

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 30, 2012

By approving the recommendation contained in the following report of the Commissioner of Planning, dated October 16, 2012; and

C1. ***Ms. Susan Sigrist, Matterhorn Road, Maple, dated October 16, 2012;***
C2. ***Mr. Antony Niro, dated October 16, 2012;***
C3. ***Mr. Ken Schwenger, President, Kleinburg & Area Ratepayers' Association, Kleinburg, dated October 16, 2012; and***
C6. ***Ms. Gloria Marsh, Executive Director, York Region Environmental Alliance, Lakeland Crescent, Richmond Hill, dated October 15, 2012.***

**8 BLOCK 27 AND 41 SECONDARY PLAN AREAS
 INFRASTRUCTURE REQUIREMENTS
 WARD 1 – VICINITY NORTH OF TESTON ROAD BETWEEN PINE VALLEY DRIVE &
 KEELE STREET**

- 1) That consideration of this matter be deferred to the Council meeting of October 30, 2012;
- 2) That the following deputations and Communication be received:
 1. Mr. Harold Reinthaler, Schaeffers Consulting Engineers, Ronrose Drive, Vaughan, and Communication C15;
 2. Mr. Gerry Lynch, Cole Engineering, Valleywood Drive, Markham;
 3. Ms. Martha Bell, Riverside Drive, Woodbridge, and Communication C13, dated October 15, 2012;
 4. Mr. Richard Rodaro, Woodend Place, Woodbridge; and
- 3) That the following Communications be received:
 - C9. Ms. Florida Giallonardo-Brienza, dated October 15, 2012;
 - C10. Mr. Brian Pittman, Kleinburg, dated October 15, 2012;
 - C11. Mr. Marco Boccitto, dated October 15, 2012;
 - C12. Mr. Brian McCran, Vaughan, dated October 16, 2012; and
 - C14. Gillian Evans and David Toyne, dated October 16, 2012.

1. THAT York Region be requested to update their infrastructure master plans to reflect the location and projected population distribution of the new urban and intensification areas identified in Vaughan's new Official Plan 2010;
2. THAT York Region be requested to advance the specific Regional infrastructure improvements necessary to provide for the concurrent development of Blocks 27, 41 and the Highway 400 Employment Lands (OPA 637) including the following:

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- a) Northeast Vaughan Collector Sewer
 - b) Pressure District 7 Water Supply System Improvements
 - c) Pressure District 8 Water Supply System Improvements
 - d) All necessary arterial road capacity improvements
3. THAT staff work with Metrolinx / GO Transit to advance the feasibility study for a potential new GO Transit Station in the vicinity of Kirby Road and Keele Street, and with York Region Transit to establish the future local transit service plans for the urban expansion areas;
 4. THAT through the subsequent Secondary Plan and Block Plan processes for Blocks 27, 34, 35 and 41, staff report back to Council with further details and updates on the specific infrastructure improvements that need to be advanced to support development; and
 5. THAT a copy of this report be forwarded to York Region.

Contribution to Sustainability

In considering the objectives of the City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan), comprehensively planning and protecting for the ultimate infrastructure requirements to support the development of Blocks 27 and 41 will assist in:

- Minimizing greenhouse gas emissions and the movement towards carbon neutrality for City facilities and infrastructure
- Ensuring efficient and appropriate use of potable water
- Achieving sustainable growth and development
- Creating a City with sustainable built form
- developing and sustaining a network of sidewalks, paths and trails that support all modes of non-vehicular transportation
- developing and sustaining a network of roads that supports efficient and accessible public and private transit
- reducing single occupant vehicle trips by supporting active transportation, car pooling and public transit
- encouraging the establishment of green businesses and sustainable business practices

The objectives established in this report with respect to servicing and transportation related infrastructure requirements are consistent with Green Directions Vaughan.

Economic Impact

There are no immediate economic impacts associated with the recommendations of this report.

Communications Plan

A copy of this report will be forwarded to York Region.

Purpose

Council, at its meeting of June 26, 2012 approved the following:

"That based on the information received from the Region of York, Section 10.1.1.2 be amended in the Vaughan 2010 OP precluding initiation of new community Secondary Plans within ROPA 2, until two (2) of the identified Secondary Plans and the Natural Heritage Network Study are substantially completed. For the purposes of the Secondary Plans identified on Schedule 14-A, substantial completion means that a Statutory Public Hearing has been held pursuant to the Planning Act. For the purposes of the Natural Heritage

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Network Study, substantial completion means the submission by landowners within ROPA 2 of information in a format and at a level of detail that defines the features within the NHN in a manner consistent with TRCA, York Region and City of Vaughan policies inclusive of a report to Committee of the Whole and Council on the findings of Phase 1 and Committee and Council approval of terms of reference for Phases 2 – 4; and

That staff report back on achieving this goal, including the identification of any or all additional regional or provincial infrastructure and services including transportation, to the Committee of the Whole meeting of September 4, 2012.”

The purpose of this report is to provide an overview of the servicing and transportation infrastructure framework that is required to provide for the development of the Block 27 and Block 41 Secondary Plan areas.

A separate report is being submitted by the Commissioner of Planning to address Council's direction with respect to the completion of the Secondary Plans and the Natural Heritage Network Study.

Background - Analysis and Options

Vaughan's Official Plan 2010 establishes a strategic framework for shaping the City and accommodating future growth to a planning horizon of 2031. The policies of this Plan protect and strengthen existing community areas and establish a comprehensive framework to meet the minimum requirements set out in the Provincial Growth Plan and York Region's Official Plan. In order to meet growth forecasts, Blocks 27 and 41 have been added to the City's urban boundary and designated as new community areas.

The Block 27 and Block 41 lands are bounded by Kirby Road to the north and Teston Road to the south. Block 27 is located east of Highway 400 between Jane Street and Keele Street while Block 41 is located west of Highway 400 between Pine Valley Drive and Weston Road. The approved Highway 400 Employment Land as designated by OPA637 is also located north of Teston Road between both these residential blocks. Attachment No. 1 generally illustrates the location of Block 27 and 41 within the context of the City's current urban boundary.

The new community areas are intended to develop as complete and sustainable communities with a compact urban form supportive of transit, cycling and walking. These areas will be comprised of mixed density residential housing in proximity to local amenities. Accordingly, Blocks 27 and 41 will each be subject to comprehensive secondary plan and block plan processes.

Infrastructure Master Plans have identified services required to accommodate planned development

In 2008, Metrolinx / GO Transit established an integrated multi-modal and inter-regional transportation plan for the Greater Toronto and Hamilton Area (GTHA). This larger Regional Transportation Plan (RTP), also known as 'The Big Move', provides the long term requirements for transportation across the GTHA and will provide inter-regional rail and bus transit services throughout the GTHA, including Vaughan. Metrolinx / GO Transit is currently working on its first progress report on 'The Big Move' to provide a summary on the progress made to date since adoption in 2008. It is expected the progress report will be completed by early 2013.

In 2009, York Region revised its Official Plan to conform to the Provincial Growth Plan and as part of that process, updated its Regional Transportation Master Plan and Water / Wastewater Master Plan. These plans also define a broad framework for the delivery of long term Regional infrastructure to a planning horizon of 2031.

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A number of infrastructure related master plans have been prepared in support of Vaughan's Official Plan 2010. The City's Transportation Master Plan (TMP) was endorsed in principal by Council on October 18, 2011. The TMP will assist with addressing growth in a sustainable manner through to 2031 and is a key component of the City's new Official Plan.

In addition to the City's TMP, a City-wide Water/Wastewater Master Plan is currently underway and will be completed late this year. This study includes a comprehensive City-wide evaluation of the local water and wastewater infrastructures needed to efficiently accommodate the population and employment growth projections of the new Official Plan and associated Secondary Plan areas.

Block Plan approval could be realized by 2016/17 at the earliest

Based on discussions between staff and various landowner representatives for Blocks 27 and 41, it is estimated that Block Plan approval for these new urban boundary areas could potentially be achieved by 2016/17 at the earliest. This timing is subject to Vaughan's Official Plan 2010 receiving final approval by the Region and the Province, and subsequent approval of the necessary secondary plans for these areas.

Regional water and wastewater servicing improvements are required to accommodate full build-out

Based on York Region's 2009 Water / Wastewater Master Plan, Blocks 27 and 41 are predominantly located within the Pressure District 7 and 8 service areas of the York Water Supply System. As Pressure Districts (PD) 7 and 8 water supply demands increase in Vaughan and throughout other areas of York Region, additional water supply and storage will be required.

A new watermain and reservoir are required within PD7 to supply increased demands to northeast Vaughan. This will require the construction of a PD7 Regional supply watermain along Jane Street, from Teston Road to King Vaughan Road, and a PD7 Regional reservoir in the vicinity of Jane Street and King-Vaughan Road. This expansion to the Regional water system will provide adequate service to Block 41 and the balance of the PD7 service area within Vaughan including the employment lands in Block 34. Based on the Region's approved 2012 -10 year Capital Program, construction of the Regional PD7 system improvements is currently programmed to start in 2016.

In addition, a new reservoir is required within PD8 to service the majority of Block 27 and the balance of the PD8 service area within Vaughan including the employment lands in Block 35. This will require the construction of a new PD8 Regional reservoir in the vicinity of Keele Street and King-Vaughan Road. Construction of this PD8 Regional reservoir is currently programmed to start in 2016. Attachment No. 2 graphically illustrates the general location of these water supply system improvements.

Local distribution watermain internal to Blocks 27 and 41 will be required to connect with the new Regional watermain noted above. In addition, a local PD 7 interconnecting watermain along Teston Road and a local distribution watermain along Weston Road will ultimately be required for full build-out of Block 41 as shown on Attachment No. 2.

From a wastewater servicing perspective, both Blocks 27 and 41 are tributary to the Maple Service Area of the York-Durham Sewage System. York Region's 2009 Master Plan identifies the need to construct a Northeast Vaughan Collector sewer along the Jane Street corridor to convey wastewater flows from these Blocks to the existing downstream Maple Collector system as shown on Attachment No. 3. Construction of this new sewer is currently programmed to start in 2017. In addition, downstream trunk sewer improvements may be required to address constraints within the Western Maple Collector and the Jane-Rutherford Collector. The scope of these improvements will be defined through the Environmental Assessment process.

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The development of Block 27 will require the construction of local sub-trunk gravity sewers both internal to the Block and along Jane Street north of Teston Road. These sewers are expected to drain to the future Regional Northeast Vaughan Collector as shown on Attachment No. 3.

With the recent development of Block 33 West, and concurrent Regional improvements to Weston Road, a local sanitary sub-trunk sewer was constructed along Weston Road terminating at Teston Road. Residual capacity is available within this Weston Road sanitary sub-trunk sewer to accommodate development within Block 41. However, the initial findings of the City's Water &

Wastewater Master Plan identify a constraint in the downstream sewer system, which may require a diversion of sewage to the proposed Northeast Vaughan Regional Collector. Improvements to the City's local water and wastewater systems will be programmed concurrently with development.

Roadway and transit improvements required by York Region

York Region's 2009 Transportation Master Plan defines the Region's long term transportation vision and provides a framework upon which transportation decisions would be made through to a 2031 planning horizon. A number of Regional road capacity improvements are identified as necessary to support projected 2031 residential and employment populations. The specific arterial road improvements within the Block 27 and 41 areas are listed below and identified on Attachments No. 4 and 5.

- The completion of the Teston Road missing link between Keele Street and Dufferin Street
- Capacity improvements to Weston Road and Jane Street between Teston Road and King-Vaughan Road
- Capacity improvements to Teston Road between Weston Road and Pine Valley
- Capacity improvements to King-Vaughan Road between Bathurst and Highway 400
- Regional transit system improvements are required to meet planned transit modal share targets

Metrolinx / GO Transit continues to review need and justification for additional stations along the Barrie Line

The City and Region's Transportation Master Plans recommend the establishment of a new GO Rail station in the vicinity of Kirby Road and Keele Street in Block 27 as shown on Attachment No. 4. It is important to note that Council, at its meeting on June 7, 2011, endorsed a resolution that recommended Metrolinx prioritize a third GO Station in Block 27 to serve the growing needs to access rapid transit in Maple.

Metrolinx has advised that this proposed GO Rail Station is not identified in the RTP, however, consideration may be given to conducting a more detailed study for a future GO rail station in this location in the future. The process to review the feasibility of a Go Rail station at this location would entail the completion of a benefits case and a subsequent Environmental Assessment. These studies would be carried out in consultation with local municipalities. It is a policy of 'The Big Move' to plan, locate and designate stations to maximize integration with the surrounding neighbourhood to create a walkable environment and optimize development opportunities. Accordingly, staff is recommending that City staff work with Metrolinx/GO to advance the feasibility study for a proposed GO Transit Station in the vicinity of Kirby Road and Keele Street.

GTA West Planning and Environmental Assessment Study currently underway by the Ministry of Transportation

The focus of the GTA West Transportation Corridor study is to examine the long-term transportation needs / interconnectivity within the Greater Toronto Area specifically between

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Highway 400 and westerly to the Guelph area. The initial stage of study identifies this new transportation corridor terminating with a freeway to freeway interchange with Highway 400 in the general vicinity of Blocks 27 and 41 as shown on Attachment No. 4.

Vaughan Council, at its meeting on June 28, 2011, requested the Ministry of Transportation to integrate the provision of at least one full interchange with Highway 400 to service the Highway 400 Employment Area Secondary Plan (OPA 637) together with a Regional arterial connection in conjunction with Stage 2 of the GTA West EA. Subsequently, in July 2011, the Ontario Municipal

Board approved a modified version of OPA 637. In the related Minutes of Settlement, the Parties to the hearing agreed that MTO will proceed expeditiously with the GTA West Corridor EA, and in that process, will address the lands at the interchange of the Corridor with Highway 400 at the beginning of Stage 2 of the EA. Prior to the commencement of Stage 2 of the EA, MTO is expected to respond to Vaughan Council's request of June 28, 2011.

Stage 1 of the GTA West EA is nearing completion. In response to input received on the draft GTA West Transportation Development Strategy, MTO has carried out additional analysis and consultation to further examine the recommendations for inter-regional transportation improvements in the Halton area. It is anticipated that a final GTA West Transportation Development Strategy (Stage 1) will be finalized in fall 2012. Before Stage 2 of the GTA West Corridor EA can commence, it is staff's understanding that MTO will undertake a procurement process to retain the required consulting resources which may take between six to twelve months to complete. MTO has agreed to proceed expeditiously with the GTA West Corridor EA, and as part of that process, will address the lands at the interchange of the Corridor with Highway 400 at the beginning of Stage 2. The GTA West Corridor has been identified in both the City and Regional TMP's.

City's TMP has established groundwork for Secondary Plan and Block Plan approvals

As part of the Secondary Plan and Block Plan review and approval process, staff will ensure the proposed internal road network for Blocks 27 and 41 reflect the principles and objectives of the City's Official Plan and TMP. This will assist in securing complete and sustainable communities with a compact urban form supportive of transit, cycling and walking. Specific areas to be considered internally to the Block development areas include:

- A porous network of mid-block collector roads that will disperse traffic volumes over multiple primary roads and connect with neighbouring blocks
- Implementation of pedestrian and bicycle facilities in accordance with the City's approved Pedestrian and Bicycle Master Plan
- Urbanization of Pine Valley Drive between Teston Road and Kirby Road
- Urbanization of Kirby Road between Pine Valley Drive and Keele Street
- The extension of Kirby Road between Dufferin Street and Bathurst Street to improve east-west traffic capacity and connectivity

Region is considering the City's municipal road transfer request for King-Vaughan, Kirby and Pine Valley

Based on the conclusions of the City's TMP, certain segments of King-Vaughan Road, Kirby Road and Pine Valley Drive were identified as providing a Regional road function. Accordingly, on May 29, 2012, Council endorsed that York Region be requested to assume the following municipal roadways into the Regional road system. Refer to Attachment No. 4.

- a. King-Vaughan Road from Pine Valley Drive to Bathurst Street
- b. Kirby Road from Highway 27 to Dufferin Street
- c. Pine Valley Drive from King Vaughan-Road to Teston Road

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Significant improvements to these segments of roads will be required to accommodate total projected population and employment growth to a planning horizon of 2031. In the short term, these improvements will also provide benefits for development of Blocks 27, 41 and the Highway 400 Employment Lands.

Timing for implementation of infrastructure improvements should align with anticipated planning approvals

York Region's last master plan updates (completed in 2009) identify long term water, wastewater and transportation related infrastructure improvements required to facilitate development to a planning horizon of 2031. Certain growth assumptions were used in the preparation of the 2009 Regional Master Plans, which may now not be consistent with Vaughan's new Official Plan 2010. Accordingly, to ensure recommended actions align with infrastructure and land use development requirements, York Region's master plans (and related 10 year capital program plans) should now be updated based on the Vaughan's new Official Plan 2010.

Attachments No. 6 and 7 include summary tables of all infrastructure requirements related to Blocks 27, 41 and the Highway 400 Employment Lands. The tables further identify current capital programming for implementation and areas where implementation timing may need adjustment or where timing has not yet been established.

Prior to implementation of the above noted infrastructure, most projects will require a Class Environmental Assessment (EA) Study to identify preferred servicing alternative, routes and any property requirements necessary for implementation. York Region typically allows for a 2 year EA timeframe followed by a 2 to 3 year period for detailed design and construction. To date, none of the Environmental Assessment studies for these projects have been initiated.

Highway 400 Employment Lands to develop concurrently with Blocks 27 and 41

From a servicing and transportation perspective, the City must protect for development of the Highway 400 Employment Lands concurrently with proposed residential development in Blocks 27 and 41. The infrastructure needs for these employment areas are consistent with the residential areas. Accordingly, it is imperative that the necessary Regional infrastructure improvements (and associated capital planning) remain in step with anticipated development approvals.

Interim servicing schemes / phasing may be considered through the Block Plan review and approval process

Following the Secondary Plan process, Blocks 27 and 41 will be subject to a Block Plan process, which is a more detailed planning framework that describes how the policy aspects of development will be addressed, in accordance with the City's Official Plan and Secondary Plan.

Typically, a Master Environmental / Servicing Plan (MESP) and associated Transportation Study are required to support Block Plan approval. These studies may consider potential interim servicing options based on market absorption rates and associated phasing concepts developed by landowners. As a condition of Block Plan and subsequent Draft Plan approvals, local City infrastructure improvement needs will be secured for and implemented as necessary by development.

Relationship to Vaughan Vision 2020 / Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

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- The pursuit of excellence in service delivery
- Enhancing and ensuring community safety, health and wellness
- Leading and promoting environmental and financial sustainability
- Demonstrating leadership and promoting effective governance
- Planning and managing growth, and economic vitality

The orderly and timely development of Blocks 27 and 41 will assist in advancing the City's Strategic Plan initiative to:

- Establish "city-wide master phasing and servicing allocation plans"

This report is therefore consistent with the priorities previously set by Council.

Regional Implications

This report was prepared in consultation with Regional staff and with reference to the approved 2012-10 Year Regional Capital Program.

Conclusion

As overviewed in this report, the current Regional servicing and transportation master plans provide the basic framework of infrastructure that is required to accommodate the population and employment projections to a 2031 planning horizon. These master plans should now be updated to consider the specific location, projected population distribution and timing of the new urban and intensification areas identified in Vaughan's new Official Plan 2010. The City is currently undertaking a City-wide Water and Wastewater Master Plan as part of the "Vaughan Tomorrow" growth management plan, which is expected to be completed later this year.

A new Go Transit Station is proposed under both the City and Regional Transportation Master Plans in the vicinity of Keele Street and Kirby Road. Staff is recommending that the City work with Metrolinx/GO to advance the undertaking of a feasibility study for this GO Transit Station.

Attachments

1. Block 27 and 41 Lands – Location Plan
2. Water Supply System Improvements
3. Wastewater Collection System Improvements
4. Transportation Network (1 of 2)
5. Transportation Network (2 of 2)
6. Water / Wastewater Infrastructure Summary Table
7. Roadway / Transit Infrastructure Summary Table

Report prepared by:

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)