

Committee of the Whole (2) Report

DATE: Tuesday, June 16, 2020

WARD(S): 2

**TITLE: APPLICATION FOR BLOCK PLAN APPROVAL FILE BL.59.2014
BLOCK 59 LANDOWNERS GROUP INC.**

FROM:

Bill Kiru, Acting Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek Block Plan approval from the Committee of the Whole for Block 59, (Block Plan Application File BL.59.2014) 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 Zoning By-law Amendment, Draft Plan(s) of Subdivision, and Site Development applications.

Report Highlights

- The Block 59 Landowners Group Inc. proposes to implement the policies of the West Vaughan Employment Area Secondary Plan (WVEA Plan) through the approval of the Block 59 Block Plan
- The Policy Planning and Environmental Sustainability department, in consultation with the Development Engineering department, supports the approval of the Block Plan application subject to the fulfillment of the conditions appended to this report as Attachment #1
- A summary of work completed through the Block 59 Block Plan Application that addresses outstanding issues and ongoing agency comments is provided
- A response to input received from the public is also provided

Recommendations

1. THAT the Block 59 Block Plan, dated December 10, 2019 and forming Attachment #3 to this report, BE APPROVED, subject to the fulfillment of the conditions contained in Attachment #1 to this report;
2. THAT the Block Plan forming Attachment #3 to this report, as modified through the resolution of the conditions identified herein, be the basis for review and consideration of the implementing Zoning By-law Amendment, Draft Plan(s) of Subdivision or Site Development applications for the Block 59 area;
3. THAT the technical submissions and supporting studies submitted as part of the Block 59 Block Plan application be updated in response to changes resulting from the fulfillment of the prescribed conditions to the satisfaction of the affected agencies, and that such changes be made prior to any future draft approval of a Zoning By-law Amendment Draft Plan(s) of Subdivision or Site Development following the date of this report;
4. THAT the Block 59 Landowners Group Inc. be required to execute an agreement(s) with the City of Vaughan to facilitate the design and construction of infrastructure in support of providing services to the subject lands;
5. THAT the Block 59 Landowners Group Inc. be required to pay for all costs resulting from additional operations and maintenance, and decommissioning costs of the measures identified to provide water and sanitary servicing and roads to support the future development of the subject lands, as discussed in the comments provided by the Development Engineering department;
6. THAT the minor collector road shown conceptually as Street “K” be reviewed through a subsequent development application to determine its viability and to ensure its consideration to the satisfaction of the required internal and external agencies;
7. THAT as part of any future development application or Environmental Assessment which considers the extension of Di Poce Way to Rutherford Road and Street G, shown on Attachments #3 and #5, the applicant(s) shall submit all required technical studies to determine the final alignment of the roads, to the satisfaction of the City and Toronto and Region Conservation Authority. The studies must confirm the technical feasibility of the alignment, as well as demonstrate how negative impacts will be minimized in accordance with the policies of Chapter 3 of Vaughan Official Plan 2010;

8. THAT as part of any future development application or Environmental Assessment which considers the construction of Street F on property 4 and 6, shown on Attachments #3 and #5, the applicant(s) shall submit all required technical studies to further assess all impacts to the wetland feature located within the Hydro Corridor Easement, to the satisfaction of the City and Toronto and Region Conservation Authority. The studies must demonstrate how all negative impacts will be minimized and mitigation measures shall be identified in accordance with the policies of Chapter 3 of Vaughan Official Plan 2020; and
9. THAT concurrent with the required draft Plans of Subdivision applications for the Block 59 area, Environmental Assessments (EA) studies for all collector roads that meet the requirements for an EA established in the Municipal Class Environmental Assessment (October 2000) shall be conducted, unless justified otherwise through a formal/legal letter to the satisfaction of the City.

Background

The Block 59 Block Plan area ('subject lands'), is bounded by Rutherford Road to the north, Langstaff Road to the south, Regional Road 27 and the CP Rail Line to the east and Huntington Road to the west, as shown on Attachments #2 and #3.

The subject lands are located within a larger area governed by the West Vaughan Employment Area Secondary Plan ('WVEA Plan'). The larger WVEA Plan also includes Part of Blocks 60, 65 and 66.

The Block 59 Plan area, including lands owned by both participating and non-participating landowners, has a total area of approximately 400 hectares. The participating landowners collectively own approximately 268 hectares, of which an approximate 93 hectares comprise natural features and other constraints.

Current land uses within Block 59 reflect a mix of primarily agricultural and open spaces. Both FedEx and Costco have constructed major distribution centres in recent years that are operational along Regional Road 27. Also contained within the northeast quadrant of the Block is the Vitanova Foundation located at 6299 Rutherford Road and a place of worship located at 6335 Rutherford Road. (see Attachment #2)

The subject lands also include, Rainbow Creek and Robinson Creek, which are tributaries of the Humber River; the Provincially approved Highway 427 extension, which will run north-south and bisect the Block; the CP Rail Line that traverses the northeast quadrant of the Block and creates the boundary of the Block Plan area; the existing Hydro Corridor which traverses the subject lands in a northeasterly direction;

and the existing TransCanada natural gas pipeline that is now constructed and generally follows the west side of the Highway 427 extension route.

Rainbow Creek runs north-south on the west side of the proposed Highway 427 extension and Hydro Corridor, and Robinson Creek runs north-south on the east side of the proposed Hydro Corridor, adjacent to the future Highway 427 extension. Both are within the regulated area of the Toronto and Region Conservation Authority ('TRCA'). Other notable features on the subject lands include several woodland areas.

Constraints associated with the Hydro Corridor will influence the design of the employment areas. Grading of the surrounding lands must respect the established height of the hydro transmission towers and overhead transmission lines. In addition, horizontal and vertical clearances around the towers and transmission lines must be maintained and are applicable to any proposed road crossings and roads abutting the transmission corridor. The central portion of the corridor, under the lines, must be left clear for maintenance which will limit the type of planting and landscaping that can be used. These matters have also been addressed as part of the Class Environmental Assessment ('EA') for John Lawrie Street, discussed later in this report.

There are also several identified properties with historical or cultural heritage value on the subject lands that are detailed in a later section of this report.

The surrounding land uses are shown on Attachment #2.

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

The Block Plan application process is not a statutory requirement of the *Planning Act*. However, policy 2.6.1 of the WVEA Plan requires "That the preparation of detailed Block Plans shall be required for all areas of the WVEA Plan to implement the Secondary Plan, in accordance with the policies of Section 10.1 of Volume 1 of the Official Plan."

The major components for submission through the Block Plan application process include the Block Plan demonstrating the various land uses as permitted through the WVEA Plan and associated statistical information, a Master Environmental Servicing Plan ('MESP'), and other technical studies as required.

A Block Plan Application has been submitted by 9 landowners within the Block 59 Block Plan area participating as a group known as the Block 59 Landowners Group Inc. ('LOG').

The Block Plan Application (file BL.59.2014) was originally submitted on April 15, 2014. The most recent information was provided through a resubmission made on December 23, 2019. The resubmission was circulated for comment to external agencies and City of Vaughan departments on January 13, 2020. The technical studies form the basis for comments received from departments and external agencies to-date.

The Block 59 Terms of Reference ('ToR') identified the technical documents to be submitted, and form the basis of staff's review:

- Chapter A – Block Plan Terms of Reference (Cole Engineering Group Ltd., KLM Planning Partners Inc., Tarandus Associates Limited, Water's Edge Environmental Solutions Team Ltd., The MBTW Group, and Scarlett Janusas Archaeology Inc., March 2014)
- Chapter B – West Vaughan Employment Area Block 59 Planning Justification Report (KLM Planning Partners Inc., December 2019)
- Chapter C – Master Environmental Servicing Plan and Appendices (Cole Engineering, December 2019)
- Chapter D – Traffic and Transportation Study (Cole Engineering, May 2019)
- Chapter E – Urban Design Guidelines (The MBTW Group, December 2019)
- Chapter F – Architectural Design Guidelines (The MBTW Group, December 2019)
- Chapter G – Landscape Master Plan Vision (The MBTW Group, August 2018)
- Chapter H – Archaeological Assessments (Archeological Services Inc., The Archaeologists Inc., This Land Archaeology Inc.,)
- Chapter I – Cultural Heritage Landscape and Built Heritage Study, Block 59 – West Vaughan Employment Area (Scarlett Janusas Archaeology Inc., May 15, 2014)

Although not identified in the ToR, Chapter J - Block 59 Block Plan Next Steps (Cole Engineering Group Ltd., December 2019) was also included in the 2019 resubmission.

The December 2019 resubmission proposed a Block Plan which organized the permitted land uses and infrastructure in keeping with the WVEA Plan

The Block 59 proposed road network includes seven (7) roads, as shown on Attachment 5. The road network identifies an east-west Collector road (John Lawrie Street) and two new north-south Collector roads (Street F/G on the west side of the future Highway 427 extension and Di Poce Way (partially constructed) on the east side

of the extension) to connect to the surrounding Regional and Arterial road system and to provide efficient access to the highway network.

The north-south Collector road on the west side of the planned Highway 427 extension and west of the Hydro Corridor, Street F/G, will be continuous between Rutherford Road and Langstaff Road, as shown in the WVEA Plan.

The north-south Collector road on the east side of the planned Highway 427 extension, Di Poce Way, has been partially constructed. The unconstructed portion of Di Poce Way is intended to extend north from its current terminus to Rutherford Road, through lands owned by a non-participating landowner. Although the WVEA Plan shows this Collector road extending south to Langstaff Road, it has been demonstrated that the southerly extension to Langstaff Road is not required. The Costco Distribution Centre has since been constructed in this part of the Block Plan between John Lawrie Street and Langstaff Road.

The east-west Collector road, John Lawrie Street, has also been partially constructed from the intersection of Martin Grove Road at Regional Road 27 to Di Poce Way (south of the FedEx Distribution Centre) and will extend from its current terminus to the existing intersection of Trade Valley Drive at Huntington Road. The purpose of this alignment is, in part, to address concerns raised about truck traffic on Regional Road 27 and to implement the WVEA Plan.

In addition to the Collector roads discussed above and shown on Attachment #5, the Proposed Road Network also includes Street K a proposed minor collector road with a 23 metre right-of-way which is intended to cross the Hydro Corridor to prevent a situation where a non-participating landowner's property would be rendered landlocked and having no access. Street 'K' is currently shown conceptually, and further review of the detailed design is required through a subsequent process in consultation with Hydro One and other affected agencies. If feasible, the final alignment and details shall be to the satisfaction of the City, Hydro One, and other agencies as required.

The Collector roads provide for the structural organization of the Block and distribute internal traffic to and from the external Arterial road network.

Attachment #3 shows the distribution of land uses within the Block Plan area. As a general principle, the lands fronting onto arterial roads and the planned Highway 427 extension are designated 'Prestige Employment' as these locations offer high visual exposure. The lands interior to the Block Plan are generally designated 'General

Employment’ as they do not require the same exposure as Prestige Employment and permit outside storage which the ‘Prestige Employment’ designation does not.

Section 9.2 of VOP 2010 establishes the policies and permitted land uses within the “General Employment” and “Prestige Employment” designations. The Block Plan also identifies land uses other than employment. Located centrally within the southern part of the Block and skewing to the west as it travels north, the Hydro Corridor designated “Utility” by the WVEA Plan divides the Block into easterly and westerly halves. Similarly, the future Highway 427 Extension does the same as it extends from Langstaff Road to Rutherford Road. At the north end of the Block, lands adjacent to the Hydro Corridor have been set aside and identified for a Hydro Easement.

Both Robinson Creek in the northeast quadrant of the Block and Rainbow Creek on the west side of the Block are identified on the Block Plan and located within lands shown as Natural Heritage Features. The lands referenced as Natural Heritage Features correspond with the “Core Feature” designation in the WVEA Plan. Also identified in the Block Plan is the minimum 10 metre Vegetation Protection Zone (‘VPZ’), noted as 10 metre Buffer on the legend of Attachment #3 running along both sides of the Natural Heritage Features.

Other land uses identified include the TransCanada PipeLine located adjacent to the future Highway 427 Extension, east of the Hydro Corridor. The Block Plan also identifies preferred locations for environmental compensation areas east of Street G and west of where the Hydro Corridor and future Highway 427 Extension cross. Five stormwater management ponds (facilities) have been indicated on the Block Plan, as well as the potential location for a District Park.

The potential location of the District Park is shown on the west side of Di Poce Way, east of the Natural Heritage Features and north of a stormwater management (‘SWM’) facility in lands designated “General Employment”. It is approximately 6.7 hectares in size.

Generally, the location of land uses are formalized through the Block Plan process. The City is currently in discussions related to the size and final location of a District Park in the general area.

Development Statistics

The Block 59 LOG is composed of nine (9) participating landowners, as shown on Attachments #3 and #4. The current Block Plan submission (including the non-participating landowners) identifies approximately 224 hectares of developable land with

a projected density of 51.6 jobs per hectare. This achieves an average minimum Employment Area density target of 40 jobs per hectare, as identified in Section 2.2.4.5 of VOP 2010 and Section 4.3.16 of the York Region Official Plan. The Plan anticipates the accommodation of approximately 11,539 jobs in the Block.

The following statistics reflect land distribution based on land uses proposed through the Block 59 Block Plan.

Table 1: Proposed Land Use Areas – Block 59

Developable Land Uses	Area (ha)
Prestige Employment	111.16
General Employment	84.69
Stormwater Management Ponds	9.12
Primary Streets	16.39
Local Streets	1.24
Langstaff and Huntington Widening	1.14
Total Developable Lands	223.74
Non-Developable Land Uses	Area (ha)
Natural Heritage Features	62.99
Natural Heritage 10m Buffer	10.41
Compensation Area	3.08
Hydro Corridor	35.77
Hydro Corridor Easement	5.11
High 427 Extension, Transitway Station/Route	59.65
Total Non-Developable Lands	177.01

Of the 84.69 hectares of land dedicated to General Employment land uses approximately 6.7 hectares should be accounted for the potential location of the District Park. This amount was not included as a separate category as the site of the District Park has not been finalized.

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

On May 27, 2014, a Notice of Public Hearing for the Block 59 Block Plan was mailed, along with a Notice of Study Commencement and Public Information Centre for a related EA, to all property owners within 150 metres of the Block Plan boundary. The notification area was also expanded beyond 150 metres to include the neighborhoods located immediately on the east side of Regional Road 27 (north of Langstaff Road and south of the CP Rail Line), as well as the Kleinburg and Area Ratepayers' Association and the West Woodbridge Homeowner's Association. The Notice of Public Hearing was

posted on the City's website at www.vaughan.ca. The notice was also posted on the City's Twitter and Facebook accounts and included in the City Update E-Newsletter.

A Committee of the Whole (Public Hearing) was held on June 17, 2014, to receive comments from the public and the Committee of the Whole. On June 24, 2014, Vaughan Council ratified the recommendation of Committee of the Whole to receive the Public Hearing report communications and depositions of June 17, 2014.

Responses to the input provided at Public Hearing can be found in Attachment #6 to this report.

A Courtesy Notice dated May 29, 2020, for this Committee of the Whole meeting was provided by mail to those who had requested notification through the study process and all landowners within the Block Plan Application area. The same information was also sent through an e-blast to those who provided their e-mail contact information.

A number of related studies and development applications were undertaken concurrently with the processing of the Block 59 Block Plan Application

Environmental Assessment (EA) for John Lawrie Street: A Schedule 'C' Municipal Class EA, was undertaken by the City of Vaughan and the Block 59 Landowners Group Inc. as co-proponents. A Notice of Study Commencement dated May 27, 2014 was provided to the public and included information for the June 17, 2014 first Public Information Centre (PIC). Subsequent PICs were held on December 2, 2014, and March 12, 2015. The PICs provided the public and interested stakeholders an opportunity to discuss and comment on the constraints and opportunities, alternative solutions, evaluation criteria, environmental considerations/impacts, design options, and mitigation measures with the project team. The Municipal Class EA study identified a preferred preliminary design for John Lawrie Street, which would be constructed at grade with bridges to cross both the Robinson and Rainbow Creeks, and traverse beneath the future provincial Highway 427 extension and associated transitway. It would also accommodate 4 lanes and include active transportation facilities. A notice of completion was first issued on July 23, 2015.

The section of John Lawrie Street, south of the FedEx Distribution Centre, has been constructed.

Development Application FedEx: Two Seven Joint Venture Limited, 1308595 Ontario Limited and Di Poce Management Limited submitted development applications for Zoning By-Law Amendment (File Z.14.011) and Site Development Approval (File

DA.14.021) to rezone the Subject Lands from “A Agriculture Zone” to “EM1 Prestige Employment Area Zone”, subject to site-specific exceptions to permit the development of a 38,042 m² distribution centre now used by FedEx with accessory buildings and trailer and tractor parking spaces. Both applications were appealed to the Ontario Municipal Board (OMB) based on the failure of the City to make a decision within the timeframes prescribed by the *Planning Act*. In a Decision dated December 8, 2014, the OMB approved the applications as the parties reached an agreement on the applications.

Development Application Costco: Highway 27 Langstaff GP Limited and Central Carpentry Limited submitted development applications for Zoning By-law Amendment (File Z.14.019) and Site Development Approval (File DA.14.088) to rezone the Subject Lands from “A Agricultural Zone” to “EM1 Prestige Employment Area Zone” and “OS1 Open Space Conservation Zone” for the valley lands and stormwater management facility lands, subject to site-specific exceptions. The applications facilitated the development of a distribution warehouse now used by Costco with a total GFA of 53,299.8 m² (Phase 1) and an ultimate build-out of 81,050.1 m².

Development Application Anatolia: In August 2018, Anatolia Capital Corporation submitted nine (9) site-specific development applications for three development sites along Huntington Road. These sites are all located within the Block 59 Block Plan Boundary Area.

Site #1 consists of three applications; Zoning By-law Amendment File Number Z.18.025, Draft Plan of Subdivision File Number 19T-18V009 and Site Plan File Number DA.18.065. The proposed development consists of three industrial warehouses located on lands known municipally as 8811 Huntington Road.

Site #2 consists of three applications; Zoning By-law Amendment File Number Z.18.026, Draft Plan of Subdivision File Number 19T-18V010 and Site Plan File Number DA.18.066. The proposed development consists of four industrial warehouses located on lands known municipally as 6560 Langstaff Road.

Site #3 consists of three applications; Zoning By-law Amendment File Number Z.18.027, Draft Plan of Subdivision File Number 19T-18V011 and Site Plan File Number DA.18.067. The proposed development consists of two industrial warehouses located on lands known municipally as 9151 Huntington Road.

On February 5, 2019 a Committee of the Whole (Public Hearing) was held for all site-specific development applications. On February 12, 2019, Vaughan Council ratified the recommendations of Committee of the Whole.

Ontario Municipal Board (now known as the Local Planning Appeal Tribunal): The WVEA Plan was approved, in part, by the Ontario Municipal Board on February 12, 2014, and the Board Order was issued June 4, 2014 (Case No. PL111184).

As it relates to the Block 59 Block Plan Area, there are no outstanding appeals within the Block area. The WVEA Plan is in full force and effect as it pertains to the Block 59 Block Plan Area.

Previous Reports/Authority

The June 17, 2014, Committee of the Whole (Public Hearing) extract from the June 24, 2014 Council meeting (Item 5, Report No. 32) can be found at the following link:
https://www.vaughan.ca/council/minutes_agendas/Extracts/32ph0617_14ex_5.pdf

Analysis and Options

Consistency with the Provincial plans was established through the WVEA Plan

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. Employment Areas are defined by the PPS as "those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities". The subject lands will provide a mix and range of employment uses that will contribute to a diversified economic base in Vaughan.

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

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 where growth is intended to be focused and would more efficiently utilize existing municipal infrastructure. It would take advantage of vacant and underutilized employment lands in a strategic location in proximity to Regionally significant transportation routes.

The Block 59 Block Plan has been developed in consideration of the regional and local policy context

York Region Official Plan 2010 ('YROP')

The YROP designates the subject lands as "Urban Area" on Map 1 - Regional Structure. Figure 2 of the YROP titled "York Region Strategic Employment Lands" identifies the subject lands as "Strategic Employment Lands - Conceptual". This is a result of their proximity to Highway 427 and its extension to Major Mackenzie Drive, as well as the adjacent CP Rail Intermodal Yard. The presence of this infrastructure prioritizes the development of this area for employment uses. Section 7.2 - Goods Movement, of the Regional Official Plan, recognizes that safe and efficient goods movement is an important component of an economic strategy. Further, Section 4.3 – Planning for Employment Lands provides policy direction on the designation and protection of employment lands, as well as their required density and layout.

Vaughan Official Plan 2010 (VOP 2010)

Schedule 1 - Urban Structure of the VOP 2010 designates the subject lands as "Employment Area" and "Natural Areas and Countryside".

Schedule 13 - Land Use of VOP 2010, identifies the subject lands as "Lands Subject to Secondary Plans", and further identifies both Robinson Creek and Rainbow Creek as "Natural Areas". Schedule 13 also identifies the Hydro Corridor running northwest through the subject lands as "Infrastructure and Utilities".

Schedule 14-A - Areas Subject to Secondary Plans, identifies the subject lands as forming part of the West Vaughan Employment Area Secondary Plan (which includes Blocks 59, 60, 65 and 66).

West Vaughan Employment Area Secondary Plan (WVEA Plan)

The WVEA Plan was adopted by Vaughan Council on September 7, 2010, as part of the broader City-wide Official Plan Review which resulted in the concurrent adoption of VOP 2010. VOP 2010 is composed of two volumes. Volume 1 includes policies covering the City as a whole. Volume 2 consists of the site and area-specific policies, which include Secondary Plans such as the WVEA Plan. The policies of Volume 1 of VOP 2010 apply to the WVEA Plan. However, where there is a conflict between the policies of the WVEA Plan and Volume 1, the policies of the WVEA Plan shall prevail.

Modifications to the WVEA Plan were brought forward to the Committee of the Whole on January 15, 2013, which were ratified by Council on January 29, 2013. The WVEA Plan was appealed to the OMB. The status of these appeals was discussed earlier in this report.

Given the abundance of regionally and provincially important transportation facilities, the WVEA Plan is particularly suited to uses involved in the transportation, logistics, distribution, and warehousing industries. This area has already attracted such users, including distribution centres for FedEx and Costco, which require large lots to accommodate major warehousing operations. The WVEA Plan and the implementing Block Plan responds to this opportunity, as the Block 59 Block Plan includes large block sizes that will provide flexibility in the design of employment sites and accommodate a variety of employment uses.

Schedule 1 – Transportation categorizes the road network and locations for active transportation, including Major Arterial, Major Collector (Primary), Minor Collector (Primary) Multi-Use Boulevard Pathway, and Multi-Use Recreational Pathway.

Schedule 2 – Natural and Cultural Heritage identifies properties of interest, registered properties of cultural heritage value and designated heritage properties. It also identifies core features within the WVEA Plan area.

Schedule 3 - Land Use of the WVEA Plan designates the subject lands as “Prestige Employment”, “General Employment”, “Utility”, and “Natural Area”, and identifies the general location of a potential “Proposed District Park”.

Zoning

The subject lands are currently zoned primarily as “A” Agricultural Zone by the City of Vaughan’s Comprehensive Zoning By-law 1-88 and include lands zoned “OS1” Open Space Conservation Zone. The FedEx Distribution Centre property is zoned “EM1”

Employment Zone with the site-specific exception (1412), and the Costco Distribution Centre property is zoned EM1 with site-specific exception (1425) and OS1.

Outstanding comments have resulted in the need for conditions of Block Plan approval for the Block 59 Block Plan area

As a result of the latest circulation process, issues have been identified that will require resolution. The following provides the background and basis for the recommended conditions set out in Attachment #1.

Cultural Heritage - The properties listed are identified in Table 2 as having some cultural heritage value for consideration.

Table 2: Properties with Historical or Cultural Heritage Value

Address	Property Name	Heritage Status
6241 Rutherford Road	RICHARD JEFFERY HOUSE	Designated Property, OHA S.29
6335 Rutherford Road	ELDER'S MILLS SCHOOL	Property of interest, no protection
6421 Rutherford Road	WINDBORNE HOUSE	Property of interest, no protection
8741 Huntington Road	JOHN FENWICK HOUSE	Property of interest, no protection
8811 Huntington Road	HENRY BURTON HOUSE	Listed Property, OHA S.27
9151 Huntington Road	JOHN FLEMING HOUSE	Listed Property, OHA S.27
6100 Langstaff Road		Property of interest, no protection
6560 Langstaff Road	(demolished 2010)	Property of interest, no protection
8682 Highway 27	JOHN LAWRIE FARMHOUSE	Listed Property, OHA S.27

Revised Cultural Heritage Impact Assessment (CHIA) reports for 8811 and 9151 Huntington Road, and a Conservation Plan for each property, must be submitted for review by the City. The final adaptive reuse of each individual building, and the requirements and conditions for their reuse, would need to be determined once the CHIA is submitted to establish a final conservation method, to the satisfaction of Cultural Heritage staff. The revised CHIAs shall be submitted as part of the subsequent approval stages, through the development application processes. In addition, a Letter of Credit may be required to secure the protection of the buildings during any relocation and/or integration into the proposed development, prior to any development approval.

Staff have reviewed the Archaeological Assessments provided in Chapter H of the Block 59 submission, and concur with the recommendations in the Assessments that prior to any development approval the following matters be addressed:

- i. 8811 Huntington Road: Stage 1, 2, and 3 Archaeological Assessments are required as is a Stage 4 Mitigation of Development Impacts for specified areas,
- ii. 8939 Huntington Road: A Stage 3 Archaeological Assessment is required and should be conducted to aid in the determination of a need for a Stage 4 Mitigation Strategy, and
- iii. 9151 Huntington Road: Stage 1, 2, and 3 Archaeological Assessments and a Stage 4 Salvage Excavation are required. A Stage 4 Archaeological Assessment excavation was completed in June 2011, as preservation is not a viable option for an area known as the Simone site, no further work is required.

Preparation and submission of additional outstanding Archaeological Assessments will be required as conditions of Draft Plan of Subdivision and/or Site Plan approval. No grading, filling or other soil disturbances shall take place on the subject properties until Cultural Heritage staff confirm all matters to the satisfaction of the Cultural Heritage/Urban Design Division of the Development Planning department.

Prior to final approval of the Block Plan, a Letter of Undertaking related to these matters shall be provided to the satisfaction of the City. A condition to this effect has been included in Attachment #1.

Urban Design – The Urban Design division of the Development Planning department has reviewed the supporting studies and Block Plan submitted for Block 59. Comments provided focus on the review of the draft Urban Design Guidelines and draft Architectural Design Guidelines for the Block 59 area. A resubmission of both documents is imminent, and a condition of Block Plan approval has been included in Attachment #1 noting the final Block Plan shall not be approved until the Urban Design Guidelines for the Block 59 Block Plan area have been finalized to the satisfaction of the Urban Design Division of the Development Planning department. Completion of the draft Architectural Design Guidelines and Landscape Master Plan are required prior to the registration of any future Plan of Subdivision. A condition to this effect is not required for the final Block Plan approval and can be addressed at the time of draft plan approval.

Policy Planning and Environmental Sustainability (PPES) – The Environmental Sustainability Division of the PPES department provided comments on the 2018 submission and subsequent 2019 resubmission. The majority of comments provided in 2018 were addressed in the 2019 resubmission (circulated in early 2020). The

Environmental Impact Study (EIS) to support the MESP was reviewed and some issues remain outstanding, including the following:

- i. Encroachment into a significant woodland and valleyland to facilitate the Di Poce Way extension to Rutherford Road; and
- ii. Encroachment of Street F into the VPZ of a wetland feature located within the Hydro Corridor Easement.

These matters are to be addressed as part of future development applications when considering these road connections. Recommendations #7 and #8 have been included as part of this report to reflect these comments.

Parks Planning – The Parks Planning department provided comments in 2018, 2019 and most recently in 2020. A number of comments remain outstanding related to Chapter E of the technical submission, which contains the draft Urban Design Guidelines and Chapter G the draft Landscape Master Plan. Comments were also provided on the TDM related to the proposed trail network and active transportation, which have yet to be addressed.

As mentioned in the Urban Design section of this report, submission of the draft Urban Design Guidelines is imminent.

A condition of final Block Plan approval is included in Attachment #1 requiring that outstanding comments be addressed to the satisfaction of Parks Planning.

Development Engineering – Water service for the subject lands is proposed to be provided by splitting the Block into east-west halves thereby creating two separate Pressure Districts ('PD') of the York Water Supply System. The MESP proposes revising the PD Boundary between PD5W and PD6R from Rainbow Creek easterly to the Highway 427 extension. Several new measures will need to be implemented to facilitate the revised PD boundary including the installation of a new municipal Pressure Reducing Valve ('PRV') on Huntington Road to regulate water pressure within municipal standards and acceptance of a single branch watermain on John Lawrie Street. The MESP also proposes new municipal watermain to be constructed on Rutherford Road, Huntington Road and Langstaff Road.

The subject lands are a tributary to the Humber Sewage Pumping Station of the York-Durham Sewage System. The servicing concept for the subject lands, outlined within West Vaughan Employment Area Class EA, identify the construction of a Regional

sanitary sewer on Rutherford Road and Highway 27 that is expected to be operational by 2028. The subject lands east of Rainbow Creek are proposed to ultimately outlet to the future Regional sanitary sewer once it is in service.

The MESP contemplates an interim sanitary servicing strategy for the subject lands until the Regional sewer is available. All temporary infrastructure constructed as part of the proposed interim strategies, including any temporary pumping stations, sewers and forcemains, are to be decommissioned once the Regional sanitary sewer is operational along Highway 27. The City has accounted for the proposed use of the subject lands within the Interim Servicing Strategy ('ISS') Study led by Infrastructure Planning and Corporate Asset Management. The ISS addresses wastewater collection systems servicing the City's new community areas and employment lands in advance of York Region's anticipated infrastructure delivery of 2028. Since the subject lands are located within the ISS study area, the interim sanitary solutions recommended in the MESP will need to be updated and evaluated against the City's ISS study.

The subject lands are located within the Rainbow Creek Subwatershed and traversed by two major watercourses; Robinson Creek on the east side and Rainbow Creek on the west side, as shown on Attachment #3. The Stormwater Management plan proposed for the subject lands includes five SWM facilities and proposals for 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 Sub-watershed. The SWM facilities will also provide quality treatment and erosion control.

As noted in the recommendation section of this report, the Block 59 LOG will be required to execute an agreement with the City to facilitate the design and construction of the following:

- i. future municipal PRV and municipal watermains to supply water service to the subject lands;
- ii. future interim and ultimate sanitary schematics as proposed in the MESP; and
- iii. future municipal stormwater management ponds and municipal storm sewers to provide service to the subject lands.

The Block 59 LOG will be required to pay for all costs toward any additional operation and maintenance, and decommissioning costs of the measures identified within the MESP, including, but not limited to:

- i. temporary and/or permanent watermains and appurtenances;
- ii. temporary and/or wastewater pump stations, sewers, forcemains and appurtenances;
- iii. temporary and/or permanent storm water ponds, sewers, water quality facilities and appurtenances; and
- iv. any land considerations necessary to facilitate the proposed services to the subject lands.

The Development Engineering department has advised the Block 59 area can be adequately supplied with water service, sanitary service in keeping with the findings and recommendations of the ISS, and appropriate stormwater management control subject to addressing the conditions of Block Plan Approval included in Attachment #1.

Preliminary grading design of the subject lands were provided as part of the MESP. The Development Engineering department is satisfied the subject lands can be adequately graded in keeping with municipal standards, subject to addressing the conditions of Block Plan Approval included in Attachment #1. A more detailed evaluation of the grading design will be conducted through the submission of detailed design drawings and individual development planning applications to the City.

Consideration of matters related to noise has been deferred to the development planning application process for individual developments. The review of Environmental Site Assessments has also been deferred to take place prior to the design of the spine services or as part of the planning application process, where the conveyance of Lands to the City is required but will be based on which process is initiated first.

Development Engineering (Transportation) – Comments from Development Engineering (Transportation) were originally provided on September 27, 2019, and further comments, following a number of discussions with the applicant and York Region, were provided on May 6, 2020. The comments provided are based on a review of the “Traffic and Transportation Study (May 2019)” prepared by Cole Engineering Group Ltd., as well as a memorandum submitted by Cole Engineering Group Ltd. on April 15, 2020 titled “Responses to City, Region, and MTO Comments, Block 59 Employment Lands”.

Comments provided by Development Engineering include but are not limited to the following:

- i. Accounting for improvements such as the realignment of McGillivray Road;

- ii. Updating the traffic diversion assumptions as a result of Highway 427 extension;
- iii. Accommodating and analysis of a connection to Highway 27 from Line Drive;
- iv. Providing justification for the 15% reduction of future auto modal shares that was applied to all horizon years;
- v. Including the need for right-turn and left-turn lanes along regional roads that eventually can impact the road right of way at intersections; and
- vi. Investigating the need for Environmental Assessments (EA) studies for future collector roads within the Block to be completed as part of the draft Plan of Subdivision applications. The reason that might warrant EA studies are included but not limited to the following:
 - Multiple land ownership and stakeholders
 - Adverse impacts on significant natural heritage features
 - Road realignment due to major projects such as future CP Rail grade separation, and realignment of McGillivray Road

A resubmission of the Traffic and Transportation Study contained in Chapter D which addresses in its entirety the May 6, 2020 memorandum from Development Transportation Engineering is required and shall be to the satisfaction of Development Engineering. A condition to this effect has been included in Attachment #1.

Toronto and Region Conservation Authority –TRCA completed a comprehensive review of the 2019 resubmission and provided comments on February 20, 2020. Key items addressed in the TRCA's review are the protection of the Humber River Watershed and tributaries of Rainbow Creek and Robinson Creek through site specific development applications.

The TRCA approved a number of top-of-bank stakings to define the development limits in 2017, 2018 and 2019 for the entire Block. There are some areas where the development limit is not consistent with the Long-Term Stable Top-of-Bank. The remaining comments deal with Water Resource Engineering, Geotechnical Engineering, Ecology, Planning and Ecology.

A condition of Block Plan approval has been added to Attachment #1 requiring that outstanding matters, as noted in the TRCA's comments dated February 20, 2020, shall be addressed prior to final approval of the Block Plan and MESP. The revised MESP that addresses all of TRCA's concerns should be submitted to TRCA by July 19, 2020.

Ministry of Transportation – The Ministry of Transportation Ontario (MTO) completed a review of the most recent and updated Chapter D the Traffic and Transportation Study on December 20, 2019 and in April 2020. The following MTO comments remain outstanding and need to be addressed:

- i. MTO Traffic requires a copy of the Synchro files as part of the Updated Traffic Analysis review for the Highway 427 ramp terminals; and
- ii. Highway 427 Levels of Service, traffic volumes, cycle lengths and lane configuration at both Langstaff Road and Rutherford Road off-ramps require additional analysis.

MTO has advised that there are significant capacity issues based on the proposed lane configurations at Rutherford Road and Langstaff Road. Geometric modifications providing additional AM and PM peak capacity appear to be required as early as 2021. MTO Traffic will still require electronic Synchro files for all scenarios and updated design drawings to complete their review.

A condition of Block Plan approval has been added to Attachment #1 requiring that all outstanding MTO comments be addressed to the satisfaction of MTO prior to final approval of the Block Plan related technical studies (Traffic and Transportation Study).

York Region – Comments from York Region were provided on December 4, 2019 with respect to the Traffic and Transportation Study (2019), and on April 17, 2020 with respect to the 2019 Block Plan resubmission. While a majority of comments have been satisfied related to servicing and water resource management, York Region identified outstanding items related to the proposed transportation network. The following is a list of remaining key comments:

- i. Identifying timing and recommendations for the grade separation at the existing at-grade Rutherford Road and CP Rail crossing, as identified in the York Region Transportation Master Plan;
- ii. Providing justification for the 15% reduction of future auto modal shares that was applied to all horizon years;
- iii. The need for right-turn lanes for any right turn movement that is greater than 100 vehicles, as well as exclusive left turn lane warrant analysis for all existing and future intersections that currently do not have exclusive left turn lanes;

- iv. Revising proposed minimum signal spacing; and
- v. Providing safety recommendations for pedestrians and cyclists.

A resubmission of the Traffic and Transportation Study, which addresses these issues is required and a condition of Block Plan approval has been included in Attachment #1 noting the Final Block Plan shall be approved subject to the satisfaction of York Region.

Metrolinx – Metrolinx’s 2041 Regional Transportation Plan (RTP) identifies rail service between Union Station and Bolton with a horizon beyond 2041. Currently, no active planning work is underway, but it should be noted that a station in the WVEA Plan area, or along the CP MacTier subdivision rail corridor may be considered in the long-term. It is requested that Metrolinx be circulated on any future site plans or related work that may impact lands in the vicinity of the rail corridor.

The 2041 RTP also identifies the Major Mackenzie West Priority Bus which runs along the perimeter of Block 59 via Rutherford Road and Highway 27. No further action is required at this time.

Hydro One – Comments from the Hydro One Networks Inc. (HONI) and Infrastructure Ontario (IO) were in respect to Urban Design, Transportation, Landscaping, Multi-Use Recreational Pathway, and overall Technical Requirements for any future development adjacent to its infrastructure. HONI does not have concern with the overall vision and direction for redevelopment of the Block 59 lands. Key items identified were the proposed John Lawrie Street over the transmission corridor. Further discussions related to the road crossing would require the coordination with HONI Real Estate. Furthermore, the relocation of the Multi-Use Recreational Pathway was identified as a key consideration requiring HONI approval. Pathways are not permitted under 500 kV transmission lines and will need to be relocated closer to the 230 kV lines within the Block.

Other Agencies, Boards and Departments - A number of other external agencies and internal departments were also included in the request for comments on the 2019 resubmission. These included the various school boards, TC Energy, Enbridge, Alectra, Policy Planning, Development Planning, Financial Planning, Financial Services, Vaughan Public Libraries, Fire and Emergency Services, and Economic Development. Comments provided generally indicated a “no comment”, “to be addressed through subsequent development application process” or “addressed to the satisfaction of the department/agency”.

Financial Impact

There are no funding impacts associated with this report.

Broader Regional Impacts/Considerations

York Region has no objection to the conditional approval of Block 59 Block Plan application, subject to the fulfillment of their conditions contained in Attachment #1.

Conclusion

The Policy Planning and Environmental Sustainability department has reviewed Block Plan Application BL.59.2014 in consideration of the applicable guiding Provincial, Regional and City of Vaughan policy context and conformity to the WVEA Plan, 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 59. 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. This will need to occur prior to or concurrent with the consideration of any draft plan of subdivision. Much of this work can be done concurrently with the review of the already submitted draft plans of subdivision and zoning by-law amendment applications.

On this basis, the Policy Planning and Environmental Sustainability department, in consultation with the Development Planning department, supports the approval of the Block Plan Application BL.59.2014, subject to the fulfillment of the conditions included in Attachment #1.

For more information, please contact: Jennifer Grove, Planner at extension 8237

Attachments

1. Conditions of Block Plan Approval
2. Location Map
3. Block 59 Land Use Plan
4. Block 59 Land Use Distribution Table
5. Proposed Road Network
6. Comment Response Table

Prepared by

Michael Di Febo, Planner I, 8990
Jennifer Grove, Planner, 8237

Frank Marzo, Senior Planner, 8063

Armine Hassakourians, Acting Manager, Short-Range, 8368