

## Committee of the Whole (Public Meeting) Report

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**DATE:** Wednesday, June 4, 2025

**WARD:** 1

**TITLE:** FILE BL.66W.2024

**BLOCK 66 WEST LANDOWNERS GROUP INC. BLOCK PLAN  
PUBLIC MEETING REPORT**

**FROM:**

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

**ACTION:** FOR INFORMATION

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### **Purpose**

To receive comments from the public and the Committee of the Whole regarding Block Plan Application Block 66 West submitted by the Block 66 West Landowners Group Inc. (Applicant) located within the West Vaughan Employment Area Secondary Plan.

### **Report Highlights**

- To provide a summary of the proposed Block 66 West Block Plan Application and the policy context applicable to this area;
- To provide a summary of the City Department and External Agency comments received to date; and
- To provide a summary of key areas identified that require further review.

### **Recommendations**

1. THAT the Public Meeting report for the Block 66 West Block Plan Application File BL.66W.2024 (Block 66 West Landowners Group Inc.) BE RECEIVED, and that any comments or issues identified at the Public Meeting be addressed in a future technical report to the Committee of the Whole, prepared by the Policy Planning and Special Programs Department.

### **Background**

Block 66 West (Subject Lands) is bound by Nashville Road to the north, Highway 50 to the west, Major Mackenzie Drive to the south and a Hydro One transmission corridor to the east (Attachment 1).

The Subject Lands have an area of approximately 182 hectares (450 acres) and are owned by both participating and non-participating landowners for the Block Plan Application (Attachment 2). The non-participating landowners occupy small parcels of land located at the north-west and south-west corners of the Block, one being a gas station and several others being trucking logistic facilities.

The Subject Lands were historically used for agricultural purposes, and are currently operating as a mix between agricultural, light industrial and storage uses.

A portion of the Subject Lands are located within the Highway 413 Focused Analysis Area as identified by the MTO. The Subject Lands also contain a electrical power transmission corridor along the eastern boundary owned by Hydro One.

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

The Block Plan Application process is a non-statutory requirement of the City of Vaughan Official Plan 2010 (VOP 2010). Block Plans are a land use 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 Secondary Plan. The Block Plan serves as a comprehensive blueprint for future individual draft plans of subdivision and related development applications.

A Block Plan submission is a requirement of the West Vaughan Employment Area Secondary Plan, as informed by the Block Plan policies of the VOP 2010 (Policies 10.1.1.14 to 10.1.1.26).

Chapter 2, Policy 2.6.1 of the West Vaughan Employment Area Secondary Plan states that: “the preparation of detailed Block Plans shall be required for all areas of the West Vaughan Employment Area 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”. Attachment #3 provides the West Vaughan Employment Area Secondary Plan Schedule 3 Land Uses.

Policy 10.1.1.15 of the VOP 2010 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”.

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***The Block Plan Application was submitted by the Block 66 West Landowners Group Inc.***

A Block Plan Application was received by the Policy Planning and Special Programs Department on March 7, 2025 (File BL.66W.2024). The proposed Concept Land Use Plan is included as Attachment 4 to this report.

The Applicant proposes both prestige and general employment land uses within Block 66 West which is generally consistent with the policies contained in the VOP 2010 and the West Vaughan Employment Area Secondary Plan. Prestige Employment uses are proposed along the western boundary (Highway 50) and the northern boundary (Nashville Road). General Employment uses are proposed internal to the site and adjacent to the Prestige Employment uses. The proposed Block Plan and land uses (Attachment #4) are closely aligned with the Land Use Plan of the West Vaughan Employment Area Secondary Plan (Attachment 3).

The proposed road network varies from the West Vaughan Employment Area Secondary Plan, which delineates a north south road from Nashville Road to Major Mackenzie Drive and two east-west roads from Highway 50 connecting to the north-south road. The Applicant instead proposes a road connecting from Highway 50 in the north which follows the proposed channel realignment of the Rainbow Creek Tributary and West Robinson Creek Tributary watercourse and a second crescent shape road in the south of the Block, which connects from Highway 50 to Major Mackenzie Drive.

Comments regarding this matter have been provided by Development Engineering – Transportation Engineering and are detailed in later sections of this report.

Policy 2.2.6 of the West Vaughan Employment Area Secondary Plan speaks to the Primary Street network of the Block Plan being made up of Major and Minor Collector Streets. The Primary Street network gives organization to the street system within Concession Blocks and allows for convenient and efficient vehicular and pedestrian movement within and between adjacent Concession Blocks. The location of access points to the Regional road system and the alignments of the primary streets will be confirmed through the Block Plan approval process, to the satisfaction of the City, in consultation with the Region, based on transportation studies and analyses submitted in support of the Block Plan application. Adjustments to the alignment and location of the Street network may occur without amendment to this Secondary Plan, subject to the intent of the Secondary Plan being maintained.

Two trail options are proposed within the easterly valley lands associated with the West Robinson Creek between Major Mackenzie Drive and Teston Road.

Modifications to the existing watercourses and floodplain are proposed at three locations within the Subject Lands, the Rainbow Creek Tributary and West Robinson Creek Tributary A and B. Approximately 2.7 hectares of existing wetland is proposed to be removed along the Rainbow Creek corridor as part of the Block development. Comments regarding this matter have been provided by Environmental Planning and are detailed in later sections of this report.

The Block Plan also identifies and delineates the Natural Heritage System Features and their associated buffers which is being reviewed by both the TRCA and City staff.

As noted above, not all landowners within Block 66 West are participating in this Block Plan Application. A summary of the participating and non-participating landowners and corresponding land area is shown in Table 1 below and within Attachment #2.

**Table 1: Block 66 West Ownership**

<b>Participating Owners</b>	<b>Parcel Size (hectares)</b>
Vinview Developments Inc.	36.9
1338462 Ontario Ltd.	18.1
Stellex Properties Inc.	19.6
Major Fifty Investments Inc.	20.1
Danlauton Holdings Ltd.	14.6
CPSP Vaughan Nominee Inc.	34.3
Gusgo Holdings Ltd.	9.7
Guscon Mackenzie GP Inc.	15.6
2268005 Ontario Ltd.	6.3
<b>Total Participating Land Area</b>	<b>175.6</b>

<b>Non-Participating Owners</b>	<b>Parcel Size (hectares)</b>
2113630 Ontario Inc.	0.3
2113630 Ontario Inc.	0.7
3942198 Canada Inc.	3.6
Jaswinder Singh, Harkitkhangura, Haprpreetmann, Parmjitmann, Surjitlally and Jasvinder Khangura	0.3
The Regional Municipality of York	0.2
1696352 Ontario Ltd.	1.2
<b>Total Non-Participating Land Area</b>	<b>6.6</b>
<b>GRAND TOTAL Block 66 West Land Area</b>	<b>182.2</b>

***Development applications have been submitted within the Block Plan Area (Block 66 West).***

An Official Plan Amendment Application (File OP.24.006) and a Zoning By-law Amendment Application (File Z.24.017) were submitted in 2024 for 10223 Highway 50, located mid-way between Major Mackenzie Drive and Nashville Road.

The applications seek to amend the VOP 2010 and Zoning By-law 001-2021 for the Subject Lands to permit a 30-metre-high industrial warehouse building with a gross floor area of 69,409.30 square metres, an accessory car wash facility with a gross floor area of 661.7 square metres, and a total of 509 vehicular parking spaces.

The requested amendments to the VOP 2010 include redesignating the Subject Lands (partially within the GTA West Corridor Protection Area) from “Natural Area” to “Prestige Employment” and “General Employment”, and from “Prestige Employment” to “Natural Area” to reflect the proposed re-alignment of the Rainbow Creek Headwater Drainage Feature.

**Previous Reports/Authority**

Not Applicable.

**Analysis and Options**

***The Block Plan Application is being reviewed under the Vaughan Official Plan 2010 the West Vaughan Employment Area Secondary Plan and other applicable policies.***

The VOP 2010 designates the Subject Lands as “Employment Areas” and “Natural Areas and Countryside” on Schedule 1 Urban Structure. Policy 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 66 West Block Plan is to maintain and enhance employment uses.

As noted above, the Block 66 West lands are also subject to the West Vaughan Employment Area Secondary Plan. The West Vaughan Employment Area Secondary Plan designates the Subject Lands as 'Prestige Employment', "General Employment", "Natural Area", "Utility" and 'GTA West Corridor Protection Area' on Schedule 3 Land Use (Attachment 3). The proposed land use designations in Block 66 West are generally consistent with the VOP 2010 and the West Vaughan Employment Area Secondary Plan.

Policy 2.5.1 in the West Vaughan Employment Area Secondary Plan states that the land use permissions, building types and development criteria contained in the VOP 2010 shall apply to the lands designated "General Employment" and "Prestige Employment" within the Block Plan.

The West Vaughan Employment Area Secondary Plan policies outline that Prestige Employment lands are characterized by high quality buildings in an attractive pedestrian-friendly, connected and transit-oriented working environment. Prestige Employment areas should be located in areas that have high visual exposure to the key transportation routes. The proposed Block 66 West Prestige Employment lands are generally consistent with these West Vaughan Employment Area Secondary Plan policies.

The West Vaughan Employment Area Secondary Plan policies identify that the 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. A full range of industrial uses are permitted including manufacturing, warehousing, processing, transportation, distribution and outdoor storage. The proposed Block 66 West General Employment lands are generally consistent with these West Vaughan Employment Area Secondary Plan policies.

The Natural Area policies in the VOP 2010 require that core features of the Natural Heritage Network be protected and enhanced. The Block Plan includes restoration and watercourse channel realignment of the Rainbow Creek Tributary and Tributary A and B of the West Robinson Creek corridor to restore ecological function through the creation of fish habitat, wetlands and restored riparian function.

The West Vaughan Employment Area Secondary Plan recognizes the Hydro Corridor extending through Block 66 West. The Block Plan design respects the Hydro Corridor by eliminating crossings of the corridor and by providing compatible employment land uses on adjacent lands. The GTA West Corridor Protection Area facilitates the Highway 413 Project which includes constructing extensions for Highway 427 to connect to Highway 413. The future Highway 413 Route Planning Study Area and the Focused Analysis Area are within the GTA West Corridor Protection Area and encompass a significant portion of the Block.

The West Vaughan Employment Area Secondary Plan Policy 2.1.3 provides for a minimum target of 40 jobs per hectare in accordance with the York Region Official Plan 2022. The proposed Block 66 West Plan will exceed the minimum density of 40 jobs per hectare in the developable area with a projected target of 42.56 jobs per hectare (4,879

Jobs/114.625 developable hectares).

***Staff have received comments from internal departments and external agencies on the Block Plan Application.***

The Block 66 West Landowners Group Inc. submitted the following technical reports in support of the Block Plan Application:

1. First Submission Cover Letter – KLM Planning Partners Inc. (March 7, 2025);
2. Executed Block Plan Application Form – KLM Planning Partners Inc. (March 5, 2025);
3. Legal and Topographic Survey – Schaeffer Dzaldov Purcell Ltd. (September 24, 2024);
4. Planning Justification Report, prepared – KLM Planning Partners Inc. (March 2025);
5. Sustainability Metrics Applicant Input Table – All consultants (March 2025);
6. Sustainability Metrics Summary Letter – KLM Planning Partners Inc. (March 7, 2025);
7. Urban Design Guidelines – MBTW Group (February 2025);
8. Architectural Design Guidelines – MBTW Group (February 2025);
9. Landscape Master Plan Vision, prepared – MBTW Group (February 2025);
10. Trail Master Plan and Feasibility Study – MBTW Group (February 2025);
11. Master Environmental Servicing Plan – SCS Consulting Group Ltd. (March 2025);
12. Environmental Impact Study – GEI Consultants Ltd. (March 2025);
13. Fluvial Geomorphology Assessment of West Robinson Creek and Rainbow Creek – GEO Morphix Ltd. (January 27, 2025);
14. Preliminary Geotechnical Investigation – SLR Consulting (Canada) Ltd. (March 7, 2025);
15. Hydrogeological Investigation – SLR Consulting (Canada) Ltd. (March 7, 2025);
- 16.– 25. Archaeological Assessments – Various consultants;
26. Cultural Heritage Impact Assessment – LHC Heritage Planning & Archaeology Inc. (December 18, 2024); and
27. Transportation Study – RJ Burnside & Associates Limited (February 2025).

The first submission of the Block Plan Application was circulated to the appropriate external agencies and internal departments. City and agency comments are provided (and in some cases summarized) in the subsections below.

**Development and Parks Planning**

The current non-conforming uses operating within Block 66 West are not conducive to implementing the West Vaughan Employment Area Secondary Plan and proposed Block 66 West Block Plan. A plan and timeline for phasing out non-conforming uses should be provided for both participating and non-participating landowners. The proposed Block 66 West Plan should also be coordinated with the active development application taking place within the Block.

Confirmation of the preferred Highway 427 extension and 413 alignment will be required from MTO before lands are released for development. Toronto and Region Conservation Authority will need to confirm the “Natural Areas” designations and “Regional Greenlands System” designation in the proposed modifications to the existing watercourses and floodplains. Ownership of the open space lands and channels for the realignment and modifications to Rainbow Creek and West Robinson Creek and their tributaries will be required.

A Multi-Use Recreational Trails Master Plan showing feasible trail alignments shall be included in the Block Plan and updated as the Block Plan proceeds. The proposed multi-use recreational trails should conform with City standards. Staff acknowledge and support ongoing review of both Option 1 and Option 2 routes demonstrated in the submitted Trails Master Plan and Feasibility Study, connecting to the Vaughan Super Trail planned within the adjacent hydro corridor lands. Confirmation/selection of a preferred option can occur through submission of future development applications.

#### Development Engineering – Water Distribution

The site generally lies within Pressure District 6 of the York Region’s Water System. A 600mm-diameter watermain is proposed to connect to York Region’s 750mm-diameter trunk watermain along Huntington Road at Major Mackenzie Drive and Nashville Road which generally conforms to the City’s Integrated Urban Water Master Plan Class Environmental Assessment. At the detailed design stage, watermain stubs for future water distribution system extensions may be required and will be determined in subsequent submissions of the Master Environmental Servicing Plan.

#### Development Engineering – Wastewater Servicing

York Region completed a Class Environmental Assessment study in 2013 to identify and evaluate practical sewage servicing alternatives for the West Vaughan area. The Environmental Study Report, completed as part of the Class Environmental Assessment, identified a 14-kilometre sanitary sewer route from the new Humber Sewage Pumping Station to the Kleinburg Water Resource Recovery Facility as the preferred solution for future sewage servicing in West Vaughan.

Block 66 West is a tributary to the Humber Pumping Station via York Region’s West Vaughan Sanitary Sewer; however, its more immediate outlet is a connection to the City’s 900mm-diameter Huntington Road Sanitary Trunk Sewer. A stub is available at the intersection of Huntington Road and Major Mackenzie Drive, as detailed in the Master Environmental Servicing Plan.

The external sanitary drainage area, north of Nashville Road tributary to Block 66 West, is subject to confirmation from the City’s Infrastructure Planning Department and is subject to the City’s approved Integrated Urban Water Master Plan Class Environmental Assessment and associated modelling.

Site servicing for Block 66 West service area shall conform to the conclusions and recommendations of the City’s final Integrated Urban Water Master Plan Class Environmental Assessment Study.



### Development Engineering – Stormwater Management

Considering the superpipes in the right-of-way, the requirements in the City's Non-Conventional Stormwater Management Facility policy, procedure, and criteria shall apply. This includes a justification report at the initial submission stage of development that documents the social, environmental, and economic benefits, impacts and long-term operations and maintenance requirements and high-level maintenance costs of the proposed facility, as well as other supporting information.

The Master Environmental Servicing Plan notes that only oil and grit separators providing 60% total suspended solids removal will be used for the rights-of-ways. However, 80% total suspended solids removal is required. The quality control strategy needs to be revised as necessary to incorporate the Consolidated Linear Infrastructure - Environmental Compliance Approval criteria and the control hierarchy for total suspended solids removal, and the water balance/onsite erosion control for the rights-of-ways.

For the water balance, parts of the site that are not within the Kleinberg water supply wells, there are still areas that are designated as highly vulnerable aquifers and significant groundwater recharge areas. Revise the water balance strategy as necessary to incorporate the hierarchy noted in the Consolidated Linear Infrastructure - Environmental Compliance Approval in infiltrating to the maximum extent possible.

The water balance equations are double counting the effects of imperviousness in the existing condition, since the Toronto and Region Source Protection Area already includes existing landcover as a parameter. Therefore, the amount of water needed to be infiltrated to achieve water balance should be higher.

The Master Environmental Servicing Plan notes that Wetland 1 does not need a feature-based water balance since it is "expected" to be impacted by Highway 427 Works. The associated impact should be confirmed with the MTO.

Please obtain Toronto and Region Conservation Authority approval for the channel realignment designs as well as verification that regional flood control is not necessary in Block 66 West.

### Development Engineering - Transportation Engineering

The changes proposed to the transportation network from the requirements of the West Vaughan Employment Area Secondary Plan are significant and will not be supported by staff. Adequate justification has not been provided for the significant changes to the transportation network from the West Vaughan Employment Area Secondary Plan. The proposed network does not meet the policy objectives of the West Vaughan Employment Area Secondary Plan and does not support the Block and greater area needs for a well-connected network with continuous north-south and east-west travel options. Staff will not support the current transportation network proposed. The provided Transportation Study also reveals considerable site traffic impacts at existing intersections in the study area which could be mitigated by providing an adequate internal road network.

Two local roads are proposed to support the entire Block. This is not acceptable, and the submitted Transportation Study does not provide adequate justification for the

removal of important transportation network links and connections. The following are required as per the West Vaughan Employment Area Secondary Plan:

- One north-south major collector road (4-lane) connecting Nashville Road to Major MacKenzie Drive West;
- One east-west major collector road (4-lane) connecting Highway 50 to the north-south major collector road at a midpoint in the Block, with protection for a connection across to Huntington Road. The feasibility of such a connection is required to be studied as part of this Block Plan;
- Two additional minor collector road connections between Highway 50 and the north-south major collector road. One of these connections must also be studied for crossing the Hydro corridor and Highway 427 extension for connecting to the 427 Transitway Station.

Phasing of the Block is unclear and it is required to understand how the lands will be developed alongside the Highway 427 extension to Highway 413. It is understood the MTO has not yet released lands from the Focused Analysis Area and therefore it is unclear when certain transportation network connections could be secured and delivered.

The proposed active transportation network for the Block is not acceptable. Multiple trail connections and cycling connections are required which are not proposed. This includes cycling connections as part of the collector road network as well as a trail connection through the hydro corridor. These connections must be shown on the Block Plan. Some of these connections are currently only shown in the Trails Master Plan.

Per the City's Pedestrian & Bicycle Master Plan, all required collector roads must feature separated sidewalks and cycle tracks in-boulevard on both sides of the road. These facilities must be shown along with revisions to the transportation network with the next submission. Only local roads are proposed as part of the Block Plan.

A Transportation Demand Management Plan was not submitted as part of the first submission which is not acceptable. A Transportation Demand Management Plan must be provided to provide high-level guidance for future development applications within the Block in encouraging sustainable travel options.

Approval by York Region, Peel Region, and the MTO will be required prior to City approval. Any improvements required to support the Block in the form of improvements to the York Region, Peel Region, and MTO network are anticipated to be required of the Block 66 West Landowners. It is anticipated that Peel Region may have significant concerns related to the proposed network and absence of internal connectivity within the Block.

#### Development Engineering - Development Services and Environmental Engineering

The site is partially located in a Highly Vulnerable Aquifer, Significant Groundwater Recharge Area, and Wellhead Protection Area - D, all of which are classified as vulnerable areas under the Credit Valley, Toronto and Region, Central Lake Ontario Source Protection Plan. The proponent should contact the York Region Source Water

Protection Specialist for specific policies that will apply to the development areas. Additional groundwater monitoring is needed to confirm the seasonally high groundwater levels and potential seasonal discharge of groundwater within the site watercourses and wetlands.

No environmental site assessment reports, noise studies, air quality studies or land use compatibility assessments were included in the submission. These items will be evaluated at the time of individual site-specific applications.

A Multi-Use Recreational Trails Master Plan showing feasible trail alignments shall be included in the Block Plan and updated as the Block Plan proceeds. The proposed multi-use recreational trails should conform with City standards. Staff acknowledge and support ongoing review of both Option 1 and Option 2 routes demonstrated in the submitted Trails Master Plan and Feasibility Study, connecting to the Vaughan Super Trail planned within the adjacent Hydro corridor lands. Confirmation/selection of a preferred option can occur through submission of future development applications.

#### Emergency Planning

Proper access and egress will be required to allow enough room for emergency vehicles to access the various buildings within the Block Plan.

#### Legal

In review of the Highway 413 Act, the lands in Block 66 West are impacted by the Highway 413 Project which includes constructing extensions of Highway 410 and Highway 427 to connect to Highway 413. The lands also may be impacted by the Highway 413 early works project which includes activities for or related to Highway 413 or extensions of Highway 410 and Highway 427 to connect them to Highway 413. Staff should continue to monitor the developments along the Highway 413 corridor (including any updates to the Focused Analysis Area) to determine how the Block Plan lands will be impacted, and whether any revisions to the Block Plan are required.

#### Parks, Forestry & Horticulture Operations

Tree protection fencing should be installed to minimize the impact on the trees prior to demolition/construction and remain until the construction is completed.

#### Policy Planning and Special Programs – Environmental Planning

Confirmation of any natural hazards (i.e. Top of Draw, Long-Term Stable Top of Slope, Regulatory Floodplain, etc.) is to be provided by the technical expertise of the Toronto and Regional Conservation Authority.

The Subject Lands located within the proposed Highway 413 corridor have not been included in the submitted Environmental Impact Study assessment. The proposed removal of approximately 2.76 ha of low-quality wetlands will need to be evaluated under the Ontario Wetland Evaluation System for the 600-point Provincially Significant Wetlands threshold. Further, the Applicant must demonstrate if the wetlands within the Subject Lands meet the criteria of significance as per the requirements of the VOP 2010.

A three metre wide valleyland trail is proposed as two identified options for alignment through the West Robinson Creek corridor. It is unclear whether the identified trail options will be placed within the Natural Heritage feature and/or within the associated minimum vegetation protection zone. If removal of the vegetation within the proposed Natural Heritage System, and/or vegetation protection zone to facilitate trail construction is to be considered, the Applicant must demonstrate how it will meet the policies of the VOP 2010. Ensure keeping minimum damage to existing slope to preserve 50% of healthy mature trees or 100% of healthy hedgerows. As part of a future submission, an Arborist Report/Tree Inventory Preservation Plan should be provided for City staff's review.

The only Species at Risk identified on the Subject Lands was one Butternut and although there were signs of advanced decline, a Butternut Health Assessment is recommended to determine the condition and management of the observed tree. The City has an interest in identifying mitigation measures regarding Species at Risk.

It is staff's understanding that there are confirmed Fish Habitat within the Rainbow Creek Tributary, West Robinson Creek, and Tributary A to West Robinson Creek within the Study Area and that no negative effects are anticipated should the mitigation measures outlined in the Environmental Impact Study be implemented.

It is staff's understanding that wetlands are proposed for replication within the corridors of the realigned channels. According to the Environmental Impact Study, the proposed corridor designs include approximately 3.04 ha of formalized wetland pockets within the Rainbow Creek corridor and an additional 3.81 ha of wetland is proposed along the realigned West Robinson Creek (Tributary A and B) corridor. The proposed total area of wetland creation is 6.85 ha. Section 7.2.1 of the Environmental Impact Study notes that these wetlands are proposed to provide a net benefit in habitat function.

For any authorized alteration, removal, or replication of natural heritage features—including, but not limited to, wetlands—where such actions meet the criteria for alteration or removal under the City's policies, any associated compensation or replication must follow a recognized ecosystem-based approach. While the City does not currently have its own ecosystem compensation protocol, we encourage the applicant to consider using the Toronto and Regional Conservation Authority's valuation as a starting point.

The application has attained an overall score of 22 points which meets the minimum requirements for Silver Performance Level in the Sustainability Metrics Program. Also, with respect to the Natural Environment and Parks category performance indicators, staff note this section appears to be complete. The Sustainability Metrics Program scores are to be reviewed by Development and Parks Planning and by all technical staff to verify their scores to confirm the scores accuracy and to ensure minimum threshold requirements are being met.

#### Urban Design

The Master Environmental Servicing Plans and Environmental Impact Study should incorporate landform conservation objectives that provide grading solutions to minimize disturbance to existing ecological features. Channel realignment should incorporate

natural heritage compensation to enhance existing natural features. Proposed stormwater management blocks should include a schematic landscape plan addressing seating areas, lookout nodes, naturalized vegetation, native seed mixes and aquatic planting. A detailed tree preservation study is required for Block 66 West that includes an inventory of all existing trees.

The Landscape Master Plan should incorporate primary and secondary entry features that are appropriate at major street corners. Trailheads should be extended to the future street node on Major Mackenzie Drive to a meandering trail/sidewalk along the edge of the natural heritage area. A pedestrian and cycling network on major arterial roads should be provided that includes the location of all crosswalks.

#### Canadian Pacific Kansas City Limited

Canadian Pacific Kansas City Limited are not in favour of any residential uses that are not compatible with rail operations. Canadian Pacific Kansas City's approach to development in the vicinity of rail operations is encapsulated by the 2013 Proximity Guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities.

#### Ministry of Natural Resources

The realignment of two tributary creeks, the western Rainbow Creek, and the eastern West Robinson Creek Tributary could result in a loss of ecological function for these watercourses and the loss of the Rainbow Creek wetlands. The City may wish to consider whether the resulting loss of a natural heritage system along Rainbow Creek is being compensated for appropriately elsewhere in the Block. Ministry of Natural Resources recommends retaining the natural heritage systems for both West Robinson Creek Tributary A and Rainbow Creek. The realigned riparian corridor along Highway 50 should consider a larger width for the creek and riparian wetlands to reduce high salt and heavy metal inputs along Highway 50 from Rainbow Creek. Wetlands in the Block support provincially significant species and the City should consider whether additional surveys are needed to identify the presence of additional faunal groups, mammals, reptiles, or insects.

#### Ministry of Energy and Electrification - Northwest Greater Toronto Area Transmission Corridor

The Subject Lands are partially within the Northwest Greater Toronto Area Transmission Corridor Identification Study's 2020 Narrowed Area of Interest. At this time, the Ministry of Energy and Electrification is unable to allow any development to proceed within the Narrowed Area of Interest as it could be impacted by a future transmission corridor.

#### TransCanada Pipeline Limited

TransCanada Pipeline Limited has one high pressure natural gas pipeline contained within its easement(s) (TransCanada Pipeline Limited Pipeline Right-of-Way) crossing the southeastern corner of the Block. Through the Draft Plan of Subdivision process, TransCanada Pipeline Limited will request that the TransCanada Pipeline Limited Pipeline Right-of-Way be dedicated to the municipality as passive open space or

parkland subject to TransCanada Pipeline Limited's easement rights. The TransCanada Pipeline Limited Pipeline Right-of-Way shall be identified on all municipal plans and schedules as a pipeline/utility corridor. No buildings or structures shall be installed anywhere on the TransCanada Pipeline Limited Pipeline Right-of-Way in accordance with the applicable minimum setback. Permanent fencing may be required along the limits of the TransCanada Pipeline Limited Pipeline Right-of-Way. The proposed crossing by road and utilities should follow the appropriate design guidelines.

#### York Region

Regional staff have concerns with the proposed roadway network as the current network does not match the West Vaughan Employment Area Secondary Plan. The West Vaughan Employment Area Secondary Plan proposes continuous north-south and east-west roadways to relieve congestion from major boundary roadways and it is important that a continuous roadway network is planned in the Block. The Region is requesting that the Owner provide a basic 43 metre right-of-way for the section of Major Mackenzie Drive which the development impacts.

The Applicant is advised that a Transportation Demand Management plan shall be provided with subsequent draft plan of subdivision and/or site plan applications. It is recommended that the applicant explore opportunities with the City to ensure that appropriate active transportation facilities are provided throughout Block 66 West along local roads to connect to Regional active transportation facilities to support transportation opportunities for all modes within and external to the Block.

Further clarity is needed if the Huntington sewer has enough capacity to support the proposed Block based on the estimated projected population. The water servicing strategy at the detailed design stage will need to include engineering designs showing the plan and profile views of the associated construction and all requests should be submitted to the Region's Corporate Services for review and approval by the Infrastructure Asset Management of Public Works. The Applicant is advised that the Disinfection Plan, Flushing and Sampling Program and Ministry of the Environment and Climate Change Form 1 will be required to support the proposal to connect to the Regional water main.

It is noted that outstanding comments from internal departments and external agencies are still forthcoming and staff will continue to work with the following anticipated commenters on their submission including:

- MTO
- TRCA
- Peel Region

The regular circulation for the Notice of Public Meeting was also sent 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. All written comments received will be reviewed and addressed by the Policy Planning and Special Programs Department in a future technical report for a future Committee of the Whole meeting.

### **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 comments from the Region will be addressed in the technical planning report prepared for a future Committee of the Whole meeting.

### **Conclusion**

The preliminary issues identified in this report and future responses from outstanding commentors from internal departments and external agencies, will be addressed in a comprehensive planning report at a future Committee of the Whole meeting along with comments expressed by the public and Council at the Public Meeting and those submitted in writing.

**For more information**, please contact Alex Di Scipio, Planner, ext. 8259.

### **Attachments**

1. Block 66 West - Location Map
2. Block 66 West – Ownership Map
3. West Vaughan Employment Area Secondary Plan – Schedule 3
4. Block 66 West – Draft Block Plan

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