

Committee of the Whole (Public Meeting) Report

DATE: Tuesday, May 6, 2025

WARD(S): 2

TITLE: FILE BL.60W.2019

**BLOCK 60 WEST LANDOWNERS GROUP INC. BLOCK PLAN
PRELIMINARY REPORT**

FROM:

Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

ACTION: FOR INFORMATION

Purpose

To receive comments from the public and the Committee of the Whole related to Block Plan Application BL.60W.2019 for the lands within the Block 60 West which has been submitted to implement the policies of the Vaughan Official Plan 2010 (VOP 2010), and the West Vaughan Employment Area Secondary Plan (WVEA SP).

Report Highlights

- To receive input from the public and the Committee of the Whole on the proposed Block 60 West Block Plan
- To provide a summary of the policy context and proposed Block 60 West Block Plan, being primarily the policies of the Vaughan Official Plan 2010 and the West Vaughan Employment Area Secondary Plan
- All issues and matters identified through the review of the Block 60 West Block Plan application, together with comments expressed by the public and Committee of the Whole at the Public Meeting, including those submitted in writing, will be considered in a technical report and presented at a future Committee of the Whole meeting

Recommendations

1. THAT the Public Meeting report for Block Plan File BL.60W.2019 (Block 60 West Landowners Group Inc.) BE RECEIVED, and that any issues identified be addressed in a comprehensive report to the Committee of the Whole prepared by the Policy Planning and Special Programs Department.

Background

The Block 60 West, (“Subject Lands”) are bound by the Huntington Road to the west, the CPKC Rail Mac Tier subdivision line to the east, McGillivray Road to the north, and Rutherford Road to the south (Attachment #1). The subject lands have an area of approximately 240.15 hectares and are owned by participating and non-participating landowners (Attachment #2).

The City of Vaughan Official Plan (VOP 2010) designates the Subject Lands as ‘Employment Areas’ and ‘Natural Areas and Countryside’ on Schedule 1 Urban Structure. The West Vaughan Employment Area Secondary Plan (WVEA SP) designates the subject lands as “Prestige Employment”, “General Employment”, “Natural Area”, “Utility” and “Intermodal Priority Area” on Schedule 3 Land Use (Attachment #3).

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 Planning Statement (PPS) and other applicable provincial plans was established through the VOP 2010 study process. The proposed Block 60 West 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 West are identified and addressed through a comprehensive planning exercise.

The Block Plan process is also a requirement by policies contained in WVEA SP Chapter 2 section 2.6.1 that states “The preparation of detailed Block Plans shall be required for all areas of the WVEA to implement the Secondary Plan, in accordance with the policies of Section 10.1 of Volume 1 of the Official Plan. The precise location and boundaries of each Block Planning Area shall be identified by the City in consultation with landowners and the Toronto and Region Conservation Authority.

Block 60 West is physically separated from Block 60 East by the CPKR Railway Line traveling north-south along the eastern boundary of the Subject Lands. The participating landowners own approximately 286.53 Acres while the remaining non-participating owners own 115.69 Acres in the Block 60 West Block Plan Area, The below table provides a summary of the participating and non-participating landowners and is further identified in Attachment #2.

Table 1: Block 60 West Ownership

Participating Owners	Parcel Size (Ac)
Bragal Developments	59.77
Branova South Developments	16.75
Galnova Developments	79.09
9233 McGillivray Inc.	42.67
2112859 Ontario Inc.	39.63
Di Poce Real Estate Holdings Limited	8.89
Sylco Forest	3.65
Sylvan Forest Huntington Inc.	2.76
Di Poce Real Estate Holdings Limited	18.65
1273174 Ontario Inc.	14.67
Total Participating Land Area	286.53
Non-Participating Owners	Parcel Size (Acres)
2677812 Ontario Inc.	6.72
2439499 Ontario Inc.	16.53
1871285 Ontario Inc.	3.01
9571 Huntington Road Inc.	42.30
Huntington Property Holdings Inc.	13.39
GTS Contractors Limited	9.63
914272 Ontario Inc.	2.49
Rocco Nasurzio	20.46
Regional Municipality of York	1.16
Total Block 60 West	115.69

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

The Block Plan application was received on July 11, 2024, and circulated electronically to internal and external agencies on August 2, 2024. The proposed Block Plan Concept Land Use Plan, which forms part of the resubmission, is included as Attachment #4 to this report.

Previous Reports/Authority

Not Applicable.

Analysis and Options

The Subject Lands are proceeding under the City of Vaughan (VOP 2010) Volume 1, the West Vaughan Employment Area Secondary Plan (WVEA SP) in VOP 2010 Volume 2, and other applicable policies.

The City of Vaughan Official Plan (VOP 2010) designates the Subject Lands as ‘Employment Areas’ and ‘Natural Areas and Countryside’ on Schedule 1 Urban Structure. Chapter 2 - 2.2.1.1(c) states that the plan must “maintain the stability of lands shown as Employment Areas for a variety of industrial, manufacturing, warehousing, small and medium-sized offices, ancillary retail uses and parks”. The intent of the Block 60 West Block Plan is to maintain and enhance employment uses.

The Block 60 West lands are also subject to the West Vaughan Employment Area Secondary Plan (WVEA SP) as shown on VOP, 2010, Schedule ‘14A’. The WVEA SP designates the subject lands as “Prestige Employment”, “General Employment”, “Natural Area”, “Utility” and “Intermodal Priority Area” on Schedule 3 Land Use.

Section 2.5.1 in the WVEA SP states that the land use permissions, building types and development criteria contained in Volume 1 of VOP 2010 shall apply to the lands designated “General Employment” and “Prestige Employment” within the Block Plan.

Prestige Employment is characterized by high quality buildings in an attractive pedestrian-friendly, connected and transit-oriented working environment. A variety of lot sizes should be made available in areas designated as Prestige Employment to provide flexibility for attracting and accommodating a wide range of employment uses. Prestige Employment areas should be located in locations that have high visual exposure to the key transportation routes.

General Employment Areas are predominantly industrial areas characterized by low scale buildings with a variety of lot sizes to provide flexibility for attracting and accommodating a wide range of industrial and associated employment uses. While areas designated as General Employment will continue to accommodate vehicles and trucks, development in these areas will be designed with pedestrian connectivity and amenity to serve the daily employee population and to facilitate access to public transit. A full range of industrial uses including manufacturing, warehousing, processing, transportation, distribution and outdoor storage.

The Natural Area policies in VOP 2010 require that core features of the Natural Heritage Network be protected and enhanced. The WVEA SP recognizes the Hydro Corridor extending through Block 60 West under the Utility designation. The lands designated Intermodal Priority Area are intended to support large-scale employment uses that are heavily dependent on rail movement with connections to the CPKC Intermodal Facility.

The WVEA SP policy 2.1.3 states a minimum target of 40 jobs per hectare for the WVEA SP in accordance with the York Region Official Plan. The proposed Block 60 West Plan will be developed on full municipal services, provide opportunities for employment lands that can facilitate various block sizes and accommodate a variety of employment uses. Jobs per hectare are subject to the types and intensity of employment uses, which can vary greatly in large employment areas. The proposed Block 60 West plan will be expected to meet or exceed the required density targets in the WVEA SP.

The proposed transportation network generally fits within the road network provided for the WVEA SP. Section 2.2.7 of the WVEA SP states that that the precise alignment of streets (shown on Schedule 1), including Regional streets and Provincial highways, and the feasibility of crossings of the Natural Heritage Network, shall be determined in the development of the Block 60 West block plan.

Staff have received comments from internal departments and external agencies on the first Block Plan submission and will work with them and the landowners to discuss outstanding issues through the Block Plan process.

General Comments

The Block 60 West Landowners Group Inc. submitted the following technical reports in support of the Block Plan Application:

1. Planning Justification Report – KLM Planning Partners Inc. (July 2024);
2. Urban Design Guidelines – MBTW Group (June 2024);
3. Landscape Master Plan Vision – MBTW Group (June 2024);
4. Pedestrian Network System Plan – MBTW Group (February 2024);
5. Architectural Design Guidelines – MBTW Group (June 2024);
6. Tree Inventory and Preservation Plan Report – Kuntz Forest Consulting Inc. (December 2023);
7. Sustainability Metrics Input Table – Various Consultants (June 2024);
8. Sustainability Metrics Summary Letter - KLM Planning Partners Inc. (June 2024);
9. Master Environmental Servicing Plan – SCS Consulting Group Ltd. (March 2024);
10. Phase One Environmental Site Assessment Reports – Soil Engineers Ltd. (June 2021);
11. Environmental Impact Study – Dillon Consulting Limited (April 2024);
12. Fluvial Geomorphology Assessment Report – AquaLogic Consulting (January 2024);
13. Geotechnical Investigation and Slope Stability Study – Soil Engineers Ltd. (August 2020);
14. Geotechnical Review Letter for the Proposed Stormwater Management Pond – Soil Engineers Ltd. (January 2024);

15. Hydrogeological Assessment Report – R.J.Burnside & Associates Limited (August 2023);
16. Edge Management Plan - MBTW Group (March, 2024);
17. Legal Survey with staked limits - Schaeffer Dzaldov Bennett LTD. (November 2018);
18. Stage 1 and 2 Archaeological Assessments - Archaeologists Inc. (October 2019 and April 2021, respectively);
19. Cultural Heritage Impact Assessment Report - LHC Heritage Planning & Archaeology Inc. (July 2024); and
20. Transportation studies and mitigation plans - CGH Transportation Inc. (June 2024).

The updated Block Plan Application was circulated to the appropriate external agencies and internal departments. The main characteristics of the Block and issues arising from the City and agency reviews are provided in the subsections below:

Development Engineering – Water Distribution and Servicing

Block 60 West lies within Pressure District 6 of the York Water System. There is an existing 750mm-dia. York Region watermain north along Huntington Road from Rutherford Road. A stub off York Region's 750mm-dia. watermain is available at the intersection of Huntington Road and McGillivray Road. The Block Plan is proposing to connect to the existing chamber at the intersection of Huntington Road and Rutherford Road, the existing stub at the intersection of Huntington Road and McGillivray Road, and a new connection to York Region's 1800mm-dia. feedermain at the intersection of Rutherford Road and McGillivray Road. The current proposal conforms to the water distribution system servicing strategy identified in the City's Integrated Urban Water Master Plan Class EA (Water Project No. W020-2023). The identified connection to York Region's 1800mm-dia. feedermain at Rutherford Road has not been currently approved by the Region and further evaluation is needed. The applicant shall provide an alternate connection point if York Region does not approve the connection to the feedermain at this location.

Development Engineering – Wastewater

York Region completed a Class Environmental Assessment (Class EA) study in 2013 to identify and evaluate practical sewage servicing alternatives for the West Vaughan service area. The Environmental Study Report (ESR), completed as part of the Class EA, identified a 14-kilometre sanitary sewer route from the new Humber Sewage Pumping Station to the Kleinburg Water Resource Recovery Facility (WRRF) as the preferred solution for future sewage servicing in West Vaughan. The sanitary sewer will be constructed in two (2) phases. The Phase One (1), (in-service date of 2030) scope of work includes a new Humber Pumping Station (HPS) structure and a three-metre diameter sanitary trunk initiating at the new HPS location, at approximately Islington Road and Steeles Avenue, north along the valley west of Islington Avenue, west along Highway 7, north along Highway 27 and west along Rutherford Road terminating at Huntington Road. Phase 2 (in-service date beyond 2034) initiates at Rutherford Road and Highway 27 and continues north and terminates at the K-N WRRF site. The applicant shall confirm that the timing of the construction of this sanitary sewer will

coincide with the in-service date of approximately 2030 of Phase One (1) of York Region's West Vaughan Sanitary Trunk Sewer Project.

Development Engineering – Stormwater

Major system flows (5 year up to a 100-year storm events) will be conveyed to low points within the road ROW. The major system drainage will be conveyed in accordance with City of Vaughan criteria which specifies the overland flow depth constraints. The overland flow route through walkways shall be captured and directed by the pipe system to the stormwater management pond outlet. Roads may be used for major system overland flow conveyance during the greater of the 100-year return frequency or regional storm subject to the flow depth constraints. The Landowner Group shall confirm if any exemptions to City criteria is needed and, if so, provide rationale as to why it's not possible to meet the criteria. Allowable release rates, onsite retention rates and catchment areas will need to be updated to reflect City Guidelines.

Development Engineering – Environmental

Phase One (1) ESA updates will be required for all sites at the time of individual site applications as some reports indicated that data limitations were due to unavailable records. All reports will need completion of a Phase Two (2) ESA as part of individual site applications.

Development Engineering – Transportation

The Landowners Group is engaged in discussions with CPKC to establish an alignment and design for the McGillivray rail overpass connecting to Major Mackenzie Drive West / Barons Street intersection that is acceptable to all stakeholders.

Block 60 West has the potential to accommodate the Bolton GO Rail Station at Rutherford Road, especially when compared to the existing constraints of Block 60 East and Block 59. Accordingly, the Block 60 West Block Plan should identify appropriate location(s) for the future station, reserve land for it, and reflect this on the Block Plan. This approach aligns with Policy 2.2.10 of the Secondary Plan.

Given the deviations from the Secondary Plan Road network, there is a concern that impacts on the non-participating lands are not captured through a statutory process. As such, the applicant should discuss the need for an Official Plan Amendment (OPA) or an acceptable alternative to address this concern based on the final design.

Development Planning

The "Major Collector" road network shown on the proposed Block Plan does not match the road network detailed in the West Vaughan Employment Area Secondary Plan (WVEA). The proposed "Natural Area", "General Employment", "Prestige Employment" land uses do not entirely align with the land use designations depicted on Schedule 3: Land Use of the WVEA SP. An Official Plan Amendment may be required to add or remove land use designation areas from the WVEA SP and align the proposed road network.

Environmental Planning

Staff are requesting updated figures to aid in review of the Functional Assessment of Wetlands (PSW and non PSW) and Evaluation of Wetland Significance in the study area to further evaluate recommendations to retain, modify or remove wetlands. These

updated figures should include wetland unit area, vegetation communities, flora rarity, amphibian breeding, wetland bird species use, fish habitat, hydrology, landscape context connections and level of disturbance/history.

All proposed road crossings should be designed to accommodate the passage of wildlife to mitigate potential impacts caused by roadways bisecting natural areas. The potential trail system is proposed to occur within the vegetation protection zone (VPZ) of the proposed Natural Heritage System (NHS) and select VPZ may require limited tree and ground vegetation removals to facilitate trail construction. If removal of the vegetation is to be considered, the applicant must demonstrate how it will meet Section 3.2.3.7 and/or Section 3.2.3.11 of the VOP 2010.

There are several Significant Wildlife Habitats (SWH) candidates identified within the subject lands including confirmed SWH for terrestrial crayfish and breeding amphibians which may be disturbed with the road alignment proposed. Strategies to mitigate impacts to general wildlife prior to and during construction are recommended.

The block plan should identify how the vegetation edge and associated VPZ will be protected and naturalized. The plans should also identify the impacts that may result from authorized works and provide details for how the proposed disturbed areas can be remediated. Any proposed plantings should be native, noninvasive species.

Parks Planning

A Trails Master Plan and Feasibility Study should be prepared to accompany the proposed trail network. Proposed trailheads should be reviewed for feasibility and moved closer to Major Collector Roads. Portions of the trail network are proposed within TRCA Regulated Area and according to O. Reg. 41/24, any proposed development, interference, or alteration within the regulated area requires permission and approval from TRCA. Final trail alignment and construction details are subject to approval by the City and the Conservation Authority. Alternatives can be discussed based on TRCA requirements and local conditions, at future stages of development.

Policy Planning and Special Programs - Sustainability Metrics

Staff recommend addressing on-site energy production, such as solar electricity, solar hot water and small-scale wind energy through a Community Energy Plan and submit a signed letter of commitment as a transition to Net-Zero development.

Urban Design

The Landscape Masterplan should include an entry feature at the Huntington Road & McGillivray Road intersection. Wider sidewalks or multi-use pathways should be considered for major collector roads to promote additional connectivity within the proposed trail networks. Further chapters in the plan should include conformance with the Accessibility for Ontarians with Disabilities Act (AODA), principles of Crime Prevention through Environmental Design (CPTED) and maintenance and life cycles of proposed City-owned streetscaping/landscaping assets.

Toronto and Regional Conservation Authority (TRCA)

The proposed stormwater management (SWM) strategy for Block 60 West presented in the MESP includes separate outfalls for many of the employment blocks. Given the catchment drainage areas have been discretized to each outlet, the proposed SWM facilities may not provide sufficient SWM controls to meet the TRCA water quantity and erosion control criteria. Per the TRCA SWM criteria, the number of outlets should be minimized to reduce the potential erosion risks to the receiving watercourses. Therefore, the SWM strategy should be revised where possible to combine SWM facilities and outfalls.

Updated calculations for the proposed peak flows and volumes for every proposed SWM facility will be needed to demonstrate the feasibility of the proposed SWM strategy that will be required to meet TRCA criteria. Calculations will be needed for Erosion Control management and retention measures for municipal roads. Low Impact Development (LID) options should also be explored.

While the determination of consistency with the Provincial Policy Statement (PPS) and conformity with City and Region of York natural heritage and environmental policies is within the City's purview, conservation authorities still regulate wetland features for the significant hydrologic function that the features have in the management of natural hazards in watersheds. Should these features directly contribute to the hydrological function of a watershed through connection with a surface watercourse, permission will be required from the TRCA pursuant to Ontario Regulation 41/24 for their removal. Should the City of Vaughan agree to the removal of wetlands, the assessment of hydrological impacts due to feature removal would be required.

York Region

An internal road connection between Block 60 East and Block 60 West has been protected as part of the Block 60 East Plan. The Study does not provide information regarding the connection on the Block 60 West side. A future road connection shall be protected as part of the Block 60 West plan. The extension of Highway 427 and its interchanges with Major Mackenzie Drive and Rutherford Road has significantly increased traffic volumes on these major east-west arterials. The Study acknowledges that both arterials will be operating at capacity; therefore, an internal connection between Block 60 West and Block 60 East is important to accommodate short trips between the two Blocks and avoid major arterials.

The extension of McGillivray Road to Major Mackenzie Drive through the Block 60 West plan will require crossing of multiple rail tracks. Financial cost of such a crossing is an obstacle to extend McGillivray Road to Major Mackenzie Dr. The transportation study should provide any details as to the feasibility and cost of this connection.

The proposed connection to the 1800mm York-Peel feedermain along Rutherford and McGillivray Road is currently being discussed through an on-going conversation with the City of Vaughan and York Region. Please be advised that the Region has not considered this connection in the 2022 Regional Master Plan. York Region is still reviewing the proposed connection and has not committed to accepting the connection.

The water servicing strategy may need to be revised pending the outcome of the discussion.

Should future development within the block plan include bulk fuel ($\geq 2500\text{L}$) or bulk chemicals ($\geq 500\text{L}$) a Contaminant Management Plan (CMP) will be required prior to any development application to meet the Region's Source Water Protection criteria. If a CMP is not required, a letter prepared by a qualified professional will be requested in its place stating that the above noted activities will not be occurring.

It is the expectation that the consultants will work with Staff to ensure that all comments are appropriately met and addressed through subsequent submissions.

Financial Impact

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

Operational Impact

There are no operational impacts associated with this report.

Broader Regional Impacts/Considerations

The Block Plan application has been circulated to the Region of York for review and comment. Any issues resulting from the Regional review will be addressed in the planning report prepared for a future Committee of the Whole.

Conclusion

The preliminary issues identified in this report, including further responses from internal departments and external agencies, will be considered in the technical review of the Block Plan application along with the supporting reports, together with comments expressed by the public and Council at the Public Meeting and those submitted in writing. These will be addressed in a comprehensive planning report to a future Committee of the Whole.

Attachments

1. Block 60 West - Location Map
2. Block 60 West – Ownership Map
3. West Vaughan Employment Area – Schedule 3
4. Block 60 West – Draft Block Plan

Prepared by

Eurus Pan, Planner I, Policy Planning & Sustainability, extension 8256
Alex Di Scipio, Planner, Policy Planning & Sustainability extension 8259
Fausto Filippetto, Senior Manager, Policy Planning & Sustainability, extension 8699