



November 30, 2020

PROJECT NUMBER 18209

**Communication C 3**  
**Committee of the Whole (2)**  
**December 8, 2020**  
**Item # 9**

Mayor and Members of Council, City of Vaughan  
 Office of the City Clerk  
 Vaughan City Hall  
 2141 Major Mackenzie Dr.  
 Vaughan, ON L6A 1T1

**Re: Committee of the Whole, December 1, 2020**  
**Application for Zoning Bylaw and Site Plan Approval, Anatolia Capital Corp. File Z.18.026, DP.18.066**  
**Block 59 Road Network – Street L**

At the request of Hunter Fifty Investments Limited and Line Drive East Investments Limited (the “Client”), owners of all the lands from Line Drive to Regional Road 27 and from Langstaff Road to the limit of the Costco Distribution Centre within Block 59, TMIG offers the following comments and queries for consideration in the above-noted Council matter. TMIG have reviewed the Committee of the Whole staff report that will be presented to Council at the December 1, 2020 Committee of the Whole (CoW) meeting. While we do not have concerns over the subject applications by Anatolia in the westerly areas of the Block, we do have concerns over approval of the broader Block 59 Transportation Plan as it relates to the transportation network in the south east quadrant of the Block. Specifically, this letter is in reference to a staff recommendation in support of a road connection (Street L) to Highway 27, north of Langstaff Road, which would bisect the lands owned by Hunter Fifty Investments Limited and Line Drive East Investments Limited negatively affecting their ability and, in fact, introducing an element of injurious affect to the subject lands.

TMIG filed a deputation to City of Vaughan Council on June 15, 2020 in relation to this matter, which has been appended for reference. Our June letter summarized the rationale supporting the elimination of the Street L road connection to Highway 27. Our understanding at the time was that the traffic consultant for the Block 59 Landowner group (Cole) concurred with our rationale, and had included supporting language in their traffic report for the potential elimination of this particular section of road (excerpts from Cole’s June 2020 traffic report filed with the City is appended). It was also our understanding that City staff and Council agreed with this approach, and it was therefore very disappointing to read the latest staff report prepared for the December 1, 2020 CoW meeting (see pages 9 and 10 of the report, as appended) that not only maintains the Street L connection, but recommends its implementation as a means to serve the associated lands. Furthermore, the staff report makes mention of an October 2020 traffic report (presumably also prepared by Cole) as a means to support their recommendation; since this traffic report seems to be contrary to the June 2020 recommendation and since it primarily affects our Client’s lands and their ability to develop these important employment parcels, it is disappointing the City did not circulate the October report to my Client for review, or at least communicate its findings regarding this important Block Plan element, especially since a deputation about this very issue was made in June 2020.

As we concluded in our June 2020 submission, the east/west road (Street L) should be eliminated from the Block 59 Road Network. The removal of the road would not have undue impact from a transportation perspective and should be eliminated to allow for the highest and best use for the development of the now consolidated properties in this part of the Block, and eliminate the potential injurious affect to my Client’s lands. The now-consolidated lands have frontage to Line Drive, Langstaff Road and

Regional Road 27, so the issue of vehicular access to this part of Block 59 can, and should be, determined at the Plan of Subdivision and/or Site Plan Application stage, when the owner proceeds with development of the lands. The existence of the original east/west Primary Street will unnecessarily encumber this property, would remove valuable prestige employment lands from development, requiring the City to maintain an additional unnecessary road that serves little practical purpose.

Sincerely,

**TMIG | THE MUNICIPAL INFRASTRUCTURE GROUP LTD.**



J.A. (Jim) Bacchus, BA, MITE  
Vice President | jbacchus@tmig.ca

cc: Vic De Zen, Hunter Fifty Investments Limited and Line Drive Investments Limited  
Joseph Sgro, Hunter Fifty Investments Limited and Line Drive Investments Limited  
Sam Speranza, Hunter Fifty Investments Limited and Line Drive Investments Limited

Encl: June 15, 2020 Deputation by TMIG  
Excerpts from Block Plan traffic report, Cole, June 2020  
Excerpts from Staff Report for December 1, 2020 Committee of the Whole

**APPENDICES**



June 15, 2020

PROJECT NUMBER 18209

Mayor and Members of Council, City of Vaughan  
Office of the City Clerk  
Vaughan City Hall  
2141 Major Mackenzie Dr.  
Vaughan, ON L6A 1T1

**Re: Committee of the Whole, June 16, 2020  
Item #10, Application for Block Plan Approval, File BL:59:2014  
Block 59 Road Network**

At the request of Hunter Fifty Investments Limited and Line Drive East Investments Limited, owners of all the regional road frontage lands from Line Drive to Regional Road 27 and from Langstaff Road to the limit of the Costco Distribution Centre within Block 59 (see Attachment #5 appended), TMIG has reviewed the agenda items, City of Vaughan staff report, and relevant background studies prepared and submitted for consideration at the upcoming June 16, 2020 Committee of The Whole meeting, in efforts to render an opinion on the need for one of the 'Primary Streets' proposed in the Block 59 road network. The road link in question is illustrated in the City's staff report on Attachment #5 (identified as 'Proposed') and is oriented in an east/west direction connecting Line Drive to Regional Road 27. The road is also shown on Attachment #3 of the City's staff report, but without the connection to Regional Road 27, the east/west road instead forming a 'Tee' with two cul-de-sacs on either side of the road's intersection at the northerly terminus of Line Drive.

Our understanding of the original east/west road was to ensure that municipal servicing could be provided to the various parcels in the southeast corner of Block 59 that did not and would not otherwise have local road frontage if it weren't for this roadway. Also, Line Drive and this east/west *Primary Street* (as so designated by the City) was initially proposed to extend north to connect to John Lawrie Street, the major collector road running through the middle of Block 59, connecting Regional Road 27 in the east to Huntington Road in the west.

Since the original road network was laid out, several key events have occurred. Firstly, a major development was built within Block 59 that required alteration of the original road network. The Costco Distribution Centre, situated at 100 Line Drive, the property for which extends from Regional Road 27 to the Highway 427 extension corridor, has eliminated the ability for any road to connect to John Lawrie Road from south of the Costco. Further, the properties south of the Costco have been consolidated by one owner, eliminating the need for a local road to be built to service individual parcels for development. Additionally, the east/west road would greatly degrade the ability of the owner of the now consolidated lands to develop the property as prestige employment lands as designated by the Official Plan by unnecessarily fragmenting the lands with the construction of the road. Finally, since this part of the road network can no longer be connected to John Lawrie Road, combined with the consolidation of the lands along its length, the need for this road is greatly diminished.

With due consideration of the above, it is our opinion that the east/west road should be eliminated from the Block 59 Road Network. The removal of the road would not have undue impact from a transportation perspective and should be eliminated to allow for the highest and best use for the development of the now consolidated properties in this part of the Block. The now-consolidated lands

have frontage to Line Drive, Langstaff Road and Regional Road 27, so the issue of vehicular access to this part of Block 59 can, and should be, determined at the Plan of Subdivision and/or Site Plan Application stage, when the owner proceeds with development of the lands. The existence of the original east/west Primary Street will unnecessarily encumber this property, would remove valuable prestige employment lands from development, requiring the City to maintaining an additional unnecessary road that serves little practical purpose.

Sincerely,

**TMIG | THE MUNICIPAL INFRASTRUCTURE GROUP LTD.**

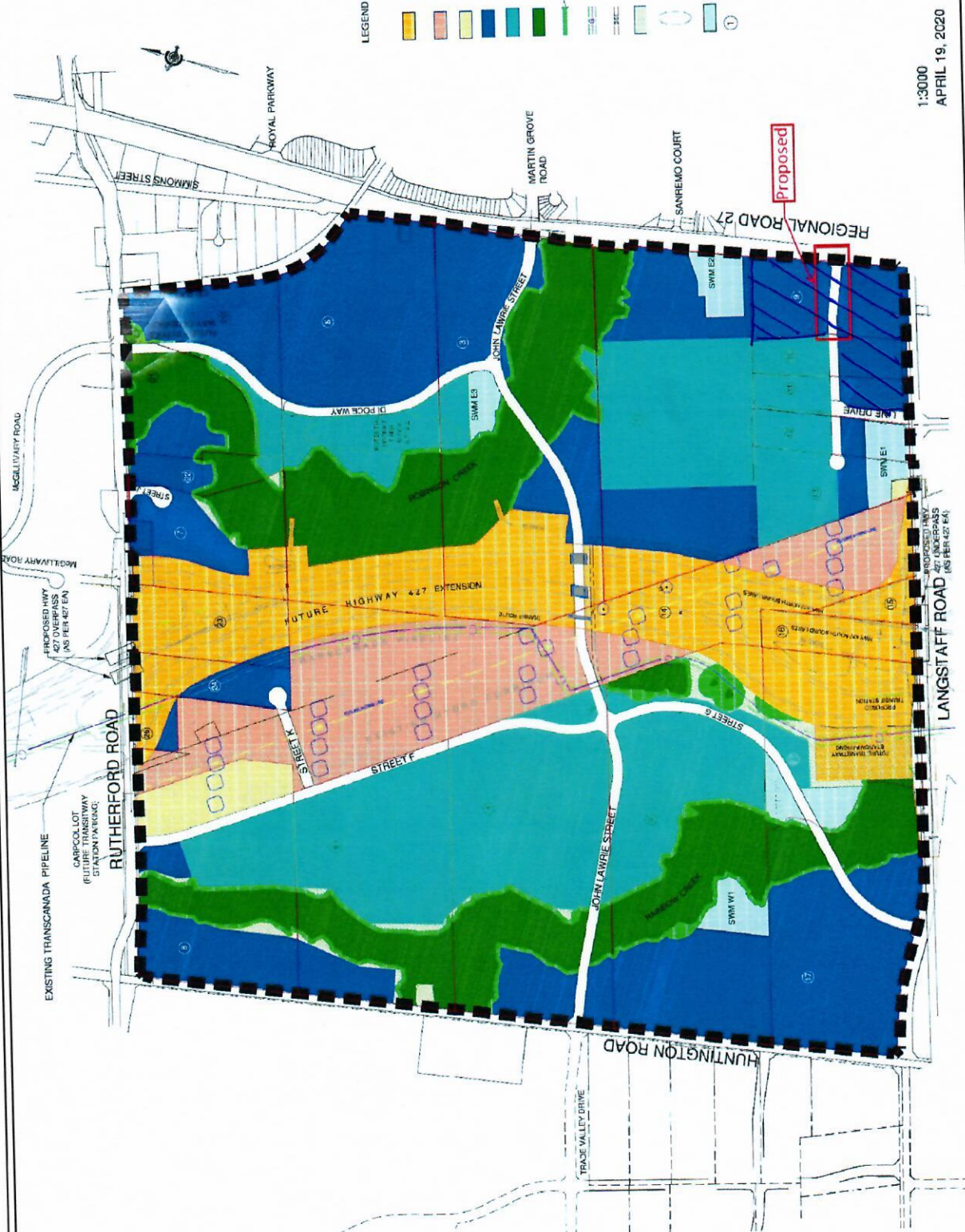


J.A. (Jim) Bacchus, BA, MITE  
Vice President | jbacchus@tmig.ca

cc: Joseph Sgro, Zzen Group  
Sam Speranza, Zzen Group

Encl: Excerpts from Staff Report for June 16, 2020 Committee of the Whole:  
Attachment #3  
Attachment #5





1:3000  
APRIL 19, 2020

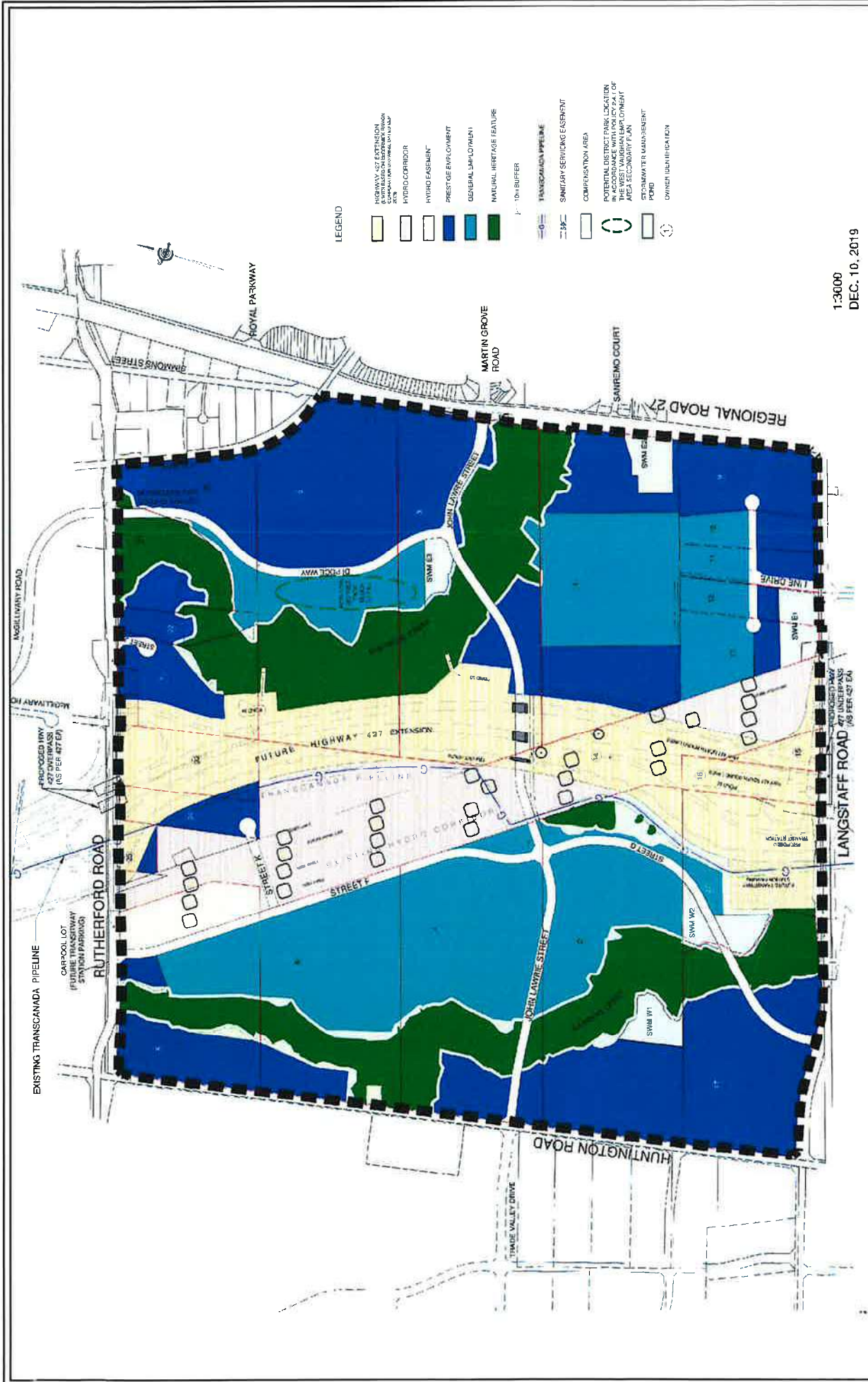
**Attachment**  
FILE: BL.59.2014  
DATE: June 16, 2020  
**5**



**Block 59 Proposed Road Network**

**LOCATION:** Lots 11 - 15, Concession 9  
**APPLICANT:** Block 59 Landowners Group





1:30000  
DEC. 10, 2019

**Attachment**  
FILE: BL.59.2014  
DATE: June 16, 2020



**Block 59 Land Use Plan**  
LOCATION: Lots 11 - 15, Concession 9  
APPLICANT: Block 59 Landowners Group



**7.1.1 Block Phasing**

The tentative horizon years for development of each land parcel is illustrated in **Figure 7.1**. The proposed development is planned to develop in four (4) phases as summarized in **Table 7.2**.

**Table 7.2 Block 59 Development Phasing**

| Development Phase # | Employment Parcel #                                    | Tentative Horizon Year |
|---------------------|--|------------------------|
| 1                   | 4, 8 and 17  | 2021                   |
| 2                   | 2, part of 3 located west of Robinson Creek, 6, and 24 | 2023                   |
| 3                   | 7, 9, 10, 11, 12, 13, 22, and 26                       | 2026                   |
| 4                   | 20 and 21  | 2031                   |

In order to keep the consistency with planning horizons as suggested by the City, the development phases #2 and 3 are clubbed into one phase and considered in 2026 horizon year. Since the tentative development of proposed GO Station (land parcels #20 and 21) is beyond the study horizon years, these were included in 2031 horizon year. Referring to analyses horizons as discussed in **Section 3.1**, the estimated number of employees by the analyses horizons is presented in **Table 7.3**.

**Table 7.3 Block 59 Employment Estimation by Phase**

| Analyses Horizons | Employment Parcel #  | Total Number of Employees |
|-------------------|--|---------------------------|
| 2021              | 4, 8 and 17  | 2,007                     |
| 2026              | 2, Part of 3 located west of Robinson Creek, 6, 7, 9, 10, 11, 12, 13, 22, 24, and 26 | 3,051                     |
| 2031              | 20 and 21  | 357                       |

Based on the development of phasing and translating into analyses horizons, 2,007 jobs will be generated in 2021, while 3,051 jobs and 357 jobs will be generated in 2026 and 2031 horizon years, respectively.

**7.2 Block Plan Road Network**

The proposed primary road pattern generally fits within the broad framework provided for in the WVEA Secondary Plan. The Block Plan provides an east-west primary street extending from Martin Grove Road at Regional Road No. 27 to intersect with Trade Valley Drive at Huntington Road, as shown in the WVEA Secondary Plan. This road link is named as John Lawrie Street.

One continuous north-south primary street (Rutherford Road to Langstaff Road) is provided to the west of the Hydro Corridor and the proposed Highway 427 extension, as shown in the WVEA Secondary Plan. These road links are labeled as Street ‘G’ that extends north of Langstaff Road to John Lawrie Street and Street ‘F’ that extends from John Lawrie Street to Rutherford Road.

Since the approval of the WVEA Secondary Plan (as amended), the road network within Block 59 has materially changed to permit the Costco development and more recently the lands southeast of the Costco development have been substantively assembled by one owner/developer with access to existing Arterial roads and municipal services.



In support of development within Block 59 and upon submission of an application for Draft Plan / Site Plan Approval and an accompanying Traffic analysis, consideration to the removal of collector roads adjacent to large contiguous development blocks should be given to promote Employment uses as envisioned by the WVEA.

The road link connecting John Lawrie Street to Rutherford is named as DiPoce Way and roadway linking Langstaff Road to Costco Distribution Centre is named as Line Road.

A District Park will be provided is proposed to the north of John Lawrie St and west of DiPoce Way. The Park will be designed to accommodate a range of recreational facilities in accordance with the requirements of the City.

The primary streets have been positioned in the Block Plan to maximize the size of the development blocks in order to accommodate the large users. Besides, the provision of local streets has been purposefully minimized to achieve larger block sizes. If in the future it is considered desirable to accommodate smaller users or multi-tenant users, then local roads can be easily added and linked to the primary streets. The Block plan is designed to provide maximum flexibility to accommodate a variety of users. The operating speed for the internal collector roadways is set to be 60 km/h with the right-of-way of 26 m and 14 m paved surface.

The Block Plan is designed to provide maximum flexibility to accommodate a variety of users. Opportunities for transit facilities internal to Block 59 are discussed in **Section 11.3**.

The proposed active transportation network in Block 59 is presented in **Section 11.3.3**.

The anticipated year to develop the proposed roadways within Block 59 are summarized in **Table 7.4**. John Lawrie Street connecting Huntington Road and DiPoce Way, and Street 'F' are anticipated to be developed by 2021. Street 'G' and Street 'K' are envisioned to be developed by 2023. Street 'L' and Street 'M' on the east and west of Line Drive are anticipated by 2023. DiPoce Way connecting DiPoce Way to Rutherford Road is anticipated by 2031.

**Table 7.4 Anticipated Year to Develop Roadway Within Block 59**

| Street Name        | Classification of the Roadway | Section   | Anticipated Year to Develop |
|--------------------|-------------------------------|---|-----------------------------|
| John Lawrie Street | Major Collector               | Between Huntington Road and DiPoce Way                    | 2021                        |
|                    |                               | Street 'F' to DiPoce Way                                  | 2023                        |
| Street 'F'         | Major Collector               | Rutherford Road and John Lawrie Street                    | 2021                        |
| Street 'G'         | Major Collector               | John Lawrie Street and Langstaff Road                     | 2023                        |
| Street 'J'         | Minor Collector               |   | 2026                        |
| Street 'K'         | Minor Collector               |   | 2023                        |
| Street 'L'         | Minor Collector               | Connecting Line Drive to Highway 27                       | 2023                        |
| Street 'M'         | Minor Collector               | Connecting Line Drive/Street 'M' intersection on the West | 2023                        |
| DiPoce Way         | Major Collector               | Connecting DiPoce Way to Rutherford Road                  | 2031                        |

Anticipated year to develop the new intersections within Block 59 are discussed in **Section 3.2**. The details of access driveways to each land parcel are discussed in **Section 10**.

***The Development conforms to the final Block Plan, Urban Design Guidelines, Architectural Design Guidelines, and Landscape Master Plan for the Block 59 Area***

Section 10.1.1 of VOP 2010, Volume 1 states a Block Plan is required for all Secondary Plans. Vaughan Council, on June 17, 2014 considered the draft Block 59 Plan at a Public Meeting (File BL.59.2014). Council on June 29, 2020 considered and approved the application for the Block Plan, and the Block 59 Plan dated December 10, 2019, subject to the fulfillment of Block Plan conditions of approval. Two of the 9 recommendations contained in the June 16, 2020 report recognized that through the fulfillment of the Block Plan conditions, the final Block Plan may require updating:

- The Block 59 Plan be modified as required through the resolution of conditions identified in Attachment 1 of the Block Plan report
- Any changes resulting from the fulfillment of the conditions be made prior to any future approval of a Zoning By-law Amendment application or draft approval of a Draft Plan of Subdivision or Site Development application

Condition 1 of Block Plan approval also recognizes the final Block Plan shall relate to the draft Block 59 Plan dated December 10, 2019. Two changes have been reflected in the final Block 59 Block Plan, dated September 3, 2020 as shown on Attachment 7. The Land Use Distribution has also been updated to reflect these changes as shown in Attachment 8.

The final Block 59 Block Plan identifies the Subject Lands as “Prestige Employment”, “General Employment”, “Natural Heritage Feature” and “10 m Buffer”. Street “G” is also identified and will be future development on the Subject Lands.

The final Block Plan 59 shown on Attachment 7 is generally consistent with the Block Plan dated December 10, 2019 and reflect the following modifications:

- The area of the “Prestige Employment” designation has been reduced in the southwest quadrant of the Block (part of Parcel #17 on the final Block Plan). This modification accurately reflects the extent of the “Prestige Employment” designation and reflects the “General Employment” designation as shown in the WVEA Secondary Plan. In doing so, the extent of land uses designation shown through the current development applications, are consistent with the final Block Plan for the southwest quadrant of Block 59.
- Street ‘L’ connecting Line Drive to Highway 27 in the southeast quadrant of Block 59, was previously shown as “proposed” and is now being shown as part

of the Block Plan. This change reflects the Traffic and Transportation Study update (October 2020) which includes Street 'L' as part of the transportation network and has been approved to the satisfaction of York Region and the City of Vaughan.

A number of Block 59 Block Plan conditions of approval have been satisfied as shown on Attachment 9. The Policy Planning and Environmental Sustainability Department ('PPES') and the Development Engineering ('DE') Department have reviewed the outstanding conditions and are satisfied they can be appropriately addressed in advance of consideration of the related Draft Plan of Subdivision application and lifting of the Holding Symbol "(H)" from the Subject Lands, and/or become a condition of the related Draft Plan of Subdivision approval.

The proposed development conforms to the approved Block 59 Plan.

***Amendments to Zoning By-law 1-88 are required to permit the Development***

The Subject Lands are zoned "A Agricultural Zone" by Zoning By-law 1-88 as shown on Attachment 2. The "A Agricultural Zone" does not permit the Development. The Owner proposes to amend Zoning By-law 1-88, specifically to rezone the Subject Lands to "EM1 Prestige Employment Area Zone", "EM1(H) Prestige Employment Area Zone" with the Holding Symbol "(H)", "EM2(H) General Employment Area Zone", with the Holding Symbol "(H)", and "OS1 Open Space Conservation Zone", together with the following site-specific zoning exceptions to the EM1 and EM2 Zone Standards:

Table 1

|  | <b>Zoning By-law 1-88 Standard</b> | <b>'EM1 Prestige Employment Area Zone' Requirements</b> | <b>Proposed Exceptions to the 'EM1 Prestige Employment Area Zone' Requirements</b> |
|--|------------------------------------|---|--|
|  |                                    |   |  |