the future regional servicing north of Rutherford as part of the Region's West Vaughan Servicing Phase 2. This is currently beyond the 10-year capital plan. However, 'Phase 1' servicing is expected to be completed by 2028 with a regional trunk sewer on Highway 27 at the northeast corner of Highway 27 and Rutherford Road. Engineering staff have implemented conditions to this block plan and the MESP that can be found on Attachment #1.

Storm Water Management

The stormwater management (SWM) plan for the Subject Lands proposes the establishment of three stormwater management facilities and on-site controls. The SWM facilities are proposed to control the urban stormwater runoff in the Block to the target release rates established for the Rainbow Creek Subwatershed. These facilities will also provide water quality treatment and erosion control.

Parks and Open Space

Three neighbourhood parks are proposed for the community, evenly distributed throughout the plan to ensure almost all residents are within a 400 m or less of direct walking distance to the parks. The parks range in size from 0.8 to 1.6 ha. The neighbourhood parks are indicated as Park 'A', 'B' and 'C' on the Block Plan (Attachment #2).

School Sites

The Block Plan includes two school sites, as requested by the York Catholic District School Board (YCDSB) and the Conseil Scolaire Catholique MonAvenir. The Block 60 East Landowners Group has worked directly with the YCDSB, Conseil Scolaire Catholique MonAvenir, and the City of Vaughan to determine the suitable locations of the school sites. The school sites are designed with each school board's siting criteria and/or their specific requests for required size and location.

The YCDSB requires a 6-acre (2.4 ha) Catholic Elementary school which has been located on Street 'A', across of the largest neighbourhood park. Conseil Scolaire Catholique MonAvenir has requested a 5-acre (~2 ha) school site within the block, which is located on the southwest corner of Street 'A' and Major Mackenzie Drive. The locations of both school sites were established through consultation with the school boards.

It should be noted that one of the reserved potential Metrolinx stations, adjacent to Major Mackenzie Drive, coincides with the Conseil Scolaire Catholique MonAvenir school site. Due to the limited access and peak hour traffic conflicts, two school sites and a transit station will be challenging to implement in the northern portion of the Block. If a reasonably sized parking structure is considered at the proposed Major Mackenzie GO Station site, it could potentially also accommodate the MonAvenir school site in the future.

Former Pit and Disposal Site

The Development Engineering Department requested that a number of environmental materials be provided relating to the former pit and disposal site, including; Environmental Site Assessments, Risk Assessment Reports, Ministry of the Environment, Conservations and Parks correspondence and approvals, Remedial Action Plans, Record of Site Conditions, and Letters of Reliance for all these materials. Terraprobe has advised that there is further work required on their part, to adequately test the site and prepare Records of Site Condition for the Branova and Novagal lands. These items should be required as Conditions of Draft Approval for the future Draft Plan applications, at which time they will be provided.

Toronto and Region Conservation Authority (TRCA)

The Block 60 East lands are within the Humber River Watershed. The valley systems were staked by the TRCA in October 2017. As noted, it is anticipated that through the development process, the watercourses within the Block will be protected and restored to improve their ecological function, while meeting the needs of the future residential community.

Upon review of the MESP and Block Plan Submission requirements, TRCA staff can confirm that their previous comments related to the stormwater management strategy for the Block Plan/MESP are considered addressed for this stage and future conditions can be approved at the Draft Plan stage.

Sustainability Performance Metrics

In May 2022, Vaughan Council approved updates to the Sustainability Metrics Program that came into effect January 2023. All development and Block Plan applications must apply the updated suite of metrics and meet Council-approved minimum threshold scores. Any application initiated prior to January 2023 is subject to the 2018 Sustainability Metrics Program and associated Council-approved threshold scores.

In accordance with the City of Vaughan's Sustainability Metrics Program, as part of the development review process, a Sustainability Metrics Scoring Tool was submitted with the Block Plan application. The proposed development achieves an application score of

36 points. As a result, the application achieves the Bronze Performance Level (31 to 40 points) threshold for a Block Plan application.

Financial Impact

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

Broader Regional Impacts/Considerations

York Region has no objection to the conditional approval of the Block 60 East Block Plan application, subject to the fulfillment of their conditions contained in Attachment #1.

Conclusion

The Policy Planning and Special Programs department has reviewed Block Plan Application BL.60.2018 in consideration of the applicable guiding Provincial, Regional and City of Vaughan policy context, as well as the comments received from City departments, external agencies and the public, and the surrounding area context.

This conditional approval is part of a series of steps that are required for the ultimate development of Block 60 East. For the planning of this Block to continue, staff may determine it appropriate to report back to Council as a Communication related to this report or as part of the technical report for draft plans of subdivision approval, explaining how the conditions have been fulfilled and seeking approval of any resulting changes to the Block Plan.

On this basis, the Policy Planning and Special Programs department supports the approval of the Block Plan Application BL.60.2018 (Attachment #2), subject to the fulfillment of the conditions included in Attachment #1.

Attachments

1. Conditions of Block Plan Approval.
2. Block Plan.
3. Landowner Map.

Prepared by

Alex Di Scipio, Planner-Policy Planning, Policy Planning & Special Programs, extn. 8259.

Fausto Filippetto, Senior Manager-Policy Planning, Policy Planning & Special Programs, extn. 8699.

Christina Bruce, Director, Policy Planning & Special Programs, extn. 8231.

Attachment 1

Conditions:

Development Engineering

Prior to Draft Plan Approval, Servicing Agreement or subsequent Development Application Approval, whichever comes first, the following Conditions apply:

1. The Consultant shall provide an interim sanitary servicing decommissioning plan and financial commitments shall be secured for the costs associated with decommissioning the interim wastewater servicing infrastructure. The interim servicing plan shall be in effect until roughly 2030 when York Region's West Vaughan Trunk Sanitary Trunk Sewer has been constructed and an outlet is available for Block 60 East to connect to. The Owner shall agree to connect to York Region's West Vaughan Sanitary Trunk Sewer at its earliest opportunity following the commissioning of the regional trunk sewer, to the satisfaction of the City.
2. The Consultant shall provide additional detail regarding the implementation of the ultimate servicing strategy for the total benefitting area including a cost estimate for wastewater infrastructure required to implement the ultimate wastewater servicing plan to connect to York Region's West Vaughan Sanitary Trunk Sewer, per the conclusions and recommendations of the on-going Integrated Urban Water Master Plan Class EA Study, to the satisfaction of the City. The Owner shall agree to provide the necessary financial contribution or Letter of Credit for the works required to implement the ultimate wastewater plan per the Integrated Urban Water Master Plan Class EA Study, to the satisfaction of the City.
3. Site servicing (water, wastewater & stormwater) for the Block 60 East service area shall conform to the City's ongoing IUW-MP Class EA Study. Financial commitments for water, wastewater and stormwater servicing will be secured at the development application approval stage for costs associated with implementing the recommendations of the ongoing Integrated Urban Water Master Plan Class EA Study, if appropriate, to the satisfaction of the City.
4. An updated and final MESP shall be submitted and approved, to the satisfaction of the City.

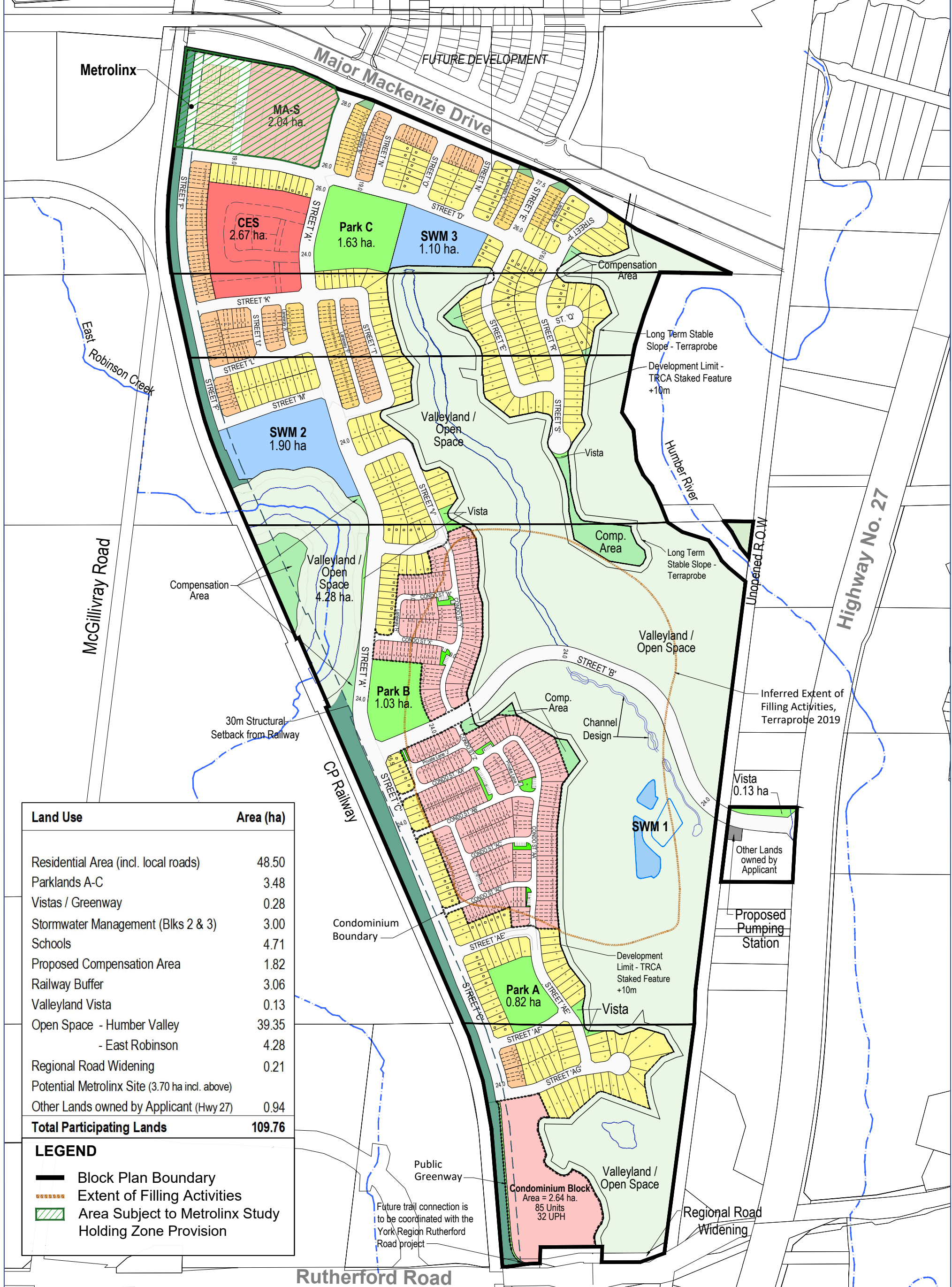
Transportation Engineering

1. As part of the servicing agreement drawings or prior to that, engineering drawings are required to the satisfaction of the Development Engineering Department demonstrating the construction details of the active transportation

connection between Street A and Rutherford Road. The design is to be coordinated with the design works for the Rutherford Road improvements and CP rail grade separation. The design and construction of this active transportation connection will be the responsibility of the owners and shall be considered among the municipal services required for the Block.

York Region - Transportation Planning

1. The planned GO Rail Station at Major Mackenzie Drive in Block 60E shall be protected as outlined in the 2010 Bolton Commuter Rail Service Feasibility Study.



| Land Use | Area (ha) |
|--|---------------|
| Residential Area (incl. local roads) | 48.50 |
| Parklands A-C | 3.48 |
| Vistas / Greenway | 0.28 |
| Stormwater Management (Blks 2 & 3) | 3.00 |
| Schools | 4.71 |
| Proposed Compensation Area | 1.82 |
| Railway Buffer | 3.06 |
| Valleyland Vista | 0.13 |
| Open Space - Humber Valley | 39.35 |
| - East Robinson | 4.28 |
| Regional Road Widening | 0.21 |
| Potential Metrolinx Site (3.70 ha incl. above) | |
| Other Lands owned by Applicant (Hwy 27) | 0.94 |
| Total Participating Lands | 109.76 |

| LEGEND | |
|--------|--|
| | Block Plan Boundary |
| | Extent of Filling Activities |
| | Area Subject to Metrolinx Study Holding Zone Provision |

BLOCK 60 EAST - BLOCK PLAN

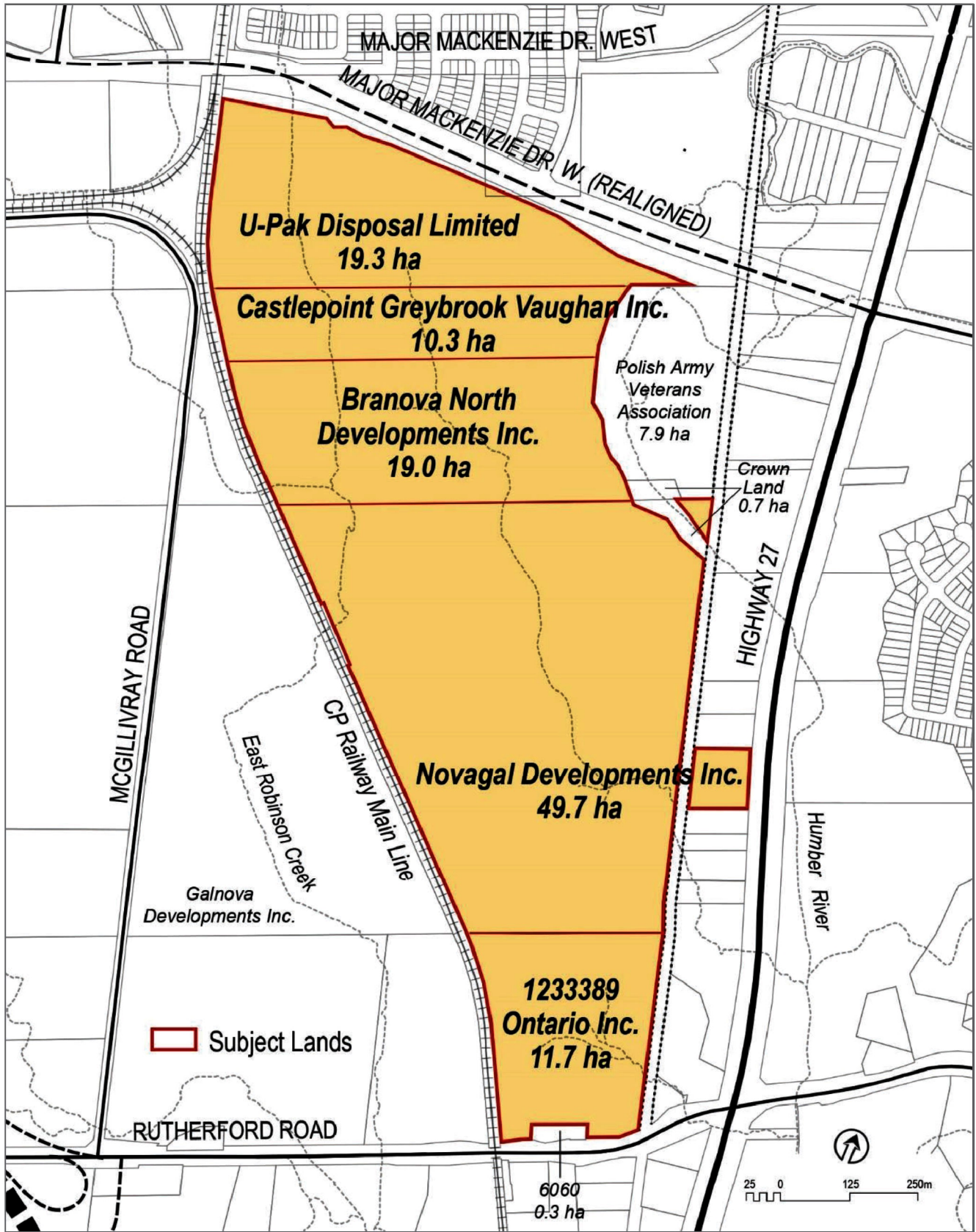
| UNITS BY TYPE | UNITS |
|-------------------------------|-------------|
| 11.0m & 12.2m Single Detached | 331 |
| 6.1m Lane Townhouse | 73 |
| 6.1m Street Townhouse | 183 |
| Condominium Townhouse | 417 |
| TOTAL | 1004 |

| | |
|---|---------------|
| Gross Developable Area (incl. 1/2 adjacent roads) | 65.7 hectares |
| Expected residential Units: | 1,004 units |
| Population - Singles (331) @ 3.61 ppu | 1,195 |
| - Attached units (673) @ 2.98 | 2,006 |
| Total Population: | 3,201 persons |
| Population Related Employment @ 3.9%: | 125 jobs |
| School Related Employment (50 /site) | 100 jobs |
| Persons and jobs per hectare | 52.1 |

Attachment 2

2

Date: March 5, 2024
Project No.: 16-2539
Prepared by: Malone Given Parsons Ltd.



Block 60 East Landowner Map

LOCATION:
 Part of Lots 16 to 20, Concession 9

APPLICANT: Block 60 East Landowner Group Inc.



Attachment

FILE:
 BL.60E.2018

3