

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

Item 4, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 27, 2014.

**4**

**BLOCK PLAN FILE BL.55.2013  
CASTLEPOINT HUNTINGTON LIMITED ET AL  
WARD 1 – VICINITY OF TESTON ROAD AND KIPLING AVENUE**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, Interim Director of Planning/Director of Development Planning and Manager of Policy Planning, dated May 13, 2014, be approved;**
- 2) That the following deputations be received:**
  - 1. Mr. Don Given, Malone Given Parsons, Renfrew Drive, Markham;**
  - 2. Mr. Carmen L. Conforti, Theresa Circle, Kleinburg; and**
  - 3. Mr. Claudio Brutto, Brutto Consulting;**
- 3) That the following Communications be received:**
  - C2 Mr. Ken Schwenger, Kleinburg and Area Ratepayers' Association, Kleinburg, dated May 7, 2014; and**
  - C4 Mrs. Beatrice Conforti, Mrs. Maria Pucciano, and Mr. Elio Pucciano, Theresa Circle, Kleinburg, dated May 12, 2014; and**
- 4) That the coloured elevation drawings submitted by the applicant be received.**

**Recommendation**

The Commissioner of Planning, Interim Director of Planning/Director of Development Planning and Manager of Policy Planning recommend:

- 1. That the Block Plan File BL.55.2013 forming Attachment 4 to this report be APPROVED as the basis for the submission and processing of the implementing draft plans of subdivision and zoning by-law amendment applications for the Block 55 East area.**
- 2. That prior to draft approval of the first plan of subdivision in the Block 55 East Plan area:**
  - a. The Block Plan technical submissions and supporting studies be updated, to the satisfaction of the pertinent departments and agencies, to reflect the measures taken to establish the Block Plan as illustrated in Attachment 4; and,**
  - b. The outstanding issues identified in this report be addressed to the satisfaction of the pertinent agencies (See Section: "Issues to be Addressed Prior to Draft Plan of Subdivision Approval").**
- 3. That the Block 55 East – Kleinburg Summit Community be reserved servicing capacity from the York Sewage Servicing/Water Supply System for a total of 446 residential units (1,623 persons equivalent).**
- 4. That the Block 55 East Transportation Management & Sidewalk Master Plan, dated April 29, 2014, forming Attachment 6 to this report be APPROVED.**

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

Item 4, CW Report No. 21 – Page 2

#### **Contribution to Sustainability**

The proposed Block Plan is consistent with *Green Directions Vaughan* through the following:

- Goal 2: To ensure sustainable development and redevelopment.
- Goal 3: To ensure that getting around in Vaughan is easy and has a low environmental impact
- Goal 5: To be a leader on sustainability issues

#### **Economic Impact**

The Block Plan is a major step in the City's development approval process. Its approval will ultimately result in an increase in the City's tax base, and provide additional lands for residential and limited commercial development.

#### **Communications Plan**

On November 4, 2013, a Notice of Public Hearing was circulated via mail to all property owners identified in Attachment 2 and to the Kleinburg and Area Ratepayers' Association for the Public Hearing on November 26, 2013, respecting the Block Plan application. The notice was also posted online on the City's website. At the Public Hearing, a presentation was made by the applicant's consultants, Malone Given Parsons Ltd., discussing the background work, and proposed residential, transportation, environmental and land use measures that contributed to this plan.

On April 30, 2014, a notice of this Committee of the Whole meeting was mailed out to those individuals and organizations requesting notification and those who appeared on deputation at the Public Hearing.

#### **Purpose**

The purpose of this report is to obtain approval of the Block 55 East Plan (Attachment 4) which will form the basis for the submission and processing of the implementing draft plans of subdivision and zoning by-law amendment applications.

#### **Background - Analysis and Options**

##### **Location**

The Block 55 East study area is located in the Kleinburg-Nashville community in Ward 1, north of Teston Road, south of Kirby Road, west of Kipling Avenue and generally east of the Humber River, as shown on Attachment 1, *Context Plan* and Attachment 2, *Location Map*.

##### **Planning Context**

###### **a. Vaughan Official Plan 2010**

The subject lands are located within the North Kleinburg-Nashville Secondary Plan area, which was approved on November 4, 2013 by the Ontario Municipal Board, and constitutes the Kipling Avenue Community. The subject lands are primarily designated "KN Low-Rise Residential I", which permits detached houses in accordance with the policies of Sections 9.2.2.1 and 9.2.3.1 of the Vaughan Official Plan 2010. In addition to "KN Low-Rise Residential I", the Kipling Avenue Community Focus Area also provides for "KN Low-Rise Residential II", "KN Low-Rise Residential III", "KN Low-Rise Mixed-Use II", "Special Study Area", "Natural Areas", "Agricultural", "Neighbourhood Park", "Parkette", "Stormwater Management Pond" and "Utility Corridor" designations.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014

#### Item 4, CW Report No. 21 – Page 3

The target density of the Kipling Avenue Community in the North Kleinburg-Nashville Secondary Plan is 30 people and jobs per hectare. The proposed Block 55 East Plan balances this target with the other objectives of the Secondary Plan, as well as the requirements in the Growth Plan and Regional Official Plan pertaining to more intense urban forms, by achieving an overall density of 34.7 people and jobs per hectare.

#### b. Zoning

The subject lands are currently zoned “Agricultural” and “Open Space 1” in the City of Vaughan Zoning By-law 1-88. The zoning for the subject lands will have to be updated to reflect the approved Block Plan and Draft Plans of Subdivision.

#### Background

#### a. The Initial Block Plan Submission

On July 26, 2013, agents for the Block 55 (Kleinburg Summit) Landowners Group submitted the subject Block Plan application. During the circulation process, revisions occurred in response to comments received from various public and private agencies and the proposed development plan was updated on November 13, 2013 in response to these concerns.

On November 26, 2013, a statutory Public Hearing under the Planning Act was held to seek input on the updated Block Plan and to present a preliminary report (see Attachment 7) identifying the comments received through the circulation process, which were summarized by agency. Generally, the agency comments were addressed through the November 13, 2013 revisions to the Block Plan. Outstanding issues and items requiring specific attention from the applicants included:

- The appropriateness of development in the Special Study Area
- The location of stormwater management ponds and the level of drainage of the development area
- Land uses adjacent to natural features and proposed grading within natural feature buffers
- The provision of sidewalks and pedestrian connections and the associated traffic impacts of the proposed development, including the potential for a mid-block collector as opposed to significant improvements along Kipling Avenue
- The opportunity to achieve a limited amount of commercial uses in the Block Plan, including live-work opportunities, to create a more complete community without detracting from the nearby Kleinburg Village mainstreet commercial core

The Committee of the Whole adopted the following recommendation which was ratified by Council without amendment on December 10, 2013:

THAT the Public Hearing report for File BL.55.2013 (Castlepoint Huntington Limited et al.) BE RECEIVED; and, that any issues identified be addressed by the Policy Planning Department in a comprehensive report to the Committee of the Whole.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014

#### Item 4, CW Report No. 21 – Page 4

##### b. Comments Received at the Public Hearing

Concerns expressed at the Public Hearing included the following:

- The proposed density of the Block Plan
- The absence of commercial uses in the proposed Block Plan area
- The need for a greater natural buffer, ideally in public ownership, between the Special Study Area and the existing residential uses to the north

A total of three written communications were received prior to the Public Hearing and formed communications to the Public Hearing report. The communications were submitted by the Kleinburg and Area Ratepayers Association (KARA), residents of Theresa Circle (to the north of the Special Study Area), and the resident of 5655 Kirby Road. Both KARA and the residents of Theresa Circle attended the Public Hearing to reiterate their concerns, identified above. The written communication from the resident of 5655 Kirby Road expressed a general opposition to development in the Block 55 East Plan area, particularly as it relates to the environment and the impact on traffic along Regional Road 27.

Based on the review by staff and external agencies and the comments received at the Public Hearing, a revised Block Plan proposal was submitted on January 31, 2014, which forms the basis for this report.

##### c. Overview of the Revised Block Plan Submission

The original Block Plan submission included a number of technical reports and studies that formed the basis for the Block Plan. In response to the issues raised through the circulation process, the original submissions were amended or augmented and resubmitted for review. The resubmitted documents include:

- Block Plan Report, Jan. 2014
- Terms of Reference, Feb. 2013
- Access & Servicing Analysis, May 2013
- Response to Agency Comments, Jan. 2014
- Greenbelt Plan Report, Jan. 2014
- Stage 2 Archaeological Assessment, Jan. 2014
- Revised Urban Design Guideline, Jan. 2014
- Revised Environmental Impact Study, Jan. 2014
- Revised Slope Stability Investigation, Jan. 2014
- Geotechnical Report, June 2013
- Geotechnical Addendum, Jan. 2014
- Hydrogeological and Water Balance Report, July 2013
- Hydrogeological and Water Balance Report Addendum, Dec. 2013
- Traffic Impact Study Addendum, Jan. 2014
- Travel Demand Management Plan, Jan. 2014
- Transportation Management & Sidewalk Master Plan, Jan. 2014
- Development & Infrastructure Phasing Plans, Jan. 2014
- Park & Vista Block Facility Fit Plan, Jan. 2014
- Response to Hydro One, Jan. 2014
- Response to TransCanada, Jan. 2014
- Response to Enbridge, Jan. 2014
- Master Environmental Servicing Plan (MESP), Jan. 2014
- Sewage Pumping Station Preliminary Design Report
- Water Distribution System Analysis
- Fluvial Geomorphology Assessment



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014

#### Item 4, CW Report No. 21 – Page 5

Recommendation 2 of this report requires that the applicant update the above mentioned supporting studies as may be necessary to reflect any measures taken to finalize the Block Plan. This will ensure that the changes resulting from the staff/agency consultation process are properly documented. This is an important final step. The revised material will provide the baseline for the review and analysis of the implementing draft plans of subdivisions by the affected departments and agencies. The work done through the Block Plan approval process will help shape the draft plan conditions and advance the clearance of the conditions by the pertinent departments and agencies. As such, a condition of approval requires that the updates of the supporting studies to the satisfaction of the affected departments and agencies be submitted prior to Council's approval of the first draft plan of subdivision for the Block 55 East Plan area.

#### d. Development Statistics

The proposed development was updated on April 11, 2014 and accommodates a population of 2,643 residents in 796 residential units, composed of 742 single detached units and 54 townhouse units. The proposed development presented at the Public Hearing on November 26, 2013 contained 853 residential units, composed of 712 single detached units, 96 townhouses and 46 semi-detached units, for a population of 2,900 people.

The areas devoted to the individual land uses, as modified and based on comments received at the Public Hearing and from the commenting agencies, are set out below:

Land Use	Area (ha)	
	November 2013	April 2014
KN Low-Rise I: Single Family	29.96	31.97
KN Low-Rise II: Singles & Semis	3.32	2.57
KN Low-Rise III: Semis & Townhouses	1.68	0.53
KN Low-Rise Mixed-Use II	2.37	1.06
Special Policy Area Residential	6.77	5.36
Neighbourhood Park	2.55	2.63
Other Parks	1.57	1.72
Walkways	--	0.15
Landscape/Vista Areas	1.53	2.58
Landscape Restoration Areas	--	6.37
Greenbelt/Natural Heritage System & Buffers	106.54	100.76
Stormwater Management/Pumping Station	7.11	6.98
Utility Corridors	8.53	8.96
Internal Roads @ 15.0m to 23.0m R.O.W.	20.63	20.89
<b>Total</b>	<b>192.50</b>	<b>192.50</b>

#### e. Community Structure

##### i. Site Description and Development Constraints

The subject lands are presently a mix of agricultural and valley land occupying approximately 192 hectares of land to the northeast of the historic village of Kleinburg. Approximately 106 hectares of land are within the Protected Countryside designation of the Provincial Greenbelt Plan.

The surrounding areas consist primarily of protected agricultural lands and natural areas. Two small estate subdivisions north and south of Kirby Road are located to the northwest of

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014

#### Item 4, CW Report No. 21 – Page 6

the site. An additional estate residential development is located southeast of the Kipling Avenue/Teston Road intersection. Recently constructed low density residential neighbourhoods and the Copper Creek Golf Course lie to the west of the East Humber River Valley which ranges from 500 to 800m wide in this area. Access to Highway 400 is approximately 5 kilometres to the east along Teston Road.

The site is bisected by a Hydro One transmission corridor running north-south and a TransCanada gas pipeline crosses the site on an east-west axis.

The TransCanada Pipeline is contained within an 18m wide easement and carries natural gas to the Greater Toronto Area (GTA). Crossings of the pipeline with roads and services are discouraged by Trans Canada Pipeline Ltd. (TCPL) as are parallel roads due to potential conflicts and safety concerns. Grading of the site is also affected by the shallow depth of the gas pipeline. The City's New Official Plan prohibits any permanent building within 7m of the right-of-way and prohibits any accessory building within 3m of the right-of-way.

Constraints associated with the hydro corridor will also influence the design of the community. Grading of the surrounding lands for development must respect the established height of the hydro towers and lines. Road crossings must be located close to the towers to avoid height clearance conflicts with the conductors. The central portion of the corridor under the lines must be left clear for maintenance which will limit the type of planting and landscaping.

#### ii. Land Use Distribution

The proposed Block Plan, as revised, is shown on Attachment 4 to this report and illustrates the location of residential uses, commercial uses, local roads, parks and trails, stormwater management pond locations, natural heritage features and associated buffers, the special study area and other proposed uses.

Residential uses are proposed for approximately 41.5 hectares of the subject lands, including 5.36 hectares of residential land proposed in the Special Study Area. The majority of residential development proposed is single family dwellings. Approximately 1.4 hectares of land is proposed for three-storey townhouses, including 0.9 hectares of live-work townhouse units, as permitted in the KN Low-Rise Residential III designation of the North Kleinburg-Nashville Secondary Plan.

Approximately 7 hectares of land are proposed as parks, vista areas and walkways, including one 2.63 hectare neighbourhood park. This satisfies the requirement for 4 hectares of dedicated parkland based on the proposed land use plan. The location and size of each park has been determined in consultation with, and to the satisfaction of, the Parks Development Department. Landscaped areas are also provided throughout the Block Plan and generally provide access to natural areas and features. "Park D", identified on Attachment 4 to this report, is intended to be a passive park that serves as a trailhead for the adjacent East Humber River natural area.

#### Issues Addressed through the Revised Block Plan

##### a. Supporting a Complete Community

In addition to the live-work units proposed for some of the central townhouse units, a small commercial block has been included in the revised Block Plan to the south of the central community area in order to provide for convenience commercial uses and contribute to a more complete community. Opportunities for other community uses at this location, such as indoor and outdoor amenity spaces, may be explored through further stages of the

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

#### Item 4, CW Report No. 21 – Page 7

development process. Other public amenity spaces, open space areas and opportunities for active and passive recreation are distributed throughout the Block 55 East area, including a 4.9 kilometre trail system comprised of multi-use trails and other pathways that connect the parks and natural areas with the built environment. In addition, the community will be connected to the Mainstreet Commercial Core of Kleinburg by a 2 kilometre sidewalk to be constructed along Stegman's Mill Road.

#### b. Residential Densities and Built Form

As a result of the comments received at the Public Hearing, the revised Block Plan now proposes a reduced number of residential units (796 units) resulting in a density of 34.7 persons and jobs per hectare, compared to the original 853 residential units and density of 38 persons and jobs per hectare. Part of the reduction in unit numbers results from replacing all semi-detached dwellings with single detached dwellings.

The revised densities are consistent with the North Kleinburg-Nashville Secondary Plan, which sets a target density of 30 persons and jobs per hectare. It is important to note that the resultant density is a product of meeting the objectives and distribution of land-uses identified in the Secondary Plan, which have been achieved by minimizing the extent of the higher density building types and providing a greater amount of parks, landscape areas, lower density building types and commercial components to assist with meeting the objectives of a complete community.

#### c. Special Study Areas

There are two Special Study Areas (SSA) designated in the North Kleinburg-Nashville Secondary Plan within Block 55 East. These are shown on Attachment 3. The North Kleinburg-Nashville Secondary Plan provides for the use of the SSAs as either 'Natural Core' for areas deemed to be undevelopable through environmental study or 'KN Low-Rise Residential I' for areas not constrained by natural features or their buffers. The reports submitted by the applicants conclude that the most appropriate uses for the SSAs are residential, with particular attention being paid to providing large lot sizes to reduce imperviousness, placing municipal services and roadways in a manner that reduces impacts, and implementing Low Impact Development (LID) techniques such as grassed infiltration swales to promote groundwater infiltration and water quality treatment.

Following the Public Hearing, for greater certainty, Planning staff requested that an adjacent lands analysis be completed on the Humber River Valley Kleinburg Area of Natural or Scientific Interest located to the west of the larger SSA. Particular interest was raised with regard to potential opportunities for increased area-sensitive bird habitat. Planning staff concurred with the conclusions of the report that although minor enhancements to the core habitat can be achieved by naturalizing the SSA, opportunities for more significant improvements to the Natural Heritage Network exist elsewhere in the Block 55 East Plan area.

Attachment 5 to this report provides greater detail on the extent of Natural Heritage Network compensation being provided by the applicants. Part of this compensation includes minor reductions in the depth of lots adjacent to the Humber River Valley, such that an additional 0.43 hectares of land beyond the minimum required buffer is being provided along the western edge of the SSA to be restored and conveyed to the City or TRCA.

#### d. Providing an Adequate Buffer between the Special Policy Area and Existing Residents

At the Public Hearing, concerns were raised by the residents of Theresa Circle regarding the proposed private 15 metre buffer between the SSA and the existing residential lots to the

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

#### Item 4, CW Report No. 21 – Page 8

north. The revised Block Plan proposes to increase the buffer to 25 metres and convey the lands to the City or TRCA. The increased buffer area constitutes an additional 0.43 hectares of restored, landscaped land for a total of 0.86 hectares of land within the SSA being restored and conveyed to a public body. The lands will also provide connections to the community's trail network, as shown on Attachment 4.

#### e. Environmental Framework & the Natural Heritage Network

A number of environmental protection and enhancement measures have been provided for in the revised Block Plan, detailed in Attachment 5b to this report, including the following:

- A clean water collector system to direct clean water to the Provincially Significant Wetland.
- Stormwater management facility secondary outlet for extended low flow period and cooling trenches related to wet stormwater management facilities.
- Selected locations in the development areas have been chosen to introduce public areas adjacent to natural features to minimize impacts to the natural features.
- Restoration and conveyance to the TRCA or City of 9.16 hectares of tableland within the developable limits and privately-owned Greenbelt lands to form part of the Natural Heritage Network, in addition to valleyland and open space buffer restoration, parks, and vistas.
- Creation of a natural wetland channel feature to restore the central watercourse and provide additional terrestrial and aquatic habitat with riparian vegetation including meadow marsh, refuge pools, offline pools, raptor poles, woody debris and boulders.
- The stormwater management blocks (7 ha) include semi-natural habitat and trails to be integrated with the open space network.
- Creation of naturalized connection between the East Humber River valley and the B1 Swale Woodland (FOM2-2) within the Greenbelt agricultural lands that includes native tree species found in the valley creating connectivity across the existing agricultural field.
- Restoration planting and seeding using non-invasive native species in buffers through the edge management plan.
- Creation of habitat for snakes, hibernacula used by over-wintering snakes.
- Creation of two Barn Swallow nesting structures in the southern part of Block 55 in areas of open semi-natural habitat.

The revised Block Plan submitted on January 29, 2014 was further refined in response to issues identified by the TRCA. The issues pertained to the proposed grading within natural feature buffers and the partial location of Stormwater Management Pond #3 within the limits of the central watercourse feature. The latter was proposed in order to accommodate the central community focus area provided for in the North Kleinburg-Nashville Secondary Plan. The City raised additional concerns with respect to the use of the Greenbelt Protected Countryside for the mid-block collector road extension, Stormwater Management Pond #5 and the pumping station, and their location in proximity to a Provincially Significant Wetland.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

Item 4, CW Report No. 21 – Page 9

In response, a further update to the proposed Natural Heritage Network plan for the Block 55 East area was submitted to both Planning staff and the TRCA on April 10, 2014. It removed approximately 65% of the proposed grading within the natural buffers and identified the outstanding encroachment areas and proposed compensation in the form of lands specifically designated for naturalization. Staff has reviewed the proposal with the applicant and recognizes that efforts have been made to minimize any encroachments or changes to the Natural Heritage Network. The proposed mitigation and compensation plan, identified in Attachments 5a and 5b “Natural Heritage Compensation Plan”, is appropriate and will provide for the enhanced protection of a significant wildlife habitat and a Provincially Significant Wetland within the Greenbelt Plan, including the provision of a natural wildlife linkage between four Provincially Significant Wetlands and the East Humber River valley.

The southerly extension of the mid-block collector road and the location of the stormwater management pond and the pumping station within the Greenbelt Protected Countryside area were determined to be a preferred alternative to upgrading Kipling Avenue (to accommodate increased traffic resulting from the development of Block 55) and locating the stormwater facilities within the developable limits to the north. The proposed alternative will minimize impacts to the Provincially Significant Wetlands along Kipling Avenue by maintaining it in its current form as a rural character road. The proposed location of the stormwater pond and pumping station is preferred from a technical perspective because of the topography of the Block 55 East area and the maintenance costs associated with locating these facilities further north where the related infrastructure would be placed at significant depths below the surface of the developable lands.

f. Sustainability

In addition to the natural heritage network mitigation and enhancements identified above, the proponents have committed to additional sustainability initiatives as identified in Attachment 5b. Such measures include a waste management protocol for home construction in order to reduce waste products and promote the recycling of construction materials. This will include on site waste reduction measures, material re-use measures, recycling of construction materials (drywall scraps, sheet metal, cardboard), and dedicated on-site concrete wash out areas.

The implementation of home construction energy efficiency standards above the Ontario Building Code requirements, such as achieving Energuide 83, will also be utilized to reduce energy and water consumption over the lifetime of the development. Additional energy efficiency and barrier-free accessibility upgrade options will be provided to homebuyers prior to construction.

These measures will be implemented by conditions imposed through the implementing draft plans of subdivision.

g. Servicing and Stormwater Management

The concerns raised in the Public Hearing report with respect to servicing and stormwater management have been addressed by the applicants and the City has agreed to the servicing and stormwater management plans provided in the revised Block Plan. The Region of York has confirmed that the servicing for Phase 1 of Block 55 is consistent with the approved Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan. Further Regional comments may result from the finalization of the East Vaughan Water and Wastewater Servicing Environment Assessment, which may result in additional refinement to the municipal water and wastewater servicing networks. The Block 55 MESP is in

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

#### Item 4, CW Report No. 21 – Page 10

accordance with the City-Wide Water and Wastewater Master Plan Environmental Assessment which has been approved by Council. The MESP grading plans for the storm water management ponds and terrestrial resources within the study area were reviewed by Urban Design Staff and were found to be acceptable.

On October 29, 2013, the City's latest annual servicing capacity allocation strategy report was approved by Vaughan Council. The report confirmed that sufficient servicing capacity is available to support continued urban growth in the City over the next three years. Servicing capacity is available in the York/Durham Sewage System (YDSS) to accommodate approximately 12,900 new residents to 2017. The YDSS captures the Block 55 East area.

Availability of this capacity is subject to the construction and anticipated in-service date for the Regional Southeast Collector (SEC) Sewer, which is expected by the fourth quarter of 2014. York Region has recently confirmed that the completion of the SEC project remains on schedule. Accordingly, on April 7, 2014, the Region's no pre-sale condition was cleared allowing pre-sales of allocated units dependent on the SEC project. Further, it is anticipated that York Region will release registration clearances this summer.

#### h. Urban Design and Architectural Control

Staff has reviewed the revised Block Plan Report and the revised Urban Design Guidelines and is satisfied with both documents. The Architectural Design Guidelines will be reviewed by staff at a later date and accordingly will need to be approved by Vaughan Council as a condition of draft plan approval for each Block 55E subdivision.

#### i. Traffic and Transit

Development/Transportation Engineering staff have reviewed the revised Block 55 East - Transportation Management and Sidewalk Master Plan, dated April 29, 2014, and are satisfied that it addresses all outstanding issues. The revised Transportation Management and Sidewalk Master Plan has been attached to this report (Attachment 6) for Council's approval. As noted on the Master Plan, the pedestrian and cycling crossing signage and pavement markings will be provided at the subdivision design stage.

Prior to approval of the first draft plan of subdivision, the consultant must submit a revised Traffic Impact Study and Transportation Demand Management Plan.

#### j. Cultural Heritage

The Block 55 East application was presented to Heritage Vaughan by Cultural Services. Heritage Vaughan approved the recommendations proposed by the applicant's conservation plan, including the preservation of key cultural heritage elements. Other recommendations from the Cultural Services Division have been incorporated into the Block Plan or will be secured at further stages in the development process, as appropriate, and include the following measures:

- Conveyance of the John S. Henry Cultural Heritage Landscape area at the southwest corner of the Block 55 East Plan area
- Commemoration of three heritage sites (the Hugh McCutcheon House, the John S. Henry Cultural Heritage Landscape and Saw Mill Road) with interpretive plaques and a street name for each site, subject to Council approval
- Construction of a gazebo with architectural elements from the McCutcheon house roof style will be located near the former site of the McCutcheon farm on the proposed central park area

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

#### Item 4, CW Report No. 21 – Page 11

- Inclusion of appropriate architectural details on new homes through the Architectural Design Guidelines

#### Issues to be Addressed Prior to Draft Plan of Subdivision Approval

Since the Public Hearing of November 26, 2013, the majority of outstanding issues have been resolved by the applicant. The following provides a summary of the remaining items that need to be addressed prior to the draft approval of the first plan of subdivision in the Block Plan area as per recommendation 2b. All other matters will be addressed by way of normal draft plan conditions emerging from the pertinent department and agencies.

The following issues will be addressed prior to the draft approval of the first plan of subdivision in Block 55 East area:

- i. That the Block Plan application technical submissions and supporting studies be updated as may be necessary to reflect the measures taken to establish the Block Plan as illustrated in Attachment 4, as per Recommendation 2 of this report. This will include addressing all outstanding technical comments provided by all City departments and external agencies.
- ii. That updated preliminary grading plans and cross-sections be provided by the applicant to the satisfaction of the TRCA and City to demonstrate the technical feasibility of the adjustments to the grading plans. The revised preliminary grading plans and cross-sections should include the existing and proposed grades, as well as the proposed development limits and all natural features/hazards, buffers and minimum vegetation protection zones (MVPZs).
- iii. That the applicant determine the source of the groundwater discharge/seepage areas along the eastern East Humber River valley wall and evaluate how they will be maintained post-development to the satisfaction of the TRCA and City.
- iv. That the City be satisfied that the revised Traffic Impact Study and Transportation Demand Management plan are satisfactory.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

The recommendations in this report are consistent with Vaughan Vision 2020 by demonstrating the following goals and objectives:

##### Service Excellence:

- Promote Community Safety, Health and Wellness – To promote healthy lifestyles and encourage a high quality of life, well-being and the safety of residents.
- Lead and Promote Environmental Sustainability – To preserve, protect and enhance Vaughan's natural and built environment through responsible leadership and innovative policies, practices and education.
- Preserve our Heritage and Support Diversity, Arts and Culture – To support Vaughan's diverse heritage through community and cultural initiatives.
- Plan and Manage Growth and Economic Vitality – To implement the City's Official Plan and the Growth Management Strategy as set in the Vaughan Official Plan 2010.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

Item 4, CW Report No. 21 – Page 12

#### **Regional Implications**

The Block Plan has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of the York Region Official Plan. Regional implications may include additional refinement to the municipal water and wastewater servicing networks subject to the finalization of the East Vaughan Water and Wastewater Servicing Environmental Assessment.

#### **Conclusion**

Vaughan Planning Staff supports the approval of the Block 55 East Block Plan. This approval is part of a series of steps that are required to effect the development of the Block Plan. The draft plans of subdivision will provide the opportunity to impose conditions of approval which will, among other things, facilitate the detailed design and construction of infrastructure and the delivery of the necessary public lands through subdivision agreements with the individual owners.

In addition, the landowners will be required to enter into a Developers' Group Agreement to provide for the equitable sharing of costs amongst the owners to ensure that facilities including parks and walkways can be located as shown on the Block Plan. A draft condition for each plan of subdivision will require that each owner enter into such an agreement. The enactment of the amending zoning by-law will also be a condition of subdivision approval.

The revised Block Plan fulfills the objectives of the North Kleinburg-Nashville Secondary Plan and the Vaughan Official Plan 2010. It provides for an efficient and attractive development form which addresses the presence of the TransCanada Pipeline and Hydro One corridor while accommodating the provision of an interconnected open space, park and trail system and an enhanced Natural Heritage Network. The plan employs a number of methods which support the rural landscape and cultural heritage features distributed across the site. These features will influence the architectural and urban design guidelines that will ensure that the development will reflect a high standard of aesthetics.

In conjunction with the above, the mix of low and medium density residential uses and opportunities for commercial uses in the centre of the community will help support the development of a complete community. It is therefore recommended that Block Plan Application BL.55.2013 for Block 55 East be approved, as revised, as the basis for the submission of the implementing draft plans of subdivision and zoning amendment applications.

#### **Attachments**

1. Context Plan
2. Location Map
3. North Kleinburg-Nashville Secondary Plan: Schedule B3 "Land Use – Kipling Avenue Community"
4. Revised Block 55 East Plan
- 5a. Natural Heritage Compensation Plan – Landscape Restoration Areas
- 5b. Natural Heritage Compensation Plan – Summary of Impacts, Mitigation and Enhancements
6. Block 55 East Transportation Management and Sidewalk Master Plan
7. Public Hearing Report – November 26, 2013

#### **Report prepared by:**

Steven Dixon, Planner, extension 8410

(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.)



# *Kleinburg and Area Ratepayers' Association*

P.O. Box 202, Kleinburg, Ontario, L0J 1C0  
Email: [kara@kara-inc.ca](mailto:kara@kara-inc.ca) Website: [www.kara-inc.ca](http://www.kara-inc.ca)

May 7, 2014

To: Attention: Clerk's Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1  
CC: Mayor, Members of Council

c <u>2</u>
Communication
cw: <u>May 13/14</u>
Item: <u>4</u>

**Re: City of Vaughan - Notice - Committee of the Whole Meeting - May 13, 2014 - Proposed Revised Block 55 East Plan**

**Re: Block 55 (Z.13.041, 19T-13V008, Z.13.042, 19T-13V009) - Zoning by-law amendment/draft plan of subdivision May 14, 2014 PH notice**

The electronic version of the staff report just today, May 7, 2014 appeared on the City's website for the subject Committee of the Whole meeting scheduled for May 13, 2014 at 1:00 pm. In the notice emailed to our association on May 1, 2014 the notice indicated the report was already available for public view. In fact it was not.

It is also puzzling why a public hearing on May 14, 2014 for 2 applications (Z.13.041, 19T-13V008, Z.13.042, 19T-13V009) for by-law amendments and plans of subdivision in block 55 can be scheduled only one day after a decision on the block 55 application is scheduled. It gives the appearance that it presupposes the outcome of a decision of Council. One might also wonder if the objective is anything but the fostering of meaningful public participation and consultation. We are of the opinion that it is unreasonable to expect ordinary citizens, residents and community volunteers to read, digest and prepare for back to back meetings one day apart on the same planning block.

There were a number of issues and concerns that KARA raised in both our deputation and in our written submission in November of 2013, that we have not received a response to from the City. To mention just a couple of examples, in this COW May 13, 2014 staff report and the May 14 notice we see that many of our concerns have not been addressed, for example the number of residential units being proposed are still much greater than in our view the secondary plan allows. Density in block 55 was something that KARA fought hard and long for. We understood that was established in no uncertain terms during the OP review process and to the Kleinburg community 30pph represented a maximum density, which formed an agreement between the City and the community. We also cannot support development in the special study areas. The expectation remains that this should be a single home detached community (no semi-detached, no townhouses, no condos) as was voiced in other deputations at the public hearing.

KARA also has concerns with respect to OP.09.003 for the proposed and totally inappropriate recreational facility on Kipling Ave in the greenbelt. KARA made it quite clear that should recreational facility application move forward, as we now understand it will, we could not support any roads through the greenbelt to the south to Teston and to the north to Kirby.

In addition, we now understand that PowerStream is proposing a new Kleinburg transformer station (#4) facility at 5400 Kirby Road immediately north of Block 55. Under consideration in the PowerStream proposal is a communication tower that could exceed 7 stories. These are all interrelated and in our view will, in a holistic sense, need to be taken into consideration in what is happening in this entire area, in and around block 55. We believe that the materialization of these proposals demands changes to the block plan. This in part is why we appealed to Council to consider this application pre-mature.

We are also concerned that the block plan does not give any consideration or in any way factors in secondary suites. Secondary suites are provincially mandated yet the staff report is absolutely silent with

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respect to them and their impact on density and traffic in block 55. Unit counts should be factored down in respect to the projected uptake of secondary suites which we understand can be as high as 20% as experienced in Vancouver.

KARA now sees that the May 14<sup>th</sup> staff report identifies a number of variances and exemptions being proposed. KARA would not support these, notwithstanding any similar exemptions that might have been granted in the past. We would not recognize exemptions unless there are compelling reasons to do so. Changing the rules to conform to the applicant's plan is not a compelling reason.

We request that the May 13<sup>th</sup> COW proposed block plan 55 and the May 14<sup>th</sup> public hearing for Z.13.041, 19T-13V008, Z.13.042, 19T-13V009 be deferred to future dates more appropriately space out to allow sufficient time for the block plan application to be dealt with to an appropriate conclusion before the process for further applications on block 55 be considered. KARA comments and those of other members of the public with respect to the Block 55 East application we feel have not been appropriately addressed in the May 13<sup>th</sup> staff report.

Respectfully Submitted by the  
Kleinburg and Area Ratepayers' Association Board of Directors,  
Ken Schwenger  
President

May 12, 2014

To: Attention: Clerk's Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

c <u>4</u>
Communication
cw: <u>May 13/14</u>
Item: <u>4</u>

RE: City of Vaughan – Committee of the Whole Meeting – May 13, 2014 – Proposed Revised Block 55 East Plan

RE: Block 55 – Zoning by-law amendment/draft plan of subdivision May 14, 2014 Public Hearing

We are the owners of 27 Theresa Circle and 37 Theresa Circle. Our properties border on the North side of Subdivision 19T-13V009. We have two significant concerns which we would like the Committee to consider:

1. We are pleased that the Buffer just South of our properties (Lot 11 and 12) are designated as Zone OS2 (Open Space Park Zone). We still feel that a Zone OS1 designation would have been more appropriate.  
We are also encouraged by the increased buffer depth from 15 to 25 meters, but that was considered a minimum. We feel that a buffer depth of 30-50 meters would be more appropriate to continue to provide a natural trail for the many animals that now use that space. In addition it would be more in line with the spacing of boundaries in the existing homes which have been there for 30 years.

2. Storm Water Management East of Lot 11

With the Non-Participating properties remaining as is, rainwater will continue to flow to the existing creek bordering Lot 11. We expect that the homes that are built adjacent to the Non-Participating land will all drain to the planned pond. The concern is with the transition from the new subdivision to the Non-Participating Properties and back to the new subdivision. Recent storms in 2013 and 2014 have loaded the existing drainage area well beyond past experiences. With storms becoming more intense and with increased frequency the concern is that the backup will lead to significant flooding when combined with the total drainage of Theresa Court and part drainage of Briarose Avenue. We hope the Committee will instruct the Builder and Vaughan Engineering staff to consider the flooding probabilities and take corrective action.

Best Regards,

Mrs. Beatrice Conforti  
For the Homeowners of  
37 Theresa Circle  
Kleinburg, ON L0J 1C0  
[c.conforti@sympatico.ca](mailto:c.conforti@sympatico.ca)

Mrs. Maria Pucciano  
Mr. Elio Pucciano  
27 Theresa Circle  
Kleinburg, ON L0J 1C0  
[maria.spucc@gmail.com](mailto:maria.spucc@gmail.com)

cc. [jeffrey.a.abrahms@vaughan.ca](mailto:jeffrey.a.abrahms@vaughan.ca) [steven.dixon@vaughan.ca](mailto:steven.dixon@vaughan.ca)  
[daniel.woolfson@vaughan.ca](mailto:daniel.woolfson@vaughan.ca) [marylin.iafrate@vaughan.ca](mailto:marylin.iafrate@vaughan.ca)  
[kara@kara-inc.ca](mailto:kara@kara-inc.ca)

## **COMMITTEE OF THE WHOLE MAY 13, 2014**

### **BLOCK PLAN FILE BL.55.2013 CASTLEPOINT HUNTINGTON LIMITED ET AL WARD 1 – VICINITY OF TESTON ROAD AND KIPLING AVENUE**

#### **Recommendation**

The Commissioner of Planning, Interim Director of Planning/Director of Development Planning and Manager of Policy Planning recommend:

1. That the Block Plan File BL.55.2013 forming Attachment 4 to this report be APPROVED as the basis for the submission and processing of the implementing draft plans of subdivision and zoning by-law amendment applications for the Block 55 East area.
2. That prior to draft approval of the first plan of subdivision in the Block 55 East Plan area:
  - a. The Block Plan technical submissions and supporting studies be updated, to the satisfaction of the pertinent departments and agencies, to reflect the measures taken to establish the Block Plan as illustrated in Attachment 4; and,
  - b. The outstanding issues identified in this report be addressed to the satisfaction of the pertinent agencies (See Section: "Issues to be Addressed Prior to Draft Plan of Subdivision Approval").
3. That the Block 55 East – Kleinburg Summit Community be reserved servicing capacity from the York Sewage Servicing/Water Supply System for a total of 446 residential units (1,623 persons equivalent).
4. That the Block 55 East Transportation Management & Sidewalk Master Plan, dated April 29, 2014, forming Attachment 6 to this report be APPROVED.

#### **Contribution to Sustainability**

The proposed Block Plan is consistent with *Green Directions Vaughan* through the following:

- |         |   |
|---------|---|
| Goal 2: | To ensure sustainable development and redevelopment.                                |
| Goal 3: | To ensure that getting around in Vaughan is easy and has a low environmental impact |
| Goal 5: | To be a leader on sustainability issues   |

#### **Economic Impact**

The Block Plan is a major step in the City's development approval process. Its approval will ultimately result in an increase in the City's tax base, and provide additional lands for residential and limited commercial development.

#### **Communications Plan**

On November 4, 2013, a Notice of Public Hearing was circulated via mail to all property owners identified in Attachment 2 and to the Kleinburg and Area Ratepayers' Association for the Public Hearing on November 26, 2013, respecting the Block Plan application. The notice was also posted online on the City's website. At the Public Hearing, a presentation was made by the applicant's consultants, Malone Given Parsons Ltd., discussing the background work, and proposed residential, transportation, environmental and land use measures that contributed to this plan.

On April 30, 2014, a notice of this Committee of the Whole meeting was mailed out to those individuals and organizations requesting notification and those who appeared on deputation at the Public Hearing.

### **Purpose**

The purpose of this report is to obtain approval of the Block 55 East Plan (Attachment 4) which will form the basis for the submission and processing of the implementing draft plans of subdivision and zoning by-law amendment applications.

### **Background - Analysis and Options**

#### **Location**

The Block 55 East study area is located in the Kleinburg-Nashville community in Ward 1, north of Teston Road, south of Kirby Road, west of Kipling Avenue and generally east of the Humber River, as shown on Attachment 1, *Context Plan* and Attachment 2, *Location Map*.

#### **Planning Context**

##### **a. Vaughan Official Plan 2010**

The subject lands are located within the North Kleinburg-Nashville Secondary Plan area, which was approved on November 4, 2013 by the Ontario Municipal Board, and constitutes the Kipling Avenue Community. The subject lands are primarily designated "KN Low-Rise Residential I", which permits detached houses in accordance with the policies of Sections 9.2.2.1 and 9.2.3.1 of the Vaughan Official Plan 2010. In addition to "KN Low-Rise Residential I", the Kipling Avenue Community Focus Area also provides for "KN Low-Rise Residential II", "KN Low-Rise Residential III", "KN Low-Rise Mixed-Use II", "Special Study Area", "Natural Areas", "Agricultural", "Neighbourhood Park", "Parkette", "Stormwater Management Pond" and "Utility Corridor" designations.

The target density of the Kipling Avenue Community in the North Kleinburg-Nashville Secondary Plan is 30 people and jobs per hectare. The proposed Block 55 East Plan balances this target with the other objectives of the Secondary Plan, as well as the requirements in the Growth Plan and Regional Official Plan pertaining to more intense urban forms, by achieving an overall density of 34.7 people and jobs per hectare.

##### **b. Zoning**

The subject lands are currently zoned "Agricultural" and "Open Space 1" in the City of Vaughan Zoning By-law 1-88. The zoning for the subject lands will have to be updated to reflect the approved Block Plan and Draft Plans of Subdivision.

### **Background**

##### **a. The Initial Block Plan Submission**

On July 26, 2013, agents for the Block 55 (Kleinburg Summit) Landowners Group submitted the subject Block Plan application. During the circulation process, revisions occurred in response to comments received from various public and private agencies and the proposed development plan was updated on November 13, 2013 in response to these concerns.

On November 26, 2013, a statutory Public Hearing under the Planning Act was held to seek input on the updated Block Plan and to present a preliminary report (see Attachment 7) identifying the comments received through the circulation process, which were summarized by agency. Generally, the agency comments were addressed through the November 13, 2013 revisions to the Block Plan. Outstanding issues and items requiring specific attention from the applicants included:

- The appropriateness of development in the Special Study Area
- The location of stormwater management ponds and the level of drainage of the development area
- Land uses adjacent to natural features and proposed grading within natural feature buffers
- The provision of sidewalks and pedestrian connections and the associated traffic impacts of the proposed development, including the potential for a mid-block collector as opposed to significant improvements along Kipling Avenue
- The opportunity to achieve a limited amount of commercial uses in the Block Plan, including live-work opportunities, to create a more complete community without detracting from the nearby Kleinburg Village mainstreet commercial core

The Committee of the Whole adopted the following recommendation which was ratified by Council without amendment on December 10, 2013:

THAT the Public Hearing report for File BL.55.2013 (Castlepoint Huntington Limited et al.) BE RECEIVED; and, that any issues identified be addressed by the Policy Planning Department in a comprehensive report to the Committee of the Whole.

b. Comments Received at the Public Hearing

Concerns expressed at the Public Hearing included the following:

- The proposed density of the Block Plan
- The absence of commercial uses in the proposed Block Plan area
- The need for a greater natural buffer, ideally in public ownership, between the Special Study Area and the existing residential uses to the north

A total of three written communications were received prior to the Public Hearing and formed communications to the Public Hearing report. The communications were submitted by the Kleinburg and Area Ratepayers Association (KARA), residents of Theresa Circle (to the north of the Special Study Area), and the resident of 5655 Kirby Road. Both KARA and the residents of Theresa Circle attended the Public Hearing to reiterate their concerns, identified above. The written communication from the resident of 5655 Kirby Road expressed a general opposition to development in the Block 55 East Plan area, particularly as it relates to the environment and the impact on traffic along Regional Road 27.

Based on the review by staff and external agencies and the comments received at the Public Hearing, a revised Block Plan proposal was submitted on January 31, 2014, which forms the basis for this report.

c. Overview of the Revised Block Plan Submission

The original Block Plan submission included a number of technical reports and studies that formed the basis for the Block Plan. In response to the issues raised through the circulation process, the original submissions were amended or augmented and resubmitted for review.

The resubmitted documents include:

- Block Plan Report, Jan. 2014
- Terms of Reference, Feb. 2013
- Access & Servicing Analysis, May 2013
- Response to Agency Comments, Jan. 2014
- Greenbelt Plan Report, Jan. 2014
- Stage 2 Archaeological Assessment, Jan. 2014
- Revised Urban Design Guideline, Jan. 2014
- Revised Environmental Impact Study, Jan. 2014
- Revised Slope Stability Investigation, Jan. 2014
- Geotechnical Report, June 2013
- Geotechnical Addendum, Jan. 2014
- Hydrogeological and Water Balance Report, July 2013
- Hydrogeological and Water Balance Report Addendum, Dec. 2013
- Traffic Impact Study Addendum, Jan. 2014
- Travel Demand Management Plan, Jan. 2014
- Transportation Management & Sidewalk Master Plan, Jan. 2014
- Development & Infrastructure Phasing Plans, Jan. 2014
- Park & Vista Block Facility Fit Plan, Jan. 2014
- Response to Hydro One, Jan. 2014
- Response to TransCanada, Jan. 2014
- Response to Enbridge, Jan. 2014
- Master Environmental Servicing Plan (MESP), Jan. 2014
- Sewage Pumping Station Preliminary Design Report
- Water Distribution System Analysis
- Fluvial Geomorphology Assessment

Recommendation 2 of this report requires that the applicant update the above mentioned supporting studies as may be necessary to reflect any measures taken to finalize the Block Plan. This will ensure that the changes resulting from the staff/agency consultation process are properly documented. This is an important final step. The revised material will provide the baseline for the review and analysis of the implementing draft plans of subdivisions by the affected departments and agencies. The work done through the Block Plan approval process will help shape the draft plan conditions and advance the clearance of the conditions by the pertinent departments and agencies. As such, a condition of approval requires that the updates of the supporting studies to the satisfaction of the affected departments and agencies be submitted prior to Council's approval of the first draft plan of subdivision for the Block 55 East Plan area.

d. Development Statistics

The proposed development was updated on April 11, 2014 and accommodates a population of 2,643 residents in 796 residential units, composed of 742 single detached units and 54 townhouse units. The proposed development presented at the Public Hearing on November 26, 2013 contained 853 residential units, composed of 712 single detached units, 96 townhouses and 46 semi-detached units, for a population of 2,900 people.

The areas devoted to the individual land uses, as modified and based on comments received at the Public Hearing and from the commenting agencies, are set out below:

Land Use	Area (ha)	
	November 2013	April 2014
KN Low-Rise I: Single Family	29.96	31.97
KN Low-Rise II: Singles & Semis	3.32	2.57
KN Low-Rise III: Semis & Townhouses	1.68	0.53
KN Low-Rise Mixed-Use II	2.37	1.06
Special Policy Area Residential	6.77	5.36
Neighbourhood Park	2.55	2.63
Other Parks	1.57	1.72
Walkways	--	0.15
Landscape/Vista Areas	1.53	2.58
Landscape Restoration Areas	--	6.37
Greenbelt/Natural Heritage System & Buffers	106.54	100.76
Stormwater Management/Pumping Station	7.11	6.98
Utility Corridors	8.53	8.96
Internal Roads @ 15.0m to 23.0m R.O.W.	20.63	20.89
<b>Total</b>	<b>192.50</b>	<b>192.50</b>

e. Community Structure

i. Site Description and Development Constraints

The subject lands are presently a mix of agricultural and valley land occupying approximately 192 hectares of land to the northeast of the historic village of Kleinburg. Approximately 106 hectares of land are within the Protected Countryside designation of the Provincial Greenbelt Plan.

The surrounding areas consist primarily of protected agricultural lands and natural areas. Two small estate subdivisions north and south of Kirby Road are located to the northwest of the site. An additional estate residential development is located southeast of the Kipling Avenue/Teston Road intersection. Recently constructed low density residential neighbourhoods and the Copper Creek Golf Course lie to the west of the East Humber River Valley which ranges from 500 to 800m wide in this area. Access to Highway 400 is approximately 5 kilometres to the east along Teston Road.

The site is bisected by a Hydro One transmission corridor running north-south and a TransCanada gas pipeline crosses the site on an east-west axis.

The TransCanada Pipeline is contained within an 18m wide easement and carries natural gas to the Greater Toronto Area (GTA). Crossings of the pipeline with roads and services are discouraged by Trans Canada Pipeline Ltd. (TCPL) as are parallel roads due to potential conflicts and safety concerns. Grading of the site is also affected by the shallow depth of the gas pipeline. The City's New Official Plan prohibits any permanent building within 7m of the right-of-way and prohibits any accessory building within 3m of the right-of-way.

Constraints associated with the hydro corridor will also influence the design of the community. Grading of the surrounding lands for development must respect the established height of the hydro towers and lines. Road crossings must be located close to the towers to avoid height clearance conflicts with the conductors. The central portion of the corridor under the lines must be left clear for maintenance which will limit the type of planting and landscaping.



## ii. Land Use Distribution

The proposed Block Plan, as revised, is shown on Attachment 4 to this report and illustrates the location of residential uses, commercial uses, local roads, parks and trails, stormwater management pond locations, natural heritage features and associated buffers, the special study area and other proposed uses.

Residential uses are proposed for approximately 41.5 hectares of the subject lands, including 5.36 hectares of residential land proposed in the Special Study Area. The majority of residential development proposed is single family dwellings. Approximately 1.4 hectares of land is proposed for three-storey townhouses, including 0.9 hectares of live-work townhouse units, as permitted in the KN Low-Rise Residential III designation of the North Kleinburg-Nashville Secondary Plan.

Approximately 7 hectares of land are proposed as parks, vista areas and walkways, including one 2.63 hectare neighbourhood park. This satisfies the requirement for 4 hectares of dedicated parkland based on the proposed land use plan. The location and size of each park has been determined in consultation with, and to the satisfaction of, the Parks Development Department. Landscaped areas are also provided throughout the Block Plan and generally provide access to natural areas and features. "Park D", identified on Attachment 4 to this report, is intended to be a passive park that serves as a trailhead for the adjacent East Humber River natural area.

### Issues Addressed through the Revised Block Plan

#### a. Supporting a Complete Community

In addition to the live-work units proposed for some of the central townhouse units, a small commercial block has been included in the revised Block Plan to the south of the central community area in order to provide for convenience commercial uses and contribute to a more complete community. Opportunities for other community uses at this location, such as indoor and outdoor amenity spaces, may be explored through further stages of the development process. Other public amenity spaces, open space areas and opportunities for active and passive recreation are distributed throughout the Block 55 East area, including a 4.9 kilometre trail system comprised of multi-use trails and other pathways that connect the parks and natural areas with the built environment. In addition, the community will be connected to the Mainstreet Commercial Core of Kleinburg by a 2 kilometre sidewalk to be constructed along Stegman's Mill Road.

#### b. Residential Densities and Built Form

As a result of the comments received at the Public Hearing, the revised Block Plan now proposes a reduced number of residential units (796 units) resulting in a density of 34.7 persons and jobs per hectare, compared to the original 853 residential units and density of 38 persons and jobs per hectare. Part of the reduction in unit numbers results from replacing all semi-detached dwellings with single detached dwellings.

The revised densities are consistent with the North Kleinburg-Nashville Secondary Plan, which sets a target density of 30 persons and jobs per hectare. It is important to note that the resultant density is a product of meeting the objectives and distribution of land-uses identified in the Secondary Plan, which have been achieved by minimizing the extent of the higher density building types and providing a greater amount of parks, landscape areas, lower density building types and commercial components to assist with meeting the objectives of a complete community.

c. Special Study Areas

There are two Special Study Areas (SSA) designated in the North Kleinburg-Nashville Secondary Plan within Block 55 East. These are shown on Attachment 3. The North Kleinburg-Nashville Secondary Plan provides for the use of the SSAs as either 'Natural Core' for areas deemed to be undevelopable through environmental study or 'KN Low-Rise Residential I' for areas not constrained by natural features or their buffers. The reports submitted by the applicants conclude that the most appropriate uses for the SSAs are residential, with particular attention being paid to providing large lot sizes to reduce imperviousness, placing municipal services and roadways in a manner that reduces impacts, and implementing Low Impact Development (LID) techniques such as grassed infiltration swales to promote groundwater infiltration and water quality treatment.

Following the Public Hearing, for greater certainty, Planning staff requested that an adjacent lands analysis be completed on the Humber River Valley Kleinburg Area of Natural or Scientific Interest located to the west of the larger SSA. Particular interest was raised with regard to potential opportunities for increased area-sensitive bird habitat. Planning staff concurred with the conclusions of the report that although minor enhancements to the core habitat can be achieved by naturalizing the SSA, opportunities for more significant improvements to the Natural Heritage Network exist elsewhere in the Block 55 East Plan area.

Attachment 5 to this report provides greater detail on the extent of Natural Heritage Network compensation being provided by the applicants. Part of this compensation includes minor reductions in the depth of lots adjacent to the Humber River Valley, such that an additional 0.43 hectares of land beyond the minimum required buffer is being provided along the western edge of the SSA to be restored and conveyed to the City or TRCA.

d. Providing an Adequate Buffer between the Special Policy Area and Existing Residents

At the Public Hearing, concerns were raised by the residents of Theresa Circle regarding the proposed private 15 metre buffer between the SSA and the existing residential lots to the north. The revised Block Plan proposes to increase the buffer to 25 metres and convey the lands to the City or TRCA. The increased buffer area constitutes an additional 0.43 hectares of restored, landscaped land for a total of 0.86 hectares of land within the SSA being restored and conveyed to a public body. The lands will also provide connections to the community's trail network, as shown on Attachment 4.

e. Environmental Framework & the Natural Heritage Network

A number of environmental protection and enhancement measures have been provided for in the revised Block Plan, detailed in Attachment 5b to this report, including the following:

- A clean water collector system to direct clean water to the Provincially Significant Wetland.
- Stormwater management facility secondary outlet for extended low flow period and cooling trenches related to wet stormwater management facilities.
- Selected locations in the development areas have been chosen to introduce public areas adjacent to natural features to minimize impacts to the natural features.
- Restoration and conveyance to the TRCA or City of 9.16 hectares of tableland within the developable limits and privately-owned Greenbelt lands to form part of the

Natural Heritage Network, in addition to valleyland and open space buffer restoration, parks, and vistas.

- Creation of a natural wetland channel feature to restore the central watercourse and provide additional terrestrial and aquatic habitat with riparian vegetation including meadow marsh, refuge pools, offline pools, raptor poles, woody debris and boulders.
- The stormwater management blocks (7 ha) include semi-natural habitat and trails to be integrated with the open space network.
- Creation of naturalized connection between the East Humber River valley and the B1 Swale Woodland (FOM2-2) within the Greenbelt agricultural lands that includes native tree species found in the valley creating connectivity across the existing agricultural field.
- Restoration planting and seeding using non-invasive native species in buffers through the edge management plan.
- Creation of habitat for snakes, hibernacula used by over-wintering snakes.
- Creation of two Barn Swallow nesting structures in the southern part of Block 55 in areas of open semi-natural habitat.

The revised Block Plan submitted on January 29, 2014 was further refined in response to issues identified by the TRCA. The issues pertained to the proposed grading within natural feature buffers and the partial location of Stormwater Management Pond #3 within the limits of the central watercourse feature. The latter was proposed in order to accommodate the central community focus area provided for in the North Kleinburg-Nashville Secondary Plan. The City raised additional concerns with respect to the use of the Greenbelt Protected Countryside for the mid-block collector road extension, Stormwater Management Pond #5 and the pumping station, and their location in proximity to a Provincially Significant Wetland.

In response, a further update to the proposed Natural Heritage Network plan for the Block 55 East area was submitted to both Planning staff and the TRCA on April 10, 2014. It removed approximately 65% of the proposed grading within the natural buffers and identified the outstanding encroachment areas and proposed compensation in the form of lands specifically designated for naturalization. Staff has reviewed the proposal with the applicant and recognizes that efforts have been made to minimize any encroachments or changes to the Natural Heritage Network. The proposed mitigation and compensation plan, identified in Attachments 5a and 5b "Natural Heritage Compensation Plan", is appropriate and will provide for the enhanced protection of a significant wildlife habitat and a Provincially Significant Wetland within the Greenbelt Plan, including the provision of a natural wildlife linkage between four Provincially Significant Wetlands and the East Humber River valley.

The southerly extension of the mid-block collector road and the location of the stormwater management pond and the pumping station within the Greenbelt Protected Countryside area were determined to be a preferred alternative to upgrading Kipling Avenue (to accommodate increased traffic resulting from the development of Block 55) and locating the stormwater facilities within the developable limits to the north. The proposed alternative will minimize impacts to the Provincially Significant Wetlands along Kipling Avenue by maintaining it in its current form as a rural character road. The proposed location of the stormwater pond and pumping station is preferred from a technical perspective because of the topography of the Block 55 East area and the maintenance costs associated with locating these facilities further north where the related infrastructure would be placed at significant depths below the surface of the developable lands.

f. Sustainability

In addition to the natural heritage network mitigation and enhancements identified above, the proponents have committed to additional sustainability initiatives as identified in Attachment 5b. Such measures include a waste management protocol for home construction in order to reduce waste products and promote the recycling of construction materials. This will include on site waste reduction measures, material re-use measures, recycling of construction materials (drywall scraps, sheet metal, cardboard), and dedicated on-site concrete wash out areas.

The implementation of home construction energy efficiency standards above the Ontario Building Code requirements, such as achieving Energuide 83, will also be utilized to reduce energy and water consumption over the lifetime of the development. Additional energy efficiency and barrier-free accessibility upgrade options will be provided to homebuyers prior to construction.

These measures will be implemented by conditions imposed through the implementing draft plans of subdivision.

g. Servicing and Stormwater Management

The concerns raised in the Public Hearing report with respect to servicing and stormwater management have been addressed by the applicants and the City has agreed to the servicing and stormwater management plans provided in the revised Block Plan. The Region of York has confirmed that the servicing for Phase 1 of Block 55 is consistent with the approved Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan. Further Regional comments may result from the finalization of the East Vaughan Water and Wastewater Servicing Environment Assessment, which may result in additional refinement to the municipal water and wastewater servicing networks. The Block 55 MESP is in accordance with the City-Wide Water and Wastewater Master Plan Environmental Assessment which has been approved by Council. The MESP grading plans for the storm water management ponds and terrestrial resources within the study area were reviewed by Urban Design Staff and were found to be acceptable.

On October 29, 2013, the City's latest annual servicing capacity allocation strategy report was approved by Vaughan Council. The report confirmed that sufficient servicing capacity is available to support continued urban growth in the City over the next three years. Servicing capacity is available in the York/Durham Sewage System (YDSS) to accommodate approximately 12,900 new residents to 2017. The YDSS captures the Block 55 East area.

Availability of this capacity is subject to the construction and anticipated in-service date for the Regional Southeast Collector (SEC) Sewer, which is expected by the fourth quarter of 2014. York Region has recently confirmed that the completion of the SEC project remains on schedule. Accordingly, on April 7, 2014, the Region's no pre-sale condition was cleared allowing pre-sales of allocated units dependent on the SEC project. Further, it is anticipated that York Region will release registration clearances this summer.

h. Urban Design and Architectural Control

Staff has reviewed the revised Block Plan Report and the revised Urban Design Guidelines and is satisfied with both documents. The Architectural Design Guidelines will be reviewed by staff at a later date and accordingly will need to be approved by Vaughan Council as a condition of draft plan approval for each Block 55E subdivision.

i. Traffic and Transit

Development/Transportation Engineering staff have reviewed the revised Block 55 East - Transportation Management and Sidewalk Master Plan, dated April 29, 2014, and are satisfied that it addresses all outstanding issues. The revised Transportation Management and Sidewalk Master Plan has been attached to this report (Attachment 6) for Council's approval. As noted on the Master Plan, the pedestrian and cycling crossing signage and pavement markings will be provided at the subdivision design stage.

Prior to approval of the first draft plan of subdivision, the consultant must submit a revised Traffic Impact Study and Transportation Demand Management Plan.

j. Cultural Heritage

The Block 55 East application was presented to Heritage Vaughan by Cultural Services. Heritage Vaughan approved the recommendations proposed by the applicant's conservation plan, including the preservation of key cultural heritage elements. Other recommendations from the Cultural Services Division have been incorporated into the Block Plan or will be secured at further stages in the development process, as appropriate, and include the following measures:

- Conveyance of the John S. Henry Cultural Heritage Landscape area at the southwest corner of the Block 55 East Plan area
- Commemoration of three heritage sites (the Hugh McCutcheon House, the John S. Henry Cultural Heritage Landscape and Saw Mill Road) with interpretive plaques and a street name for each site, subject to Council approval
- Construction of a gazebo with architectural elements from the McCutcheon house roof style will be located near the former site of the McCutcheon farm on the proposed central park area
- Inclusion of appropriate architectural details on new homes through the Architectural Design Guidelines

Issues to be Addressed Prior to Draft Plan of Subdivision Approval

Since the Public Hearing of November 26, 2013, the majority of outstanding issues have been resolved by the applicant. The following provides a summary of the remaining items that need to be addressed prior to the draft approval of the first plan of subdivision in the Block Plan area as per recommendation 2b. All other matters will be addressed by way of normal draft plan conditions emerging from the pertinent department and agencies.

The following issues will be addressed prior to the draft approval of the first plan of subdivision in Block 55 East area:

- i. That the Block Plan application technical submissions and supporting studies be updated as may be necessary to reflect the measures taken to establish the Block Plan as illustrated in Attachment 4, as per Recommendation 2 of this report. This will include addressing all outstanding technical comments provided by all City departments and external agencies.
- ii. That updated preliminary grading plans and cross-sections be provided by the applicant to the satisfaction of the TRCA and City to demonstrate the technical feasibility of the adjustments to the grading plans. The revised preliminary grading

plans and cross-sections should include the existing and proposed grades, as well as the proposed development limits and all natural features/hazards, buffers and minimum vegetation protection zones (MVPZs).

- iii. That the applicant determine the source of the groundwater discharge/seepage areas along the eastern East Humber River valley wall and evaluate how they will be maintained post-development to the satisfaction of the TRCA and City.
- iv. That the City be satisfied that the revised Traffic Impact Study and Transportation Demand Management plan are satisfactory.

### **Relationship to Vaughan Vision 2020/Strategic Plan**

The recommendations in this report are consistent with Vaughan Vision 2020 by demonstrating the following goals and objectives:

Service Excellence:

- Promote Community Safety, Health and Wellness – To promote healthy lifestyles and encourage a high quality of life, well-being and the safety of residents.
- Lead and Promote Environmental Sustainability – To preserve, protect and enhance Vaughan's natural and built environment through responsible leadership and innovative policies, practices and education.
- Preserve our Heritage and Support Diversity, Arts and Culture – To support Vaughan's diverse heritage through community and cultural initiatives.
- Plan and Manage Growth and Economic Vitality – To implement the City's Official Plan and the Growth Management Strategy as set in the Vaughan Official Plan 2010.

### **Regional Implications**

The Block Plan has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of the York Region Official Plan. Regional implications may include additional refinement to the municipal water and wastewater servicing networks subject to the finalization of the East Vaughan Water and Wastewater Servicing Environmental Assessment.

### **Conclusion**

Vaughan Planning Staff supports the approval of the Block 55 East Block Plan. This approval is part of a series of steps that are required to effect the development of the Block Plan. The draft plans of subdivision will provide the opportunity to impose conditions of approval which will, among other things, facilitate the detailed design and construction of infrastructure and the delivery of the necessary public lands through subdivision agreements with the individual owners.

In addition, the landowners will be required to enter into a Developers' Group Agreement to provide for the equitable sharing of costs amongst the owners to ensure that facilities including parks and walkways can be located as shown on the Block Plan. A draft condition for each plan of subdivision will require that each owner enter into such an agreement. The enactment of the amending zoning by-law will also be a condition of subdivision approval.

The revised Block Plan fulfills the objectives of the North Kleinburg-Nashville Secondary Plan and the Vaughan Official Plan 2010. It provides for an efficient and attractive development form which addresses the presence of the TransCanada Pipeline and Hydro One corridor while accommodating the provision of an interconnected open space, park and trail system and an

enhanced Natural Heritage Network. The plan employs a number of methods which support the rural landscape and cultural heritage features distributed across the site. These features will influence the architectural and urban design guidelines that will ensure that the development will reflect a high standard of aesthetics.

In conjunction with the above, the mix of low and medium density residential uses and opportunities for commercial uses in the centre of the community will help support the development of a complete community. It is therefore recommended that Block Plan Application BL.55.2013 for Block 55 East be approved, as revised, as the basis for the submission of the implementing draft plans of subdivision and zoning amendment applications.

**Attachments**

1. Context Plan
2. Location Map
3. North Kleinburg-Nashville Secondary Plan: Schedule B3 "Land Use – Kipling Avenue Community"
4. Revised Block 55 East Plan
- 5a. Natural Heritage Compensation Plan – Landscape Restoration Areas
- 5b. Natural Heritage Compensation Plan – Summary of Impacts, Mitigation and Enhancements
6. Block 55 East Transportation Management and Sidewalk Master Plan
7. Public Hearing Report – November 26, 2013

**Report prepared by:**

Steven Dixon, Planner, extension 8410

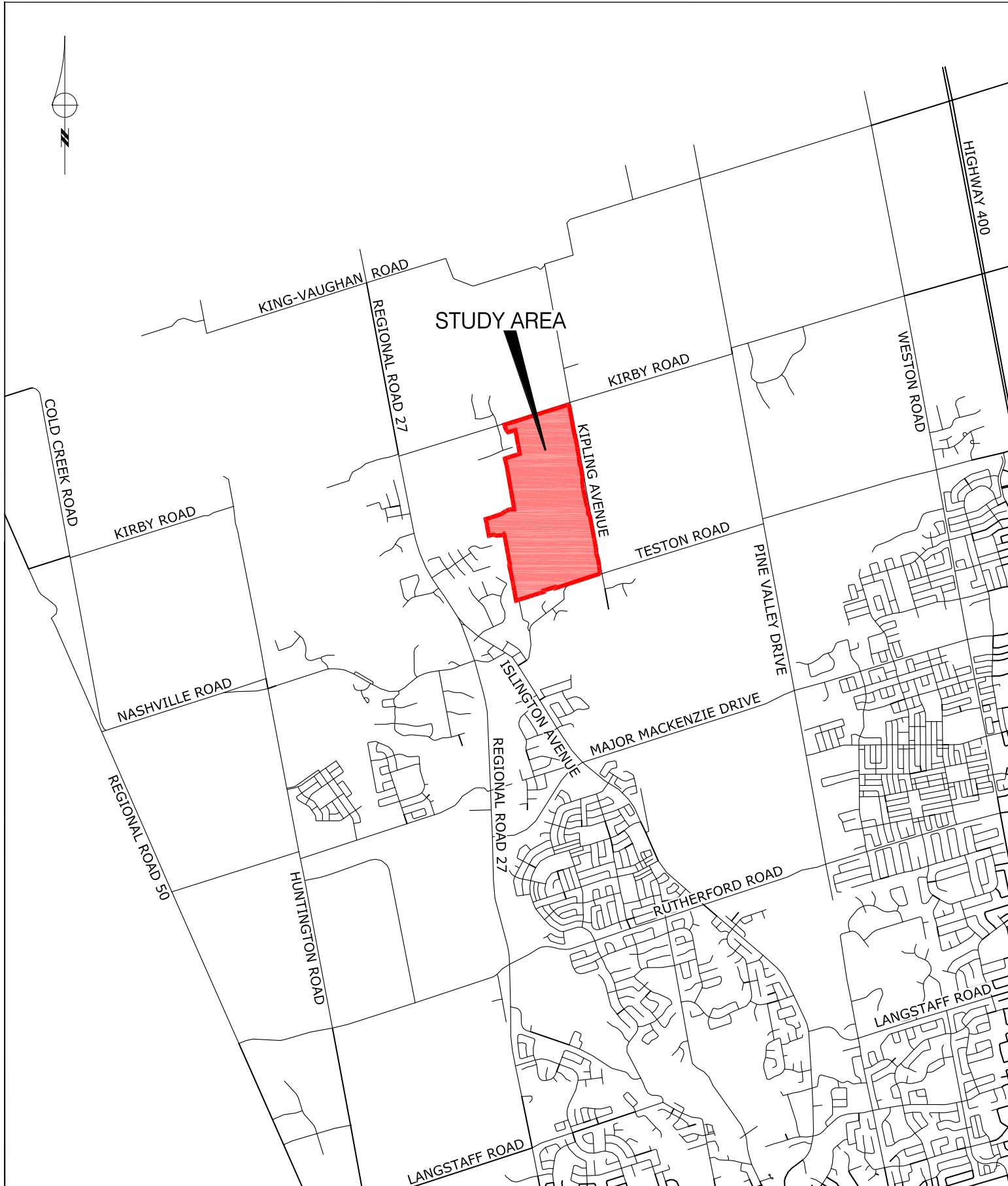
Respectfully submitted,

JOHN MACKENZIE  
Commissioner of Planning

GRANT UYEYAMA  
Interim Director of Planning, and  
Director of Development Planning

ROY MCQUILLIN  
Manager of Policy Planning

/lm



## Block 55 East - Block Plan Area

### Context Plan

APPLICANT: Castlepoint  
Huntington Limited et al.

LOCATION: Part of Lots 26 - 30,  
Concession 8

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Policy Planning Department

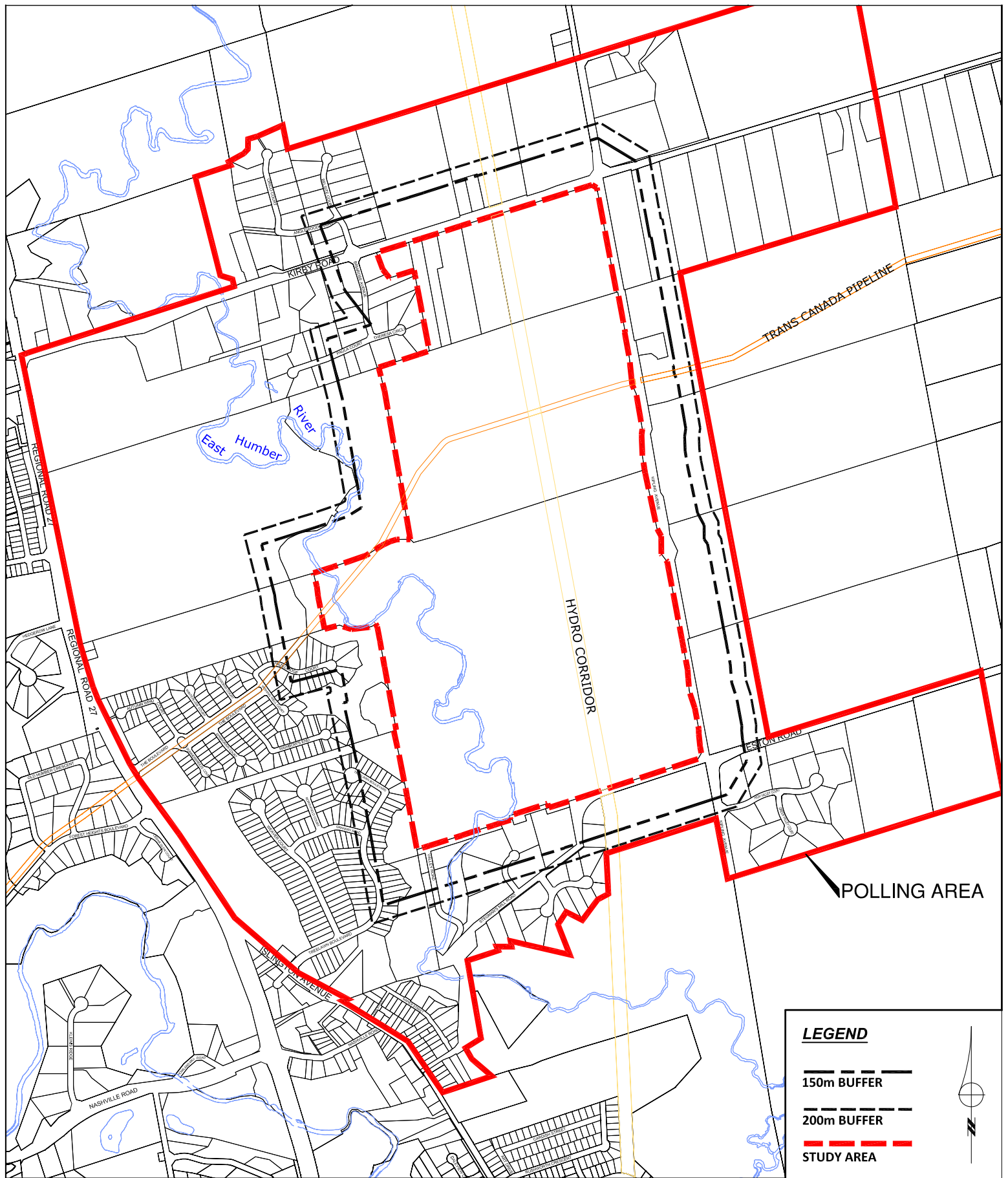
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## Block 55 East - Block Plan Area

### Location Map

APPLICANT: Castlepoint  
Huntington Limited et al.

LOCATION: Part of Lots 26 - 30,  
Concession 8

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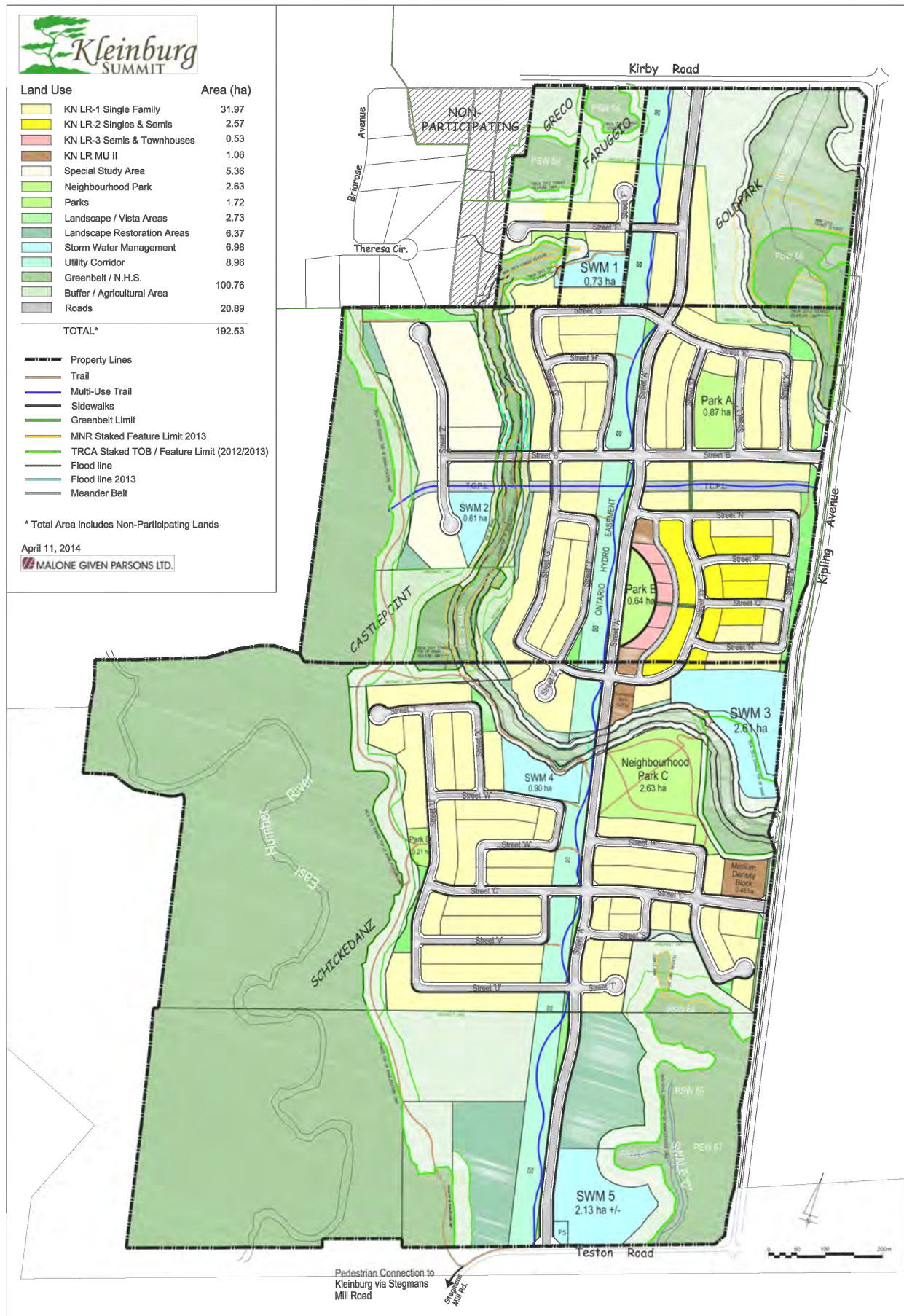
Land Use	Area (ha)
KN LR-1 Single Family	31.97
KN LR-2 Singles & Semis	2.57
KN LR-3 Semis & Townhouses	0.53
KN LR MU II	1.06
Special Study Area	5.36
Neighbourhood Park	2.63
Parks	1.72
Landscape / Vista Areas	2.73
Landscape Restoration Areas	6.37
Storm Water Management	6.98
Utility Corridor	8.96
Greenbelt / N.H.S.	100.76
Buffer / Agricultural Area	20.89
Roads	20.89
<b>TOTAL*</b>	<b>192.53</b>

- Property Lines
- Trail
- Multi-Use Trail
- Sidewalks
- Greenbelt Limit
- MNR Staked Feature Limit 2013
- TRCA Staked TOB / Feature Limit (2012/2013)
- Flood line
- Flood line 2013
- Meander Belt

\* Total Area includes Non-Participating Lands

April 11, 2014

MALONE GIVEN PARSONS LTD.



## Block 55 East - Block Plan Area

### Revised Block 55 East Plan

APPLICANT: Castlepoint  
Huntington Limited et al.

LOCATION: Part of Lots 26 - 30,  
Concession 8



Policy Planning Department

## Attachment

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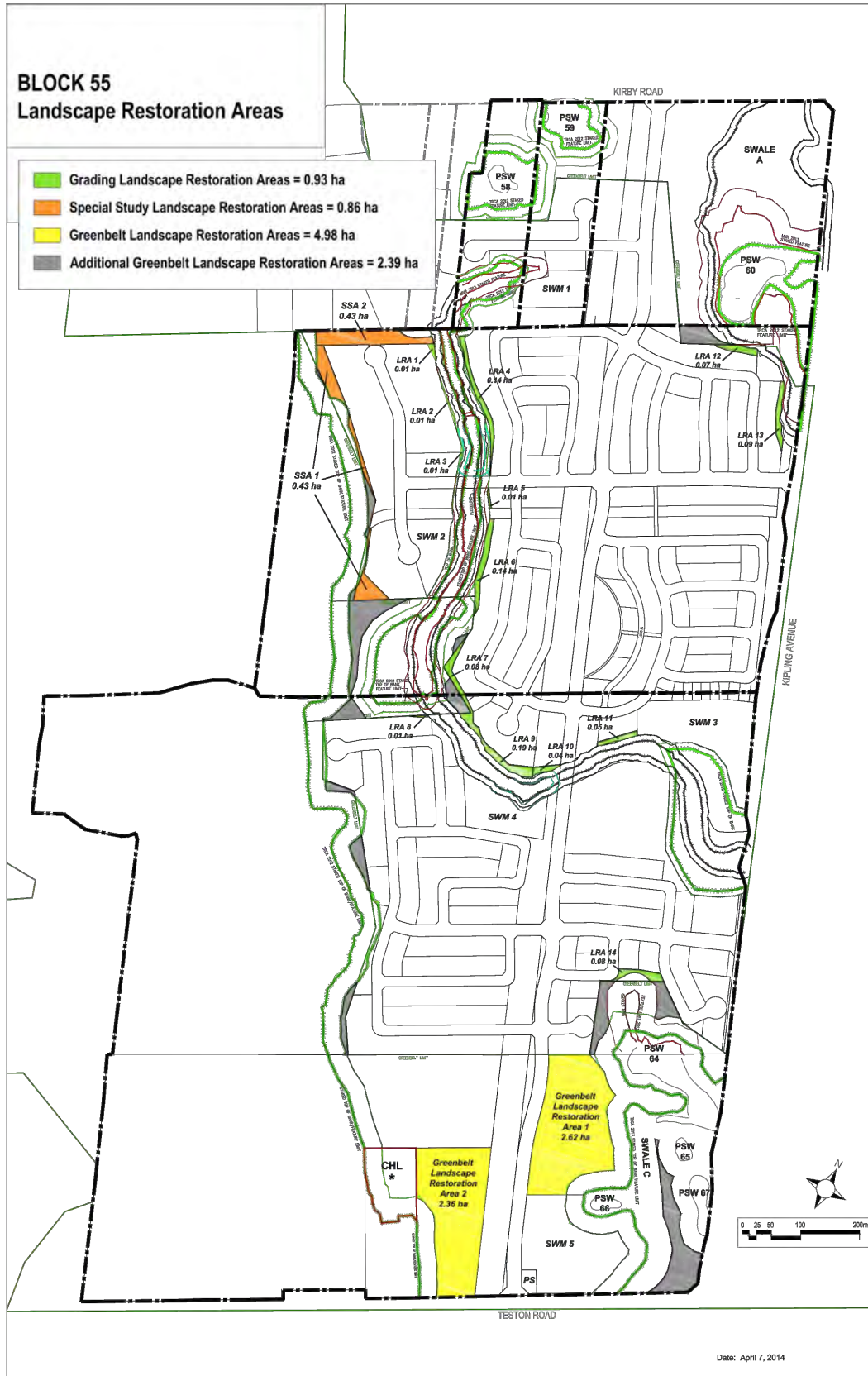
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# **BLOCK 55** **Landscape Restoration Areas**

- Grading Landscape Restoration Areas = 0.93 ha
- Special Study Landscape Restoration Areas = 0.86 ha
- Greenbelt Landscape Restoration Areas = 4.98 ha
- Additional Greenbelt Landscape Restoration Areas = 2.39 ha



Date: April 7, 2014

## **Block 55 East - Block Plan Area** **Natural Heritage Compensation Plan -** **Landscape Restoration Areas**

APPLICANT: Castlepoint  
Huntington Limited et al.

LOCATION: Part of Lots 26 - 30,  
Concession 8

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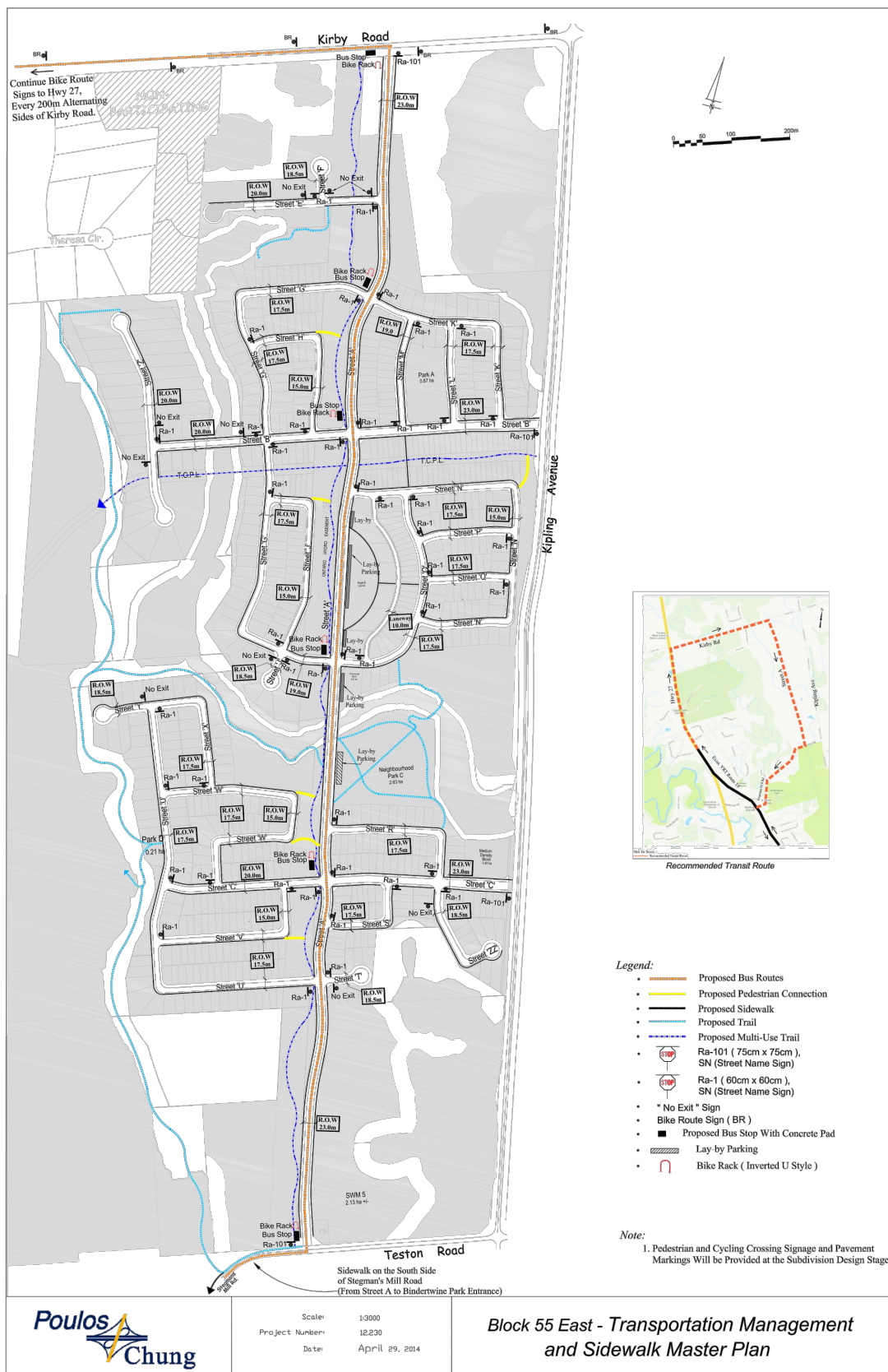
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Summary of Block 55 Impacts, Mitigation Measures and Enhancements

Impact	Mitigation
Headwater Drainage Features within Development	Conveyance function of subsidiary headwater drainage features in agricultural lands to be replaced through lot level conveyance measures and LIDs
Water Balance (increase in surface run-off)	Increased topsoil depth in grassed and vegetated development areas to increase biomass and evapo-transpiration opportunities
Water Balance (decrease in infiltration)	Grassed infiltration swales in Special Study areas to promote groundwater infiltration and quality treatment which provides opportunity for larger vegetated areas in dry SWM facilities for evapo-transpiration.
Water Balance (decrease in infiltration)	Conveyance of roof drainage to residential grassed yard and open space areas
Water Balance (decrease in infiltration)	Clean water infiltration trenches in rear yard areas to promote groundwater infiltration and reduce impacts of increased surface runoff to drainage features
PSW Water Balance (reduction in base flow)	Clean water collector system in the southern area surrounding PSW Unit 64 to maintain its water balance
Stormwater (thermal impacts )	SWM facility secondary outlet for extended low flow period and cooling trenches related to wet SWM facilities
Road Crossings (Surface water conveyance and wildlife passage)	Proposed road crossing of B1 and B2 features provide for channel and naturalized bottom through the culvert crossing and have been sized to accommodate appropriate mammal and amphibian passage
Road Crossings (Surface water conveyance and wildlife passage)	Proposed road crossing in northern Greenbelt area (near Kirby Road) provides for ecopassage and surface water connection between PSW Unit 59 and PSW Unit 60.
Road Crossings (Surface water conveyance and wildlife passage)	Proposed road crossing in southern Greenbelt area (near Stegman Mills Road) provides for eco-passage and surface water connection between agricultural lands and Swale C
Development (ecological impacts)	Majority of roadways avoid natural features and buffers from features will reduce human disturbance, litter, and night light intrusion into the natural features
Development (ecological impacts)	Selected locations in the development areas have been chosen to introduce public areas adjacent to natural features to minimize impacts to the natural features
Amphibian (loss of habitat)	Creation of amphibian pond to compensate for removal of existing amphibian pond
Vegetation Removal	Natural Areas Removed 6.66 ha; primarily old fields and treed vegetation around former Farms versus Natural Areas Restored/Gained 15.18 ha providing a net gain of 8.52 Ha. in naturalized areas excluding SWM Ponds, the area of net gain is considered as an enhancement to the NHN however a component of this is natural feature buffers which require naturalization through TRCA/City policies.
Infrastructure & Grading within Greenbelt	Infrastructure is permitted within Greenbelt, selection of best alternative is based on evaluation of all impacts and benefits. Proposed infrastructure and grading does not encroach into KNHF's and KHF's and their resepective MVPZ's and is within the existing agricultural fields. Eco-Passages have been proposed to maintain surface water flows and provide for small mammal and amphibian movement.
Grading, Road Crossing, and SWM Pond 3 areas within natural features and buffers, refer to Figure A prepared by MGP. Total area in natural features and buffers is <b>1.40 Ha</b> (0.38 Ha + 0.3Ha + 0.72 Ha)	Conveyance of <b>9.16 Ha.</b> of existing agricultural fields within tableland and Greenbelt areas which are located outside of the KNHF's and KHF's and their associated MVPZ's which will be conveyed to City/TRCA and form part of the overall NHN. Refer to Figure B prepared by MGP which all of this area is considered enhancements and addition lands being added to the NHN.

Summary of Block 55 Impacts, Mitigation Measures and Enhancements

Enhancements & Macro-Environmental Benefits	
Estimated Enhancement Value/Cost (\$)	Description
\$1,400,000	Creation of natural wetland channel feature to restore B2 watercourse and provide additional terrestrial and aquatic habitat with riparian vegetation including meadow marsh, refuge pools, offline pools, raptor pole, woody debris and boulders. (Estimated value based on 700m @\$2000/m)
NV	Stormwater management blocks add 7 ha of semi-natural habitat required by City/TRCA standards however does represent an enhancement to lands adjacent to the NHN
NV	Creation of naturalized connection between the East Humber River valley and the B1 Swale Woodland (FOM2-2) within Greenbelt agricultural lands that includes native tree species found in the valley creating connectivity across the existing agricultural field. This value is included in agricultural area naturlization item below.
NV	Planting and seeding using non-invasive native species in buffers through edge management plan thus enlarging the NHN features in the long-term, this is a requirement of VOP 2010 Section 3.3.1.1c however does represent an enhancement to lands adjacent to the NHN and ultimately the NHN
\$1,138,500	Naturalization of approximately 9.9 Ha. of existing agricultural fields within tableland and Greenbelt areas outside of the KNHF's and KHF's and their associated MVPZ's includes cultural heritage landscape area, hydro corridor, and tcpl corridor in addition to the restoration areas identified in Figure B prepared by MGP . The naturalization of these areas are in addition to standard requirements and therefore are considered enhancements. (Estimated value based on 9.9 Ha @ @115,000/ha)
\$35,000	Creation of habitat for snakes consisting of piles of boulders or logs which snakes can use for hiding or giving birth, or snake hibernacula which would include material (rocks, logs, aggregate materials etc.) buried below ground in addition to above ground material. Snake hibernacula are used by over-wintering snakes. This enhancement has been requested by TRCA and is not required as mitigation for species on-site.
\$50,000	Creation of two Barn Swallow nesting structures will be built in the southern part of Block 55 in areas of open semi-natural habitat and close to either wetlands, watercourses and or stormwater ponds which are likely to provide foraging habitat. This enhancement has been requested by TRCA and is not required as mitigation for species on-site
\$557,200	Implementation of waste management protocol for home construction in order to reduce waste products and promote recycling of construction materials. This is considered as a macro-environmental benefit towards the reduction in carbon footprint and extraction of natural resources. (Estimated value based 796 residential units @\$700/unit)
\$5,970,000	Implementation of home construction energy efficiency standards above Ontario Building Code requirements in order to reduce energy and water consumption. This is considered as a macro-environmental benefit towards the reduction in energy and natural resources consumption. (Estimated value based 796 residential units @\$7,500/unit)
NV	Energy Efficiency and Barrier Free Accessibility upgrade opportunities provided for Homeowners. Potential further enhancement however upgrades are funded by homeowners
\$750,000	Construction of a 2.0 km pedestrian connection to Village of Kleinburg contributing to the reduction in vehicle trips. This is considered as a local environmental benefit towards the reduction in fossil fuel consumption. (Estimated value based on 2000m @\$375/m)
\$1,052,500	Design and Construction of 4.9 km of multi-use paths and trails network contributing to active transportation and reduction in vehicle trips. This is considered as local environmental benefit towards the reduction in fossil fuel consumption however is considered as 50% due to inclusion of active transportation requirements as part of the City's policies. (Estimated value based on 50% of 4900m @\$429/m)
\$47,760	Promoting the use of transit by providing a \$60.00 contribution towards the purchase of a Presto Card for each dwelling unit within Block 55. This is considered as a macro-environmental benefit towards the reduction in fossil fuel consumption and vehicle dependant modes of transportation. (Estimated value based 796 residential units @\$60/unit)
\$12,500	Promoting the use of bicycles by providing contribution to Can Bike such that up to 50 residents can enroll in their bicycle training program, a typical program can cost approximately \$500 per individual. This is considered as local environmental benefit towards the reduction in fossil fuel consumption however is considered as 50%due to inclusion of active transportation requirements as part of the City's policies. (Estimated value based on 50% of 50 residents @\$500/each)
NV	Design and Construction of associated roadway and boulevard treatments on Street A to accommodate transit services. This is considered as a macro-envrionmental benefit towards reduction in fossil fuel consumption and vehicle dependant modes of transportation, however it is a mandatory requirement of the City & Region.
\$11,013,460	Total Estimated Value of Enhancement and Macro-Environmental Benefits



# Block 55 East - Block Plan Area Block 55 East Transportation Management and Sidewalk Master Plan

APPLICANT: Castlepoint LOCATION: Part of Lots 26 - 30, Concession 8

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Policy Planning Department

Attachment

FILE:  
BL55.2013

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DATE:  
May 13, 2014

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

Item 9, Report No. 54, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on December 10, 2013.

9

**BLOCK PLAN FILE BL55.2013  
(CASTLEPOINT HUNTINGTON LIMITED ET AL.)  
WARD 1 – VICINITY OF TESTON ROAD AND KIPLING AVENUE**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 26, 2013, be approved;
- 2) That the following deputations and communication be received:
  1. Mr. Don Given, Malone Given Parsons Ltd., Renfrew Drive, Markham, on behalf of the applicant;
  2. Mr. Ken Nieuwhot, Kleinburg and Area Ratepayers' Association, PO Box 202, Kleinburg;
  3. Mr. Robert Klein, Daleview Court, Kleinburg;
  4. Ms. Olivia Muzzo, Paula Court, Kleinburg, and on behalf of Cyndi and Doug Skrepnek, Briarose Avenue; Teresa Coscarella, Kirby Road; Cathy and Rob Bucci, High Valley Court; Joe and Liz Bucci, High Valley Court; and Sal and Angela Santoro, Briarose Avenue;
  5. Ms. Beatrice Conforti, Theresa Circle, Kleinburg, and on behalf of Maria and Elio Pucciano, and Communication C9, dated November 22, 2013;
  6. Ms. Anne Eliraz, Theresa Circle, Kleinburg ; and
  7. Mr. Claudio Traverso, Briarose Avenue, Kleinburg; and
- 3) That the following communications be received:
  - C7. Mr. Ken Schwenger, President, Kleinburg and Area Ratepayers' Association, dated November 18, 2013; and
  - C13. Mr. Costas Afentakis, dated November 25, 2013.

**Recommendation**

The Commissioner of Planning recommends:

THAT the Public Hearing report for File BL.55.2013 (Castlepoint Huntington Limited et al.) BE RECEIVED; and, that any issues identified be addressed by the Policy Planning Department in a comprehensive report to the Committee of the Whole.

**Contribution to Sustainability**

The contribution to sustainability will be determined when the comprehensive report is considered.

**Economic Impact**

This will be addressed when the comprehensive report is completed.

**Communications Plan**

On November 4, 2013, a Notice of Public Hearing was circulated to all property owners as shown on Attachment 1 and to the Kleinburg & Area Ratepayers' Association. As of November 18,



## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

#### Item 9, CW(PH) Report No. 54 – Page 2

2013, no formal comments have been received. Any responses received will be addressed in the technical review and included in a comprehensive report to a future Committee of the Whole meeting.

#### **Purpose**

The owner has submitted an application for Block Plan approval to permit the development of the Kipling Avenue Community in accordance with the policies of the North Kleinburg Nashville Secondary Plan. The Block Plan will form the basis for the submission of the implementing Draft Plan of Subdivision and Zoning Amendment Applications.

#### **Background - Analysis and Options**

##### Location

The Block 55 East study area is located in the Kleinburg-Nashville community in Ward 1, north of Teston Road, south of Kirby Road, west of Kipling Avenue and generally east of the Humber River, as shown on Attachment 1 *Context Location Map* and Attachment 2 *Location Map*.

##### Official Plan Designation

The subject lands are located within the North Kleinburg-Nashville Secondary Plan, which was approved on November 4, 2013 by the Ontario Municipal Board and constitute the Kipling Avenue Community. The subject lands are primarily designated as “KN Low-Rise Residential I”, which permits detached houses in accordance with the policies of Sections 9.2.2.1 and 9.2.3.1 of the Vaughan Official Plan 2010. In addition to “KN Low-Rise Residential I”, the Kipling Avenue Community Focus Area also provides for “KN Low-Rise Residential II”, “KN Low-Rise Residential III”, “KN Low-Rise Mixed-Use II”, “Special Study Area”, “Natural Areas”, “Agricultural”, “Neighbourhood Park”, “Parkette”, “Stormwater Management Pond” and “Utility Corridor” designations.

##### Zoning

The subject lands are currently zoned “Agricultural” and “Open Space 1” in the City of Vaughan Zoning By-law 1-88.

##### Overview of the Proposed Block Plan

###### a. The Supporting Submission

The Block Plan application is supported by the technical submissions set out below, which form the basis for this report and the comments attached hereto. The responses to comments from the reviewing departments, governments and agencies will be addressed in the comprehensive report to the Committee of the Whole.

Submitted documents include:

- Architectural Design Guidelines
- Block Plan Report
- Cultural Heritage Resource Impact Assessment
- Environmental Impact Study
- Environmental Noise and Vibration Feasibility Study
- Geotechnical Slope Stability Investigation
- Hydrogeological and Groundwater Balance
- Master Environmental Servicing Plan

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

#### Item 9, CW(PH) Report No. 54 – Page 3

- Natural Hazard Lands Inspection and Documentation
- Phase One Environmental Site Assessments:
  - 10980 Kipling Ave. & 5400 Teston Rd.
  - 11178 Kipling Ave. & 11300 Kipling Rd.
  - 1539028 Ontario Inc. Property
  - 5315 Kirby Road
  - 5445 Kirby Road
  - Part 14 On Plan 65r-32602
  - Parts 5, 7, 8, 10, 17 & 19 On Plan 65r-32602
- Phase Two Environmental Site Assessment: 10980 Kipling Ave. & 5400 Teston Rd.
- Phase Two Environmental Soil and Groundwater Investigation
- Preliminary Geotechnical Investigation
- Stage 1 Archaeological Assessment and Proposed Development
- Traffic Impact Study
- Urban Design Guidelines
- Well Water Survey

#### b. Development Statistics

The proposed development was updated on November 13, 2013 and contains 853 residential units, composed of 712 single detached units, 96 townhouses and 46 semi-detached units. The proposed population for the area is 2,900 people. The area devoted to of the proposed land uses, as modified based on feedback from the appropriate commenting agencies, is set out below:

Land Use	Area (ha)
KN Low-Rise I: Single Family	29.96
KN Low-Rise II: Singles & Semis	3.32
KN Low-Rise III: Semis & Townhouses	1.68
KN Low-Rise Mixed-Use II	2.37
Special Study Area	6.77
Neighbourhood Park	2.55 (see over)
Parks	1.57
Landscaped Areas	1.53
Stormwater Management	7.01
Utility Corridor	8.53
Greenbelt/Natural Heritage System (including buffers)	106.54
Pumping Station	0.10
Internal Roads @ 15.0m to 23.0m R.O.W.	20.63
<b>Total</b>	<b>192.56</b>

#### c. Community Structure

##### i. Site Description and Development Constraints

The subject lands are presently a mix of agricultural and valley land occupying approximately 192 hectares of land to the northeast of the historic village of Kleinburg. Approximately 106 hectares of the lands are within Protected Countryside of the Provincial Greenbelt Plan Area.

The surrounding areas consist primarily of protected agricultural lands and natural areas. Two small estate subdivisions north and south of Kirby Road are located to the northwest of the site. An additional estate residential development is located southeast of the Kipling

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

#### Item 9, CW(PH) Report No. 54 – Page 4

Avenue/Teston Road intersection. Recently constructed low density residential neighbourhoods and the Copper Creek Golf Course lie to the west of the East Humber River Valley which ranges from 500 to 800m wide in this area. Access to Highway 400 is approximately 5 kilometres to the east along Teston Road.

The site is bisected by a Hydro One transmission corridor running north-south and a TransCanada gas pipeline crosses the site on an east-west axis.

The TransCanada Pipeline is contained within an 18m wide easement and carries natural gas to the GTA. Crossings of the pipeline with roads and services are discouraged by Trans Canada Pipeline Ltd. (TCPL) as are parallel roads due to potential conflicts and safety concerns. Grading of the site is also affected by the shallow depth of the gas pipeline. The City's New Official Plan prohibits any permanent building within 7m of the right-of-way and prohibits any accessory building within 3m of the right-of-way.

Constraints associated with the hydro corridor will also influence the design of the community. Grading of the surrounding lands for development must respect the established height of the hydro towers and lines. Road crossings must be located close to the towers to avoid height clearance conflicts. The central portion of the corridor under the lines must be left clear for maintenance which will limit the type of planting and landscaping.

#### ii. Land Use Distribution

The proposed Block Plan is shown in Attachment 3 to this report and illustrates the location of residential uses, local roads, parks and trails, stormwater management pond locations, natural heritage features and associated buffers, the special study area and other proposed uses.

Residential uses are proposed for approximately 20 hectares of the subject lands, with an additional 6.77 hectares of residential land proposed for the Special Study Area. The majority of residential development proposed is for single family dwellings. Approximately 7 hectares of land is proposed for semi-detached houses and townhouses, as permitted in the KN Low-Rise Residential II and III designations of the North Kleinburg-Nashville Secondary Plan.

Approximate 4.37 hectares of land are proposed as parks, including one 2.65 hectares neighbourhood park. This figure satisfies the requirement for 4.11 hectares of dedicated parkland based on the proposed land use plan. Landscaped areas are also provided throughout the Block Plan and generally provide access to natural areas and features. "Park D", identified on Attachment 3 to this report, is intended to be a passive park which serves as a trailhead for the adjacent East Humber River natural area.

#### d. Servicing

Block 55 East and the surrounding area are currently serviced by on-site well water and sewage systems. The proposed development will require the installation of new services, which will be facilitated by the City of Vaughan's Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan. Key infrastructure required as part of the first phase for the Kleinburg Summit community includes a sanitary pumping station, a sanitary forcemain on Teston Road and a watermain along Kirby Road, Regional Road 27, and Stegman's Mill Road.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

#### **Item 9, CW(PH) Report No. 54 – Page 5**

##### **i. Water Distribution**

The following upgrades to the existing water distribution system have been identified in the Kleinburg- Nashville Water and Wastewater Servicing Strategy Master Plan and are required to support the initial phase of the Block 55 East development area:

- Extension of a 400 mm diameter watermain from the proposed connection point on Highway 27 to be constructed as part of the North Humber Extension to Kirby Road;
- Construction of a 400 mm diameter watermain across Kirby Road to Kipling Avenue;
- Construction of a 400 mm diameter watermain along Kipling Avenue to Teston Road (or alternatively through Street A should it be extended to Teston Road); and
- Construction of a 300 mm diameter watermain across Teston Road / Stegman's Mills Road to the existing watermain connection point at Ravendale Court.

The proposed water supply system is shown on Attachment 4 to this report.

##### **ii. Sanitary Servicing**

The recommended sanitary servicing strategy identified in the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan proposes a sanitary pumping station at the northwest corner of Teston Road and Kipling Avenue to service the proposed development as well as 17 existing homes at High Valley Court located south east of the Kipling Avenue and Teston Road intersection. The sanitary forcemain from this pumping station is intended to direct flows east to a proposed sanitary pumping station in Block 40/47.

In the event that the receiving sanitary sewer in Block 47 is not commissioned at the time of the proposed forcemain installation, three interim forcemain outlet alternatives have been considered by the proponents: the Block 40 West gravity sanitary sewer; the existing Block 39 gravity sanitary sewer at Lawford Road/Fossil Hill Road and Major Mackenzie Drive; and, the existing gravity sanitary sewer on Weston Road, at Teston Road.

The proposed sanitary servicing options have been identified in Attachment 5 to this report.

##### **iii. Stormwater Management**

Five stormwater management ponds including 2 dry ponds and 3 wet ponds have been proposed (as seen in Attachment 3 to this report) in order to provide water quality, quantity and erosion controls. In addition, the following stormwater management techniques have been proposed:

- The Block Plan submission proposes to direct clean roof runoff to infiltration trenches on residential lots backing onto drainage features, SWM ponds and parks to minimize the impact on the water balance.
- A clean-water collector system has been proposed within the south portion of the subject lands to direct clean-roof runoff to the Provincially Significant Wetland at the southeast corner of the development area
- Cooling trenches with low flow “trickle” release rates will be provided from the wet SWM ponds.

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

#### Item 9, CW(PH) Report No. 54 – Page 6

- The use of a grassed swale and infiltration trench in the rights-of-way of the Special Study Area is proposed to replace the function of road catch-basins and wet stormwater management ponds. Dry ponds will be used to provide additional water quality and quantity control.

#### e. Environmental Areas

##### i. General

The subject lands are located entirely within the Humber River watershed and contains three watercourses and eight Provincially Significant Wetlands in addition to other natural heritage features. The limits of the natural heritage features were staked and surveyed by Beacon Environmental in September 2011 and subsequently walked and staked with the TRCA and City staff in October 2012. Attachment 6 to this report identifies the natural features and their associated buffers.

The proponent has conducted a review and inventory of existing natural heritage conditions as part of the Environmental Impact Study (EIS) in order to assess the existing geology, hydrogeology and aquatic and terrestrial resources. A detailed review of the EIS will be conducted prior to the comprehensive report being brought to Committee of the Whole.

##### ii. Special Study Areas

There are two Special Study Areas designated in the North Kleinburg-Nashville Secondary Plan within Block 55 East, as identified on Attachment 3 to this report. The North-Kleinburg Nashville Secondary Plan recognizes that there may be some development potential in these areas subject to a detailed Environmental Impact Study being completed to the satisfaction of the City in consultation with the TRCA. The EIS for this area will be reviewed and addressed in the comprehensive report in order to evaluate the development potential of these areas through an assessment of the impacts on the environmental functions, features, services or benefits they may provide.

#### f. Sustainability

The Block Plan proposal for the Kipling Avenue Community identifies the following sustainability measures for application in the Block Plan Area:

- Protection of all natural heritage features and their associated buffers;
- Restoration of drainage feature B2, as identified on Attachment 3 to this report, through the implementation of natural channel and wetland corridor feature;
- Increased topsoil depth in grassed and vegetated development areas;
- Implementation of SWM facility secondary outlet for extended low flow period and cooling trenches;
- Implementation of roadside grassed swale and infiltration trenches in Special Study Areas;
- Implementation of clean water collector system to support flows to PSW 64 in the southeast corner of the proposed development;
- Implementation of clean water infiltration trenches in rear yard areas to promote groundwater infiltration and reduce runoff to drainage features;
- Implementation of eco passages for road crossings at drainage feature locations;

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

#### Item 9, CW(PH) Report No. 54 – Page 7

- Selection of locations to introduce public areas adjacent to natural features to minimize impacts to the natural features;
- Creation of an amphibian pond to compensate for removal of existing amphibian pond;
- Naturalization of agricultural fields within buffer areas through an edge management plan;
- Implementation of a waste management protocol for home construction;
- Implementation of home construction energy efficiency standards above Ontario Building Code requirements in order to reduce energy and water consumption; and,
- Provision of Energy Efficiency and Barrier Free Accessibility upgrade opportunities for homeowners.

#### g. Urban Design

The Block Plan submission proposes to maintain the rural heritage character of Kleinburg through various community design elements, in conjunction with the following principles set out in the Urban Design and Architectural Design Guidelines:

- Promote a coordinated interplay of rural themed landscape design and high quality architecture to integrate this new neighbourhood into the existing community of Kleinburg;
- Create safe, pedestrian-friendly and attractive streetscapes;
- Identify opportunities for character areas to create distinct places within the neighbourhood;
- Protect and enhance the area's distinct natural and cultural heritage and create a hierarchy of linked open spaces and scenic vistas throughout the neighbourhood;
- Establish an interconnected hierarchy of roads that facilitate entry to and access throughout the neighbourhood;
- Promote pedestrian linkages throughout the neighbourhood;
- Promote variety, choice and innovation of residential building forms, types and sizes to respond to a broad demographic and a wide set of homeowner needs;
- Ensure that buildings on focal lots are context sensitive and designed to respond to their prominent locations in the neighbourhood;
- To promote a range of high quality architectural styles appropriate to the established character of the Kleinburg area;
- To establish design requirements for buildings on Priority Lots (i.e. those dwellings having a higher degree of public visibility such as corner lots, gateway lots, etc.) and special character areas to create distinct places within the neighbourhood;
- To promote high quality buildings that minimize the visual impact of garages and parking areas;
- To achieve a high degree of environmental sustainability; and,
- To incorporate principles of CPTED (Crime Prevention Through Environmental Design) that provides a safe, pedestrian-friendly environment.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

Item 9, CW(PH) Report No. 54 – Page 8

Department and Agency Comments

The Block Plan application for File BL.55.2013 (Castlepoint Huntington Limited et al.) was circulated to external agencies and City of Vaughan departments on August 1, 2013. To date, the majority of responses have been received and issues identified will need to be addressed by the applicant prior to the approval of the Block Plan and subsequent Draft Plan of Subdivision. Attachments 7a, 7b and 7c provide a summary of the comments received to date. It is anticipated that further comments may be received in addition to those identified. They will be reviewed and addressed in the comprehensive report.

Matters Requiring Further Review

Following a preliminary review of the proposed application, the Policy Planning Department has identified the following matters that will need to be reviewed in greater detail. They will be addressed in the comprehensive report to Committee of the Whole along with any other matters that emerge as a result of the Public Hearing and the further technical review of the application:

a. Development in the Special Study Area

The appropriateness of development in the Special Study Area will need to be examined in further detail as this area has been identified as an Enhancement Area in the Vaughan Official Plan 2010 and may provide opportunities for increasing the core area of the adjacent natural features. If it is determined that the area is not appropriate for environmental enhancement, further information will be required to demonstrate that any development proposed for the area will have no negative impact on the surrounding natural features. Specifically, the use of Low Impact Development (LID) techniques in the Special Study Area will be dependent on the availability of successful monitoring data of LID pilot projects that are currently ongoing throughout the Kleinburg area. City staff would prefer to evaluate the long term function of these pilot projects prior to accepting the proposed LID infrastructure.

b. Stormwater Management

A number of comments have been received regarding the number and location of stormwater management ponds, infiltration trenches and the level of drainage of stormwater in the development area. Given the sensitivity of environmental features, including several Provincially Significant Wetlands and the adjacent Humber River valley system, a detailed examination of the drainage features and stormwater management, including the justification for the location of the eastern-most stormwater management pond below the top of bank, will need to be undertaken in conjunction with the TRCA prior to the approval of the Block Plan.

c. Land uses adjacent to natural features

Concerns have been raised regarding the extent of the proposed grading and filling in buffers adjacent to the natural features. This will need to be reviewed prior to the approval of the Block Plan and will require the submission of additional plans, cross-sections and analyses in order to illustrate, at minimum, that all natural heritage features are protected and natural hazards are avoided. An appropriate transition from the proposed development to the natural corridor while ensuring sufficient space in each buffer for restoration/maintenance access and the provision of public trails will be necessary.

d. Transportation Demand Management

The forthcoming Transportation Demand Management will need to address concerns pertaining to the provision of sidewalks and pedestrian connections and the associated traffic impacts of the proposed development. In particular, the potential impacts that the proposed

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

#### **Item 9, CW(PH) Report No. 54 – Page 9**

development will have on the existing Kleinburg community will need to be examined, with regard for the addition of a mid-block collector street to Teston Road through the Greenbelt and the proposed recreational facility to be located on the east side of Kipling Avenue. Any proposed improvements to Kipling Avenue, including the addition of left turn lanes into the new development, will also need to be reviewed in detail.

#### **e. Complete Communities**

The opportunity to achieve a limited amount of commercial uses in the Block Plan and in future development will be explored. To create more complete communities the City is seeking opportunities to achieve live work opportunities and to provide for a limited amount of service commercial to serve the projected population of 2900 people in this area without detracting from the nearby Kleinburg Village commercial core. The viability of commercial uses within walking distance of future residents will be explored further as part of the Block Plan Review.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

The applicability of this application to the Vaughan Vision will be determined when the technical report is considered.

#### **Regional Implications**

The application has been circulated to the Region of York for review and comment. Any issues will be addressed when the technical report is considered.

#### **Conclusion**

The above issues, but not limited to, will be considered in the ongoing technical review of the application, together with comments from the public and Council expressed at the Public Hearing or in writing. Therefore, it is recommended that this Public Hearing report be received and that any issues be addressed in the comprehensive report to a future Committee of the Whole meeting.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Proposed Block Plan – Updated as of November 13, 2013
4. Water Supply
5. Sanitary Servicing
6. Natural Features and Buffers
- 7a. Summary of Circulation Responses: City of Vaughan
- 7b. Summary of Circulation Responses: External Agencies
- 7c. Summary of Circulation Responses: TRCA Detailed Comments

#### **Report prepared by:**

Steven Dixon, Planner, ext. 8410  
Roy McQuillin, Manager of Policy Planning, ext. 8211

(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.)



# *Kleinburg and Area Ratepayers' Association*

P.O. Box 202, Kleinburg, Ontario, L0J 1C0  
Email: [kara@kara-inc.ca](mailto:kara@kara-inc.ca) Website: [www.kara-inc.ca](http://www.kara-inc.ca)

November 18, 2013

To: Attention: Clerk's Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1  
CC: Mayor, Members of Council

<b>C 7</b>
<b>COMMUNICATION</b>
CW (PH) - <u>Nov 26/13</u>
ITEM - <u>9</u>

## **Re: Block 55 East Kleinburg Summit (BL55.2013) – Public Hearing for Block Plan Approval Application**

Kleinburg and Nashville are historic villages on the growing edge of the GTA. We still have the luxury of farmland and green spaces to our north, and are blessed to have the Humber River Valleys as part of our natural landscape enjoyed by all. However, overall plans for the area are to develop at a rapid pace and at densities out of character and not compatible with historic villages. If not checked, the villages will be swallowed up and paved over. The designation of the historic district is meant to protect the villages; however, if they become surrounded with higher density growth, they are not likely to survive as historic villages. KARA believes that much of Vaughan's rural heritage has been lost and that we should be working to preserve that which we have left. Many people are drawn to, and visit our area to enjoy the country feel, natural beauty of the Humber Valleys, historic charm of the villages, and open green spaces around Kleinburg and Nashville.

We believe the proposed population increase for Kleinburg/Nashville, from 3800 currently, to over 21,000 by 2031 is far too much, far too fast for the area to absorb. It is 5 times the rate of growth of the average for Vaughan in the new official plan projecting out to 2031. Adding thousands of residents into these areas will significantly increase traffic, congestion, and air pollution in the areas. Many areas in Kleinburg/Nashville today are served by rural roads. Huntington, Kirby and Kipling roads are not through roads. Nashville and Teston lead through the historic villages. As such, none of these roads will become transit corridors. In addition, there are jogs at Pine Valley/Teston and Kirby/Pine Valley. As far as we understand no road improvements are planned in the near future.

To maintain the historic and country feel to the district which attracted the current residents in the area and to help manage traffic through the historic villages, we believe most of these roads should continue to retain their rural character. The villages have significant traffic congestion today – they cannot handle this type of additional density to the north, west and east along with the accompanying traffic. Where will the traffic go? There are very few alternatives and few through east-west routes north of Major Mackenzie. It was KARA's belief this type of density should have been kept south of the conservation district giving heritage the chance to survive on the northern boundary of the GTA.

During the Vaughan Official Plan 2010 and the North Kleinburg-Nashville Secondary Plan reviews KARA took the position that it agrees that innovative planning can create sustainable and vibrant communities in which people can live, work, and play with much less dependency on the automobile, and be much more friendly towards pedestrians, cyclists, and mass transit. Higher densities along transit corridors and easier access to transit must be encouraged. That said it is of vital importance that this policy should lend itself to conserving of green spaces. In this regard KARA has not been in opposition to higher densities and growth where it makes sense but that did not mean density everywhere. As such, KARA did not support development this intense in study areas 5 & 6, now referred to as Block 55. Our concerns were largely not taken into consideration in the ultimate decisions that were made.

Block 55 is surrounded by Greenbelt and Natural Heritage areas including the East Humber River Valley. Introducing an island of development in the middle of protected countryside with this density KARA felt just didn't fit. KARA made submissions in 2010 that it would not be possible to build a complete community due to its isolation and special location. KARA took the position that there are environmentally sensitive areas within

# *Kleinburg and Area Ratepayers' Association*

P.O. Box 202, Kleinburg, Ontario, L0J 1C0

Email: [kara@kara-inc.ca](mailto:kara@kara-inc.ca) Website: [www.kara-inc.ca](http://www.kara-inc.ca)

block 55 which warrant further study and protection. Developing across these areas should not be allowed, open access and proper buffers should be maintained to all green spaces.

KARA also is of the opinion that any new development in the area should be phased relative to other projects around them and be modest given the very large developments in blocks 40/47, 61 and the lack of transportation infrastructure. It also needs to be respectful of Humber Valley lands, environmentally sensitive lands, and greenbelt protected areas. Heritage properties identified should be protected and connections re-established to heritage structures that have been lost. KARA also suggested during the planning review process that more focus should be given to preparing an agricultural lands preservation economic strategy prior to any additional development. To date no such study has been conducted that we are aware.

The above provides some context into how KARA has been engaged in the process and remains so. Based on the limited information distributed to the public in the mailed notice on the Block Plan public hearing on November 26, 2013 we have the following preliminary comments:

1. Development of block 55 is premature - blocks 61 (Nashville Heights, Kleinburg Heights, Lake Rivers) 40/47 (Pine Heights) and the eastern portion of block 62 (Humber North and Kerrowood ) currently underway should be largely built out first
2. The number of units in Block 55 should be reduced significantly from the 860 proposed (refer to secondary plan – 30 pph, 3.37 per unit, Block 55 73Ha = less than 650 units)
3. There should be only single family homes in block 55 ( no semis, no townhomes)
4. Commercial development in block 55 is not viable
5. No development in environmentally sensitive special study areas should be considered in block 55
6. Strict architectural controls be put in place with direct community involvement (No “cookie cutter” development)
7. Sustainable building design
8. Significantly enhanced natural buffers to the existing Briarwood community (Theresa, Briarrose & Paula) abutting to the north and west
9. Rural character of Kipling Ave. must be maintained
10. Natural heritage should be maintained, minimal alteration
11. The resulting community should have enhanced natural buffers to visually obscure it from the surrounding arterial roads of Kirby, Kipling and Teston
12. Arterial road access to Block 55 needs close review with community input (see concept plans of 2009)
13. Site servicing along hydro corridor should be explored.
14. Safe non road trail connections to the Kleinburg core need to be identified
15. Community involvement in the destination of lands to be dedicated (TRCA?, City?, Heritage Trust?)
16. Enhanced and prudent setbacks from hydro corridor and trans-Canada pipeline
17. A detailed tree inventory of the site is required before any grading activity commences, with a view to moving trees to buffer areas
18. Minimize channel crossings
19. Non compliant uses (construction yard activities) in the north west section of Block 55 should cease immediately
20. Kipling wetlands as well as Kirby wetlands are to be protected , preserved and enhanced
21. Local wells will not be compromised by construction activity on block 55
22. All consultants reports in support of the block plan be made available on the City’s website for public and possible peer review
23. The public should have 2 weeks to review future comprehensive staff reports relating to the Block 55 Plan approval and not the less than 3 business days that seems to be the norm. This provision should extend to future site plan applications on block 55 as well.

Respectfully Submitted by the  
Kleinburg and Area Ratepayers' Association Board of Directors,  
Ken Schwenger  
President

**From:** Iafrate, Marilyn  
**Sent:** Friday, November 22, 2013 6:38 PM  
**To:** Uyeyama, Grant; Abrams, Jeffrey  
**Subject:** Fwd: Citizen concern regarding Proposed Block Plan 55 East (BL55.2013) in Kleinburg

<b>C 9</b>
<b>COMMUNICATION</b>
CW (PH) - <u>Nov. 26/13</u>
ITEM - <u>9</u>

FYI

Marilyn Iafrate  
Councillor  
Ward 1

Begin forwarded message:

**From:** "Peter Conforti" <[p\\_conforti@yahoo.ca](mailto:p_conforti@yahoo.ca)>  
**To:** "Iafrate, Marilyn" <[Marilyn.Iafrate@vaughan.ca](mailto:Marilyn.Iafrate@vaughan.ca)>, "Dixon, Steven" <[Steven.Dixon@vaughan.ca](mailto:Steven.Dixon@vaughan.ca)>, "[gaetano.franco@castlepointinvestments.ca](mailto:gaetano.franco@castlepointinvestments.ca)" <[gaetano.franco@castlepointinvestments.ca](mailto:gaetano.franco@castlepointinvestments.ca)>, "[kara@kara-inc.ca](mailto:kara@kara-inc.ca)" <[kara@kara-inc.ca](mailto:kara@kara-inc.ca)>  
**Subject:** Citizen concern regarding Proposed Block Plan 55 East (BL55.2013) in Kleinburg

Please find attached a letter ("Letter\_ Private Buffer Area Concern") outlining our concerns regarding the Private Buffer area included in Proposed Block Plan 55 East (File BL55.2013) in Kleinburg, Ontario.

Regards

Peter Conforti, on behalf of Kleinburg residents

Beatrice Conforti	Maria Pucciano
Peter Conforti	Elio Pucciano
Nancy Conforti	27 Theresa Circle
37 Theresa Circle	Kleinburg ON L0J 1C0
Kleinburg ON L0J 1C0	(905) 893-2448
(905) 893-7234	<a href="mailto:maria.spucc@gmail.com">maria.spucc@gmail.com</a> < <a href="mailto:maria.spucc@gmail.com">mailto:maria.spucc@gmail.com</a> >
<a href="mailto:p_conforti@yahoo.ca">p_conforti@yahoo.ca</a> < <a href="mailto:p_conforti@yahoo.ca">mailto:p_conforti@yahoo.ca</a> >	

November 22, 2013

**RE: Proposed Block Plan 55 East (File BL55.2013) – Buffer Zone**

To Whomever,

We are home owners of 27 Theresa Circle and 37 Theresa Circle in Kleinburg, Ontario. We have recently been notified of Proposed Block Plan 55 East (File BL55.2013) ("**Proposed Plan**") which will link to the south portion of our properties. Two proposed site plans provided to us by developer Malone Given Parsons Ltd. (refer to "**Developer Plan**" attached) indicate a "Private Buffer" between our properties and the proposed adjacent properties (Plan A) or property (Plan B).

As a result of our research on Private Buffer areas in the City of Vaughan, we have identified 2 major concerns with the current proposed plans.

**Concern 1 – Depth of Private Buffer area**

- **Proposed Plan**
  - **15 meters**
- Comparison 1 – Berkley Home (Hwy 27 and Kirby)
  - Minimum of 20 meters
- Comparison 2 – Molise Development
  - Minimum of 25 meters

**Concern 2 – Lack of restrictions on Private Buffer area**

- **Proposed Plan**
  - **No restrictions**
  - **Owner can apply for a permit to utilize land**
- Comparison 1 – Berkley Home (Hwy 27 and Kirby)
  - Full restrictions whereby only planting is allowed on the Buffer area
- Comparison 2 – Molise Development
  - Buffer is a designated park area maintained by the City of Vaughan

Compared to Berkley Home and Molise Development, the Proposed Plan is at best providing minimal green space. Unlike these other developments, the Proposed Private Buffer area is transitioning from up to 2 acre lots to less than 2/3 acre lots. In our opinion, the Proposed Private Buffer is not adequate to provide a proper transition and will unfairly devalue our property. Additionally, the Proposed Plan does not provide any guarantee that in future there will be trees to blend with the current properties or that the owners will not build a large deck or other structure in that area.

Furthermore, the Proposed Plan Private Buffer is flanked by Conservation/Valley Buffer areas on the east and west. Our fear is that the Proposed Plan Private Buffer at the proposed size and without restrictions may interfere with the Conservation/Valley Buffer areas causing irreparable environmental damage or restricting the water table integrity.


As it stands now, the term Buffer in this Proposed Plan is a misnomer. The current homeowners adjacent to this new development have no rights with respect to the Private Buffer area and the eventual owners of the new properties will have a right to apply for a city permit to do whatever they like with this land. From our understanding, without strict restrictions the eventual homeowners can do with this property as they see fit. Therefore, this Private Buffer area is simply a marketing ploy to temporarily appease the existing homeowners and drive up the selling price for the developer.

It is our opinion that to dispel our concerns, the Proposed Plan for the Private Buffer area must be amended as follows:

- The Buffer area must be, at minimum, 25 meters in depth
- Strict restrictions must be placed on the Buffer area including:
  - No building is allowed on the Buffer area
  - Regular upkeep parameters (i.e. cutting of grass, maintain trees/plants)
  - Set minimum tree coverage ratio to ensure "visual buffer" with adjacent properties.

If you have any questions relating to our concerns, please feel free to contact Peter Conforti at (416) 807-7255 or (905) 893-7234.

Regards,

 (PETER CONFORTI FOR)

Beatrice Conforti  
Peter Conforti  
Nancy Conforti  
37 Theresa Circle  
Kleinburg ON L0J 1C0  
(905) 893-7234  
p\_conforti@yahoo.ca

Maria Pucciano  
Elio Pucciano  
27 Theresa Circle  
Kleinburg ON L0J 1C0  
(905) 893-2448  
maria.spucc@gmail.com

cc marilyn.iafrate@vaughan.ca  
steven.dixon@vaughan.ca  
gaetano.franco@castlepointinvestments.ca  
kara@kara-inc.ca

November 15th, 2013

**Mr. and Mrs. Carmen & Beatrice Conforti**  
37 Theresa Circle  
Kleinburg, Ontario  
L4H3N5

MGP File: 13-2228/9

Dear Mr. and Mrs. Conforti ,

**RE: Kleinburg Summit community (Block 55)**  
**Proposed Development Lots – South of Theresa Circle**

At the community meeting held on October 22<sup>nd</sup>, you raised a concern that the central lot of the 3 pie-shaped lots bordering the existing homes on Theresa Circle was too small (see Attachment A). The purpose of this letter to determine if there is reasonable means to deal with your concerns through reconfiguring the lots and road in this area of the plan.

Through the Block Plan process, it was determined to provide a private 15m buffer along the northern boundary of the development area for landscape planting to screen the new development from the existing residential lands and to complement the valley buffer required in the north-east corner (see Attachment A). Through preliminary engineering it was determined that the finished elevation of the proposed lots would be lower than the existing Theresa Circle rear yard areas and that the proposed private buffer area could also be used not only to help accommodate the grading transition within the proposed lots but also provide screening. The 15m buffer will be in private ownership (within the proposed lots) and as such will not show as a separate block on the plan, but will be implemented by specifically being included as part of the architectural control and the zoning by-law for these lots. It was determined that these measures would ensure that the existing residents would be buffered from new lots and vice versa.

In addition to the original concept plan the project team has reviewed the road and lot layout and an alternative concept plan is shown on Attachment B. The alternative concept plan retains the 15m private landscape buffer as described above and eliminates the central pie shape lot to create two larger lots on either side of the cul-de-sac. The cul-de-sac itself would end at the 15m private landscape buffer. This alternative concept plan reduces the number of lots backing onto the existing residences from 3 down to 2 lots. The two remaining homes flanking the northern boundary will be separated from the common property line by the private landscape buffer. Planting of taller, evergreen trees will be concentrated in buffer areas near the homes with lower, deciduous plantings in the buffer near the cul-de-sac area. This alternative will provide more privacy in the outdoor amenity areas of the existing homes to the north.

TO: Mr. And Mrs. Carmen & Beatrice Conforti  
RE: Residential Interface, Kleinburg Summit Special Study Area

---

November 15<sup>th</sup> 2013

Although this layout is not shown on the current version of the Block Plan which is already part of the forthcoming Public Hearing on November 26<sup>th</sup>, particular mention will be made at the hearing about this change in the road and lotting, and these changes will be made as part of the plans being submitted for Draft Plan Approval.

As we wish to finalize the concept for this area of the plan we are proposing to carry forward the alternative plan shown on Attachment B, if you require any further information or wish to discuss please feel free to contact us directly at [jmacintyre@mgp.ca](mailto:jmacintyre@mgp.ca) or the development manager at [gaetano.franco@castlepointinvestments.ca](mailto:gaetano.franco@castlepointinvestments.ca)

Yours very truly,

**MALONE GIVEN PARSONS LTD.**



Joan MacIntyre, MCIP, RPP  
Principal

cc Councillor Marilyn Iafrate, City of Vaughan  
Gaetano Franco, Castlepoint Investments Inc.  
Att/2



Attachment A  
Block Plan Presented  
October 22, 2013







Gaetano Franco, P. Eng.

Project Manager

PLEASE CALL 416 728 4840

(905) 303-6873

Fax (905) 303-8105

Email: [gaetano.franco@castlepointinvestments.ca](mailto:gaetano.franco@castlepointinvestments.ca)

10710 Bathurst Street • Maple, Ontario • L6A 4B6

## CANADIAN DYNAMIC AIRCOMPRESSOR

57 Atomic Ave., Toronto, Ontario M8Z 5K8  
Phone: 416-252-9444 Fax: 416-252-8617

[costas@cdasales.ca](mailto:costas@cdasales.ca)  
[www.cdasales.ca](http://www.cdasales.ca)

Proposed Block Plan 55 east

File # BL55.2013

FROM: Costas Afentakis

TO: Steven Dixon

DATE: November 25, 2013

COMPANY: City of Vaughan

FILE: BL55.2013

C 13  
**COMMUNICATION**

CW (PH) - Nov. 26 / 13

ITEM - 9

I know I am wasting my ink writing to you to direct my concern.

I call what you propose the funeral of the earth. All you are doing is building one more graveyard for this planet called Earth. Congratulations for doing your part to destroy it.

Which road do you expect to use to carry all these vehicles? Have you been on #27 the last 2 - 3 years? Residents cannot get out of the driveway on 27 between 6 a.m. - 10 a.m. without risking their life. I live at 5655 Kirby Rd and I work in Etobicoke. I am inviting you to come with me one day at 7 a.m. to drive with me to Etobicoke. It is horrible so you are going to add more vehicles. It is going to be a nightmare for people like me that go to work to earn taxes for the government.

All you are doing is:

- ⇒ destroying the earth
- ⇒ increasing traffic
- ⇒ increasing noise
- ⇒ destroying so many beautiful trees and the environment
- ⇒ increasing pollution
- ⇒ upsetting people that live around there
- ⇒ destroying our water supplies; we live on a wolf system
- ⇒ not to mention wildlife (you are not interested in that)
- ⇒ cover beautiful farm land forever, as long as this earth turns.

And all this:

- ⇒ just to get more property taxes collected so you can spend them unwisely.

I am sad and angry about this and I regret bitterly moving to Vaughan.

All I can say is IT'S A SHAME!



C. Afentakis  
President

9.      **BLOCK PLAN FILE BL.55.2013** **P.2013.52**  
**(CASTLEPOINT HUNTINGTON LIMITED ET AL.)**  
**WARD 1 – VICINITY OF TESTON ROAD AND KIPLING AVENUE**

**Recommendation**

The Commissioner of Planning recommends:

THAT the Public Hearing report for File BL.55.2013 (Castlepoint Huntington Limited et al.) BE RECEIVED; and, that any issues identified be addressed by the Policy Planning Department in a comprehensive report to the Committee of the Whole.

**Contribution to Sustainability**

The contribution to sustainability will be determined when the comprehensive report is considered.

**Economic Impact**

This will be addressed when the comprehensive report is completed.

**Communications Plan**

On November 4, 2013, a Notice of Public Hearing was circulated to all property owners as shown on Attachment 1 and to the Kleinburg & Area Ratepayers' Association. As of November 18, 2013, no formal comments have been received. Any responses received will be addressed in the technical review and included in a comprehensive report to a future Committee of the Whole meeting.

**Purpose**

The owner has submitted an application for Block Plan approval to permit the development of the Kipling Avenue Community in accordance with the policies of the North Kleinburg Nashville Secondary Plan. The Block Plan will form the basis for the submission of the implementing Draft Plan of Subdivision and Zoning Amendment Applications.

**Background - Analysis and Options**

**Location**

The Block 55 East study area is located in the Kleinburg-Nashville community in Ward 1, north of Teston Road, south of Kirby Road, west of Kipling Avenue and generally east of the Humber River, as shown on Attachment 1 *Context Location Map* and Attachment 2 *Location Map*.

**Official Plan Designation**

The subject lands are located within the North Kleinburg-Nashville Secondary Plan, which was approved on November 4, 2013 by the Ontario Municipal Board and constitute the Kipling Avenue Community. The subject lands are primarily designated as "KN Low-Rise Residential I", which permits detached houses in accordance with the policies of Sections 9.2.2.1 and 9.2.3.1 of the Vaughan Official Plan 2010. In addition to "KN Low-Rise Residential I", the Kipling Avenue Community Focus Area also provides for "KN Low-Rise Residential II", "KN Low-Rise Residential III", "KN Low-Rise Mixed-Use II", "Special Study Area", "Natural Areas", "Agricultural", "Neighbourhood Park", "Parkette", "Stormwater Management Pond" and "Utility Corridor" designations.

## Zoning

The subject lands are currently zoned “Agricultural” and “Open Space 1” in the City of Vaughan Zoning By-law 1-88.

## Overview of the Proposed Block Plan

### a. The Supporting Submission

The Block Plan application is supported by the technical submissions set out below, which form the basis for this report and the comments attached hereto. The responses to comments from the reviewing departments, governments and agencies will be addressed in the comprehensive report to the Committee of the Whole.

Submitted documents include:

- Architectural Design Guidelines
- Block Plan Report
- Cultural Heritage Resource Impact Assessment
- Environmental Impact Study
- Environmental Noise and Vibration Feasibility Study
- Geotechnical Slope Stability Investigation
- Hydrogeological and Groundwater Balance
- Master Environmental Servicing Plan
- Natural Hazard Lands Inspection and Documentation
- Phase One Environmental Site Assessments:
  - 10980 Kipling Ave. & 5400 Teston Rd.
  - 11178 Kipling Ave. & 11300 Kipling Rd.
  - 1539028 Ontario Inc. Property
  - 5315 Kirby Road
  - 5445 Kirby Road
  - Part 14 On Plan 65r-32602
  - Parts 5, 7, 8, 10, 17 & 19 On Plan 65r-32602
- Phase Two Environmental Site Assessment: 10980 Kipling Ave. & 5400 Teston Rd.
- Phase Two Environmental Soil and Groundwater Investigation
- Preliminary Geotechnical Investigation
- Stage 1 Archaeological Assessment and Proposed Development
- Traffic Impact Study
- Urban Design Guidelines
- Well Water Survey

### b. Development Statistics

The proposed development was updated on November 13, 2013 and contains 853 residential units, composed of 712 single detached units, 96 townhouses and 46 semi-detached units. The proposed population for the area is 2,900 people. The area devoted to of the proposed land uses, as modified based on feedback from the appropriate commenting agencies, is set out below:

Land Use	Area (ha)
KN Low-Rise I: Single Family	29.96
KN Low-Rise II: Singles & Semis	3.32
KN Low-Rise III: Semis & Townhouses	1.68
KN Low-Rise Mixed-Use II	2.37
Special Study Area	6.77
Neighbourhood Park	2.55 (see over)

<b>Land Use</b>	<b>Area (ha)</b>
Parks	1.57
Landscaped Areas	1.53
Stormwater Management	7.01
Utility Corridor	8.53
Greenbelt/Natural Heritage System (including buffers)	106.54
Pumping Station	0.10
Internal Roads @ 15.0m to 23.0m R.O.W.	20.63
<b>Total</b>	<b>192.56</b>

c. Community Structure

i. Site Description and Development Constraints

The subject lands are presently a mix of agricultural and valley land occupying approximately 192 hectares of land to the northeast of the historic village of Kleinburg. Approximately 106 hectares of the lands are within Protected Countryside of the Provincial Greenbelt Plan Area.

The surrounding areas consist primarily of protected agricultural lands and natural areas. Two small estate subdivisions north and south of Kirby Road are located to the northwest of the site. An additional estate residential development is located southeast of the Kipling Avenue/Teston Road intersection. Recently constructed low density residential neighbourhoods and the Copper Creek Golf Course lie to the west of the East Humber River Valley which ranges from 500 to 800m wide in this area. Access to Highway 400 is approximately 5 kilometres to the east along Teston Road.

The site is bisected by a Hydro One transmission corridor running north-south and a TransCanada gas pipeline crosses the site on an east-west axis.

The TransCanada Pipeline is contained within an 18m wide easement and carries natural gas to the GTA. Crossings of the pipeline with roads and services are discouraged by Trans Canada Pipeline Ltd. (TCPL) as are parallel roads due to potential conflicts and safety concerns. Grading of the site is also affected by the shallow depth of the gas pipeline. The City's New Official Plan prohibits any permanent building within 7m of the right-of-way and prohibits any accessory building within 3m of the right-of-way.

Constraints associated with the hydro corridor will also influence the design of the community. Grading of the surrounding lands for development must respect the established height of the hydro towers and lines. Road crossings must be located close to the towers to avoid height clearance conflicts. The central portion of the corridor under the lines must be left clear for maintenance which will limit the type of planting and landscaping.

ii. Land Use Distribution

The proposed Block Plan is shown in Attachment 3 to this report and illustrates the location of residential uses, local roads, parks and trails, stormwater management pond locations, natural heritage features and associated buffers, the special study area and other proposed uses.

Residential uses are proposed for approximately 20 hectares of the subject lands, with an additional 6.77 hectares of residential land proposed for the Special Study Area. The majority of residential development proposed is for single family dwellings. Approximately 7 hectares of land is proposed for semi-detached houses and townhouses, as permitted in the KN Low-Rise Residential II and III designations of the North Kleinburg-Nashville Secondary Plan.

Approximate 4.37 hectares of land are proposed as parks, including one 2.65 hectares neighbourhood park. This figure satisfies the requirement for 4.11 hectares of dedicated parkland based on the proposed land use plan. Landscaped areas are also provided throughout the Block Plan and generally provide access to natural areas and features. "Park D", identified on Attachment 3 to this report, is intended to be a passive park which serves as a trailhead for the adjacent East Humber River natural area.

d. Servicing

Block 55 East and the surrounding area are currently serviced by on-site well water and sewage systems. The proposed development will require the installation of new services, which will be facilitated by the City of Vaughan's Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan. Key infrastructure required as part of the first phase for the Kleinburg Summit community includes a sanitary pumping station, a sanitary forcemain on Teston Road and a watermain along Kirby Road, Regional Road 27, and Stegman's Mill Road.

i. Water Distribution

The following upgrades to the existing water distribution system have been identified in the Kleinburg- Nashville Water and Wastewater Servicing Strategy Master Plan and are required to support the initial phase of the Block 55 East development area:

- Extension of a 400 mm diameter watermain from the proposed connection point on Highway 27 to be constructed as part of the North Humber Extension to Kirby Road;
- Construction of a 400 mm diameter watermain across Kirby Road to Kipling Avenue;
- Construction of a 400 mm diameter watermain along Kipling Avenue to Teston Road (or alternatively through Street A should it be extended to Teston Road); and
- Construction of a 300 mm diameter watermain across Teston Road / Stegman's Mills Road to the existing watermain connection point at Ravendale Court.

The proposed water supply system is shown on Attachment 4 to this report.

ii. Sanitary Servicing

The recommended sanitary servicing strategy identified in the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan proposes a sanitary pumping station at the northwest corner of Teston Road and Kipling Avenue to service the proposed development as well as 17 existing homes at High Valley Court located south east of the Kipling Avenue and Teston Road intersection. The sanitary forcemain from this pumping station is intended to direct flows east to a proposed sanitary pumping station in Block 40/47.

In the event that the receiving sanitary sewer in Block 47 is not commissioned at the time of the proposed forcemain installation, three interim forcemain outlet alternatives have been considered by the proponents: the Block 40 West gravity sanitary sewer; the existing Block 39 gravity sanitary sewer at Lawford Road/Fossil Hill Road and Major Mackenzie Drive; and, the existing gravity sanitary sewer on Weston Road, at Teston Road.

The proposed sanitary servicing options have been identified in Attachment 5 to this report.

iii. Stormwater Management

Five stormwater management ponds including 2 dry ponds and 3 wet ponds have been proposed (as seen in Attachment 3 to this report) in order to provide water quality, quantity

and erosion controls. In addition, the following stormwater management techniques have been proposed:

- The Block Plan submission proposes to direct clean roof runoff to infiltration trenches on residential lots backing onto drainage features, SWM ponds and parks to minimize the impact on the water balance.
- A clean-water collector system has been proposed within the south portion of the subject lands to direct clean-roof runoff to the Provincially Significant Wetland at the southeast corner of the development area
- Cooling trenches with low flow “trickle” release rates will be provided from the wet SWM ponds.
- The use of a grassed swale and infiltration trench in the rights-of-way of the Special Study Area is proposed to replace the function of road catch-basins and wet stormwater management ponds. Dry ponds will be used to provide additional water quality and quantity control.

e. Environmental Areas

i. General

The subject lands are located entirely within the Humber River watershed and contains three watercourses and eight Provincially Significant Wetlands in addition to other natural heritage features. The limits of the natural heritage features were staked and surveyed by Beacon Environmental in September 2011 and subsequently walked and staked with the TRCA and City staff in October 2012. Attachment 6 to this report identifies the natural features and their associated buffers.

The proponent has conducted a review and inventory of existing natural heritage conditions as part of the Environmental Impact Study (EIS) in order to assess the existing geology, hydrogeology and aquatic and terrestrial resources. A detailed review of the EIS will be conducted prior to the comprehensive report being brought to Committee of the Whole.

ii. Special Study Areas

There are two Special Study Areas designated in the North Kleinburg-Nashville Secondary Plan within Block 55 East, as identified on Attachment 3 to this report. The North-Kleinburg Nashville Secondary Plan recognizes that there may be some development potential in these areas subject to a detailed Environmental Impact Study being completed to the satisfaction of the City in consultation with the TRCA. The EIS for this area will be reviewed and addressed in the comprehensive report in order to evaluate the development potential of these areas through an assessment of the impacts on the environmental functions, features, services or benefits they may provide.

f. Sustainability

The Block Plan proposal for the Kipling Avenue Community identifies the following sustainability measures for application in the Block Plan Area:

- Protection of all natural heritage features and their associated buffers;
- Restoration of drainage feature B2, as identified on Attachment 3 to this report, through the implementation of natural channel and wetland corridor feature;
- Increased topsoil depth in grassed and vegetated development areas;



- Implementation of SWM facility secondary outlet for extended low flow period and cooling trenches;
- Implementation of roadside grassed swale and infiltration trenches in Special Study Areas;
- Implementation of clean water collector system to support flows to PSW 64 in the southeast corner of the proposed development;
- Implementation of clean water infiltration trenches in rear yard areas to promote groundwater infiltration and reduce runoff to drainage features;
- Implementation of eco passages for road crossings at drainage feature locations;
- Selection of locations to introduce public areas adjacent to natural features to minimize impacts to the natural features;
- Creation of an amphibian pond to compensate for removal of existing amphibian pond;
- Naturalization of agricultural fields within buffer areas through an edge management plan;
- Implementation of a waste management protocol for home construction;
- Implementation of home construction energy efficiency standards above Ontario Building Code requirements in order to reduce energy and water consumption; and,
- Provision of Energy Efficiency and Barrier Free Accessibility upgrade opportunities for homeowners.

g. Urban Design

The Block Plan submission proposes to maintain the rural heritage character of Kleinburg through various community design elements, in conjunction with the following principles set out in the Urban Design and Architectural Design Guidelines:

- Promote a coordinated interplay of rural themed landscape design and high quality architecture to integrate this new neighbourhood into the existing community of Kleinburg;
- Create safe, pedestrian-friendly and attractive streetscapes;
- Identify opportunities for character areas to create distinct places within the neighbourhood;
- Protect and enhance the area's distinct natural and cultural heritage and create a hierarchy of linked open spaces and scenic vistas throughout the neighbourhood;
- Establish an interconnected hierarchy of roads that facilitate entry to and access throughout the neighbourhood;
- Promote pedestrian linkages throughout the neighbourhood;
- Promote variety, choice and innovation of residential building forms, types and sizes to respond to a broad demographic and a wide set of homeowner needs;
- Ensure that buildings on focal lots are context sensitive and designed to respond to their prominent locations in the neighbourhood;
- To promote a range of high quality architectural styles appropriate to the established character of the Kleinburg area;

- To establish design requirements for buildings on Priority Lots (i.e. those dwellings having a higher degree of public visibility such as corner lots, gateway lots, etc.) and special character areas to create distinct places within the neighbourhood;
- To promote high quality buildings that minimize the visual impact of garages and parking areas;
- To achieve a high degree of environmental sustainability; and,
- To incorporate principles of CPTED (Crime Prevention Through Environmental Design) that provides a safe, pedestrian-friendly environment.

#### Department and Agency Comments

The Block Plan application for File BL.55.2013 (Castlepoint Huntington Limited et al.) was circulated to external agencies and City of Vaughan departments on August 1, 2013. To date, the majority of responses have been received and issues identified will need to be addressed by the applicant prior to the approval of the Block Plan and subsequent Draft Plan of Subdivision. Attachments 7a, 7b and 7c provide a summary of the comments received to date. It is anticipated that further comments may be received in addition to those identified. They will be reviewed and addressed in the comprehensive report.

#### Matters Requiring Further Review

Following a preliminary review of the proposed application, the Policy Planning Department has identified the following matters that will need to be reviewed in greater detail. They will be addressed in the comprehensive report to Committee of the Whole along with any other matters that emerge as a result of the Public Hearing and the further technical review of the application:

##### a. Development in the Special Study Area

The appropriateness of development in the Special Study Area will need to be examined in further detail as this area has been identified as an Enhancement Area in the Vaughan Official Plan 2010 and may provide opportunities for increasing the core area of the adjacent natural features. If it is determined that the area is not appropriate for environmental enhancement, further information will be required to demonstrate that any development proposed for the area will have no negative impact on the surrounding natural features. Specifically, the use of Low Impact Development (LID) techniques in the Special Study Area will be dependent on the availability of successful monitoring data of LID pilot projects that are currently ongoing throughout the Kleinburg area. City staff would prefer to evaluate the long term function of these pilot projects prior to accepting the proposed LID infrastructure.

##### b. Stormwater Management

A number of comments have been received regarding the number and location of stormwater management ponds, infiltration trenches and the level of drainage of stormwater in the development area. Given the sensitivity of environmental features, including several Provincially Significant Wetlands and the adjacent Humber River valley system, a detailed examination of the drainage features and stormwater management, including the justification for the location of the eastern-most stormwater management pond below the top of bank, will need to be undertaken in conjunction with the TRCA prior to the approval of the Block Plan.

##### c. Land uses adjacent to natural features

Concerns have been raised regarding the extent of the proposed grading and filling in buffers adjacent to the natural features. This will need to be reviewed prior to the approval of the Block Plan and will require the submission of additional plans, cross-sections and analyses in order to illustrate, at minimum, that all natural heritage features are protected and natural

hazards are avoided. An appropriate transition from the proposed development to the natural corridor while ensuring sufficient space in each buffer for restoration/maintenance access and the provision of public trails, will be necessary.

d. Transportation Demand Management

The forthcoming Transportation Demand Management will need to address concerns pertaining to the provision of sidewalks and pedestrian connections and the associated traffic impacts of the proposed development. In particular, the potential impacts that the proposed development will have on the existing Kleinburg community will need to be examined, with regard for the addition of a mid-block collector street to Teston Road through the Greenbelt and the proposed recreational facility to be located on the east side of Kipling Avenue. Any proposed improvements to Kipling Avenue, including the addition of left turn lanes into the new development, will also need to be reviewed in detail.

e. Complete Communities

The opportunity to achieve a limited amount of commercial uses in the Block Plan and in future development will be explored. To create more complete communities the City is seeking opportunities to achieve live work opportunities and to provide for a limited amount of service commercial to serve the projected population of 2900 people in this area without detracting from the nearby Kleinburg Village commercial core. The viability of commercial uses within walking distance of future residents will be explored further as part of the Block Plan Review.

**Relationship to Vaughan Vision 2020/Strategic Plan**

The applicability of this application to the Vaughan Vision will be determined when the technical report is considered.

**Regional Implications**

The application has been circulated to the Region of York for review and comment. Any issues will be addressed when the technical report is considered.

**Conclusion**

The above issues, but not limited to, will be considered in the ongoing technical review of the application, together with comments from the public and Council expressed at the Public Hearing or in writing. Therefore, it is recommended that this Public Hearing report be received and that any issues be addressed in the comprehensive report to a future Committee of the Whole meeting.

**Attachments**

1. Context Location Map
2. Location Map
3. Proposed Block Plan – Updated as of November 13, 2013
4. Water Supply
5. Sanitary Servicing
6. Natural Features and Buffers
- 7a. Summary of Circulation Responses: City of Vaughan
- 7b. Summary of Circulation Responses: External Agencies
- 7c. Summary of Circulation Responses: TRCA Detailed Comments

**Report prepared by:**

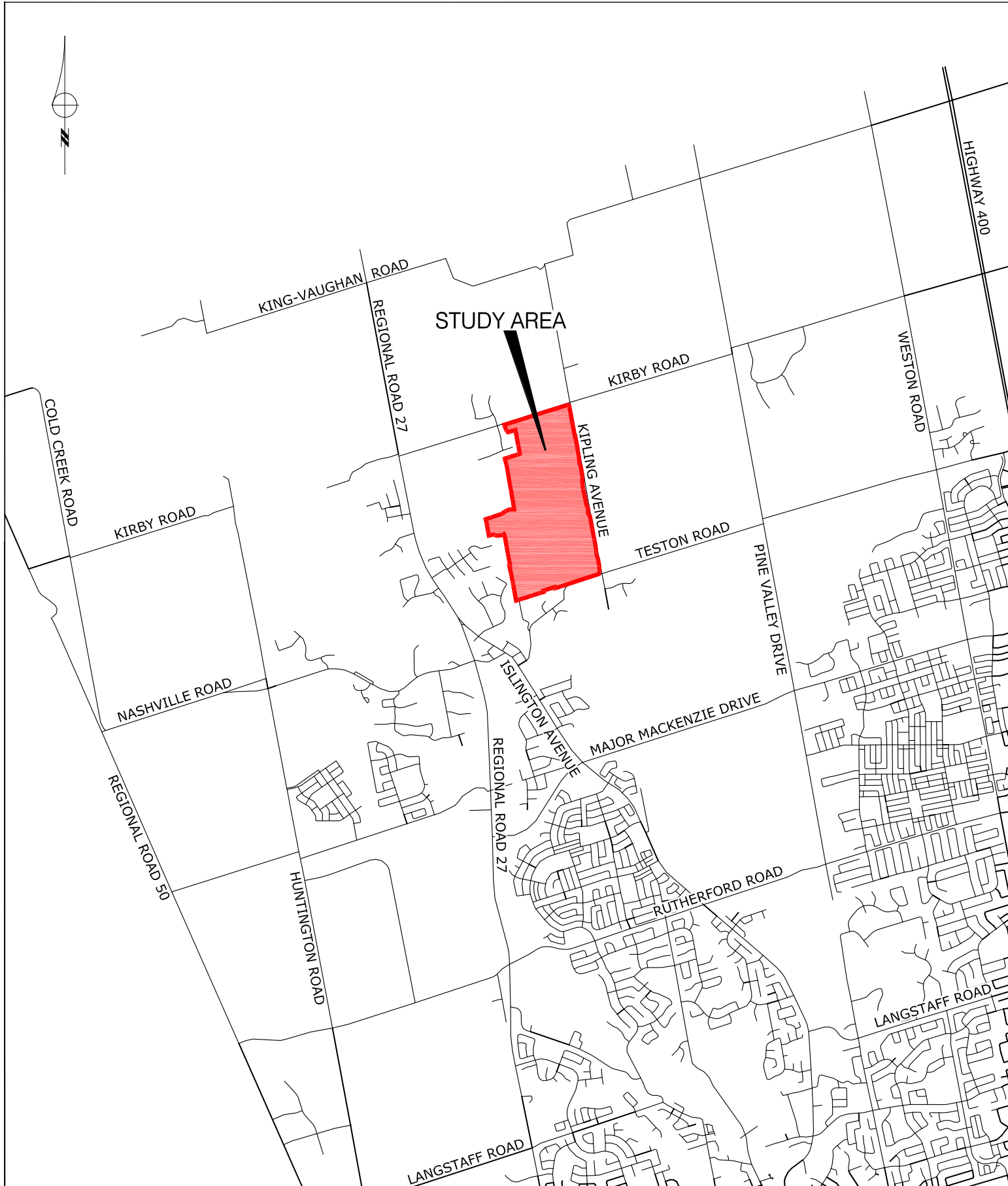
Steven Dixon, Planner, ext. 8410

Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,

John MacKenzie  
Commissioner of Planning

/lm



## Block 55 East - Block Plan Area

### Context Plan

APPLICANT:  
City of Vaughan

LOCATION: Part of Lots 26 - 30,  
Concession 8

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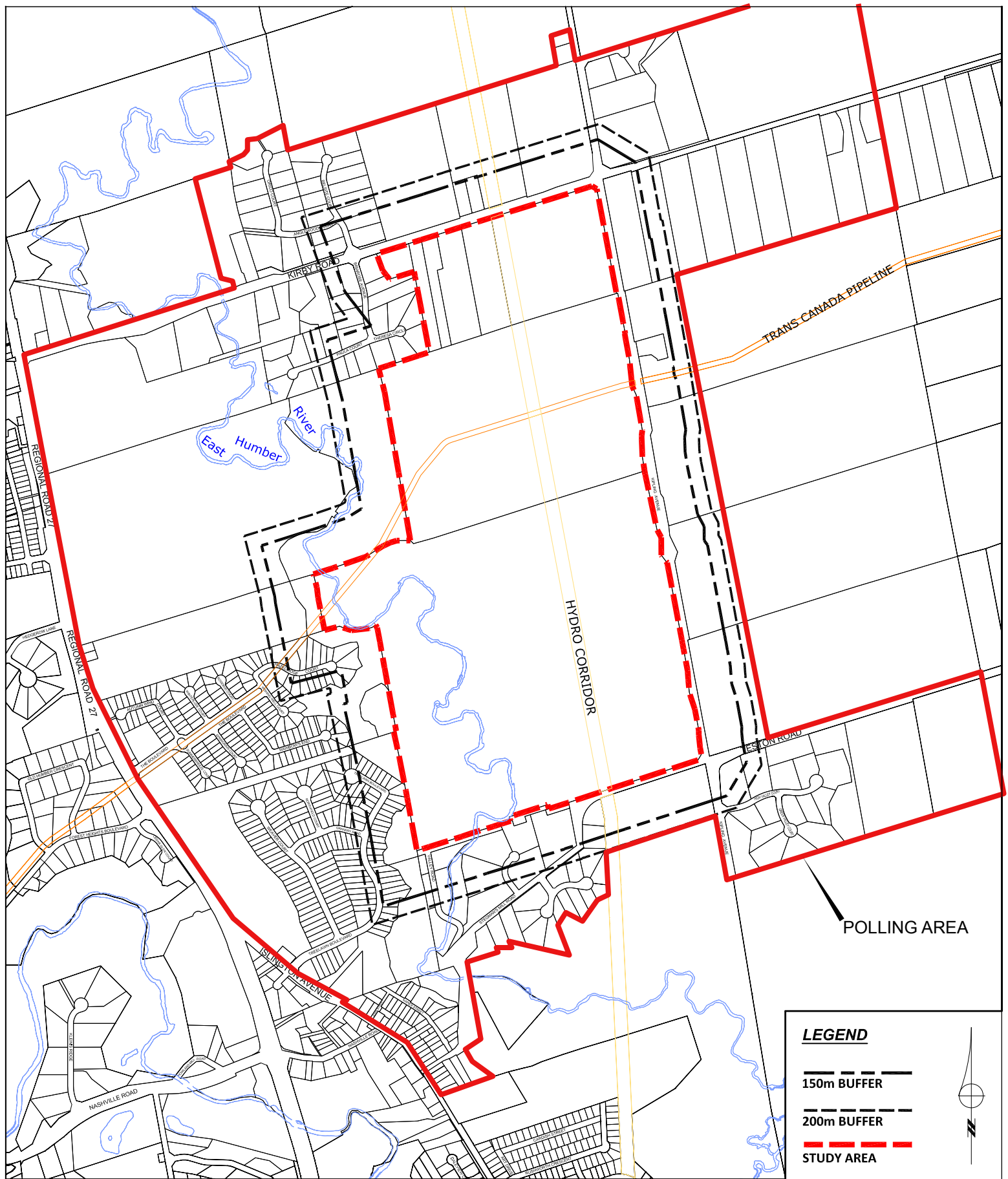
Policy Planning Department

## Attachment

FILE:  
BL55.2013

DATE:  
November 26, 2013

1



## Block 55 East - Block Plan Area

### Location Map

APPLICANT:  
City of Vaughan

LOCATION: Part of Lots 26 - 30,  
Concession 8

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Policy Planning Department

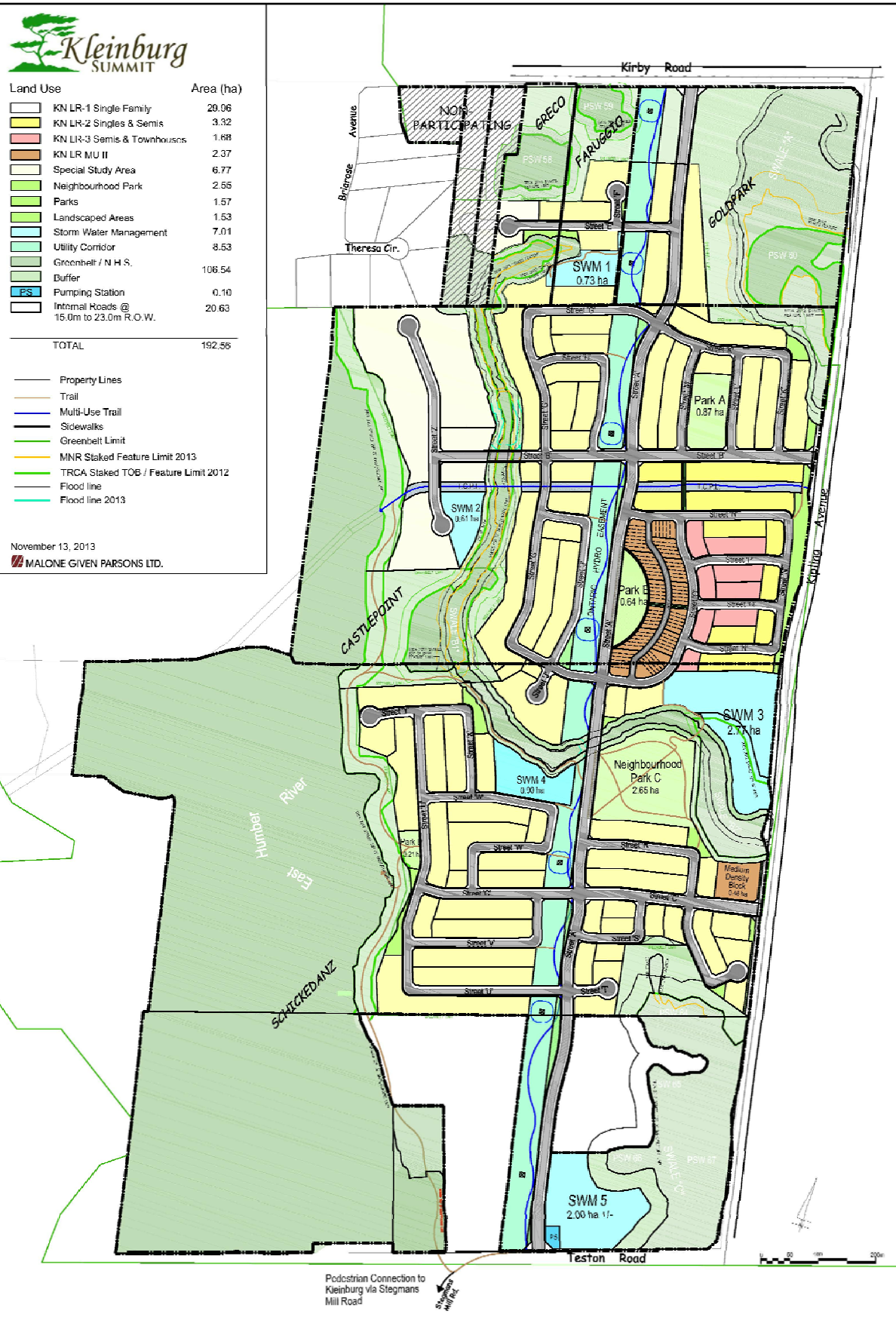
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BL55.2013

DATE:  
November 26, 2013

# 2





# Block 55 East - Block Plan Area Proposed Block Plan - Updated as of November 13, 2013

APPLICANT: City of Vaughan  
 LOCATION: Part of Lots 26 - 30,  
 Concession 8

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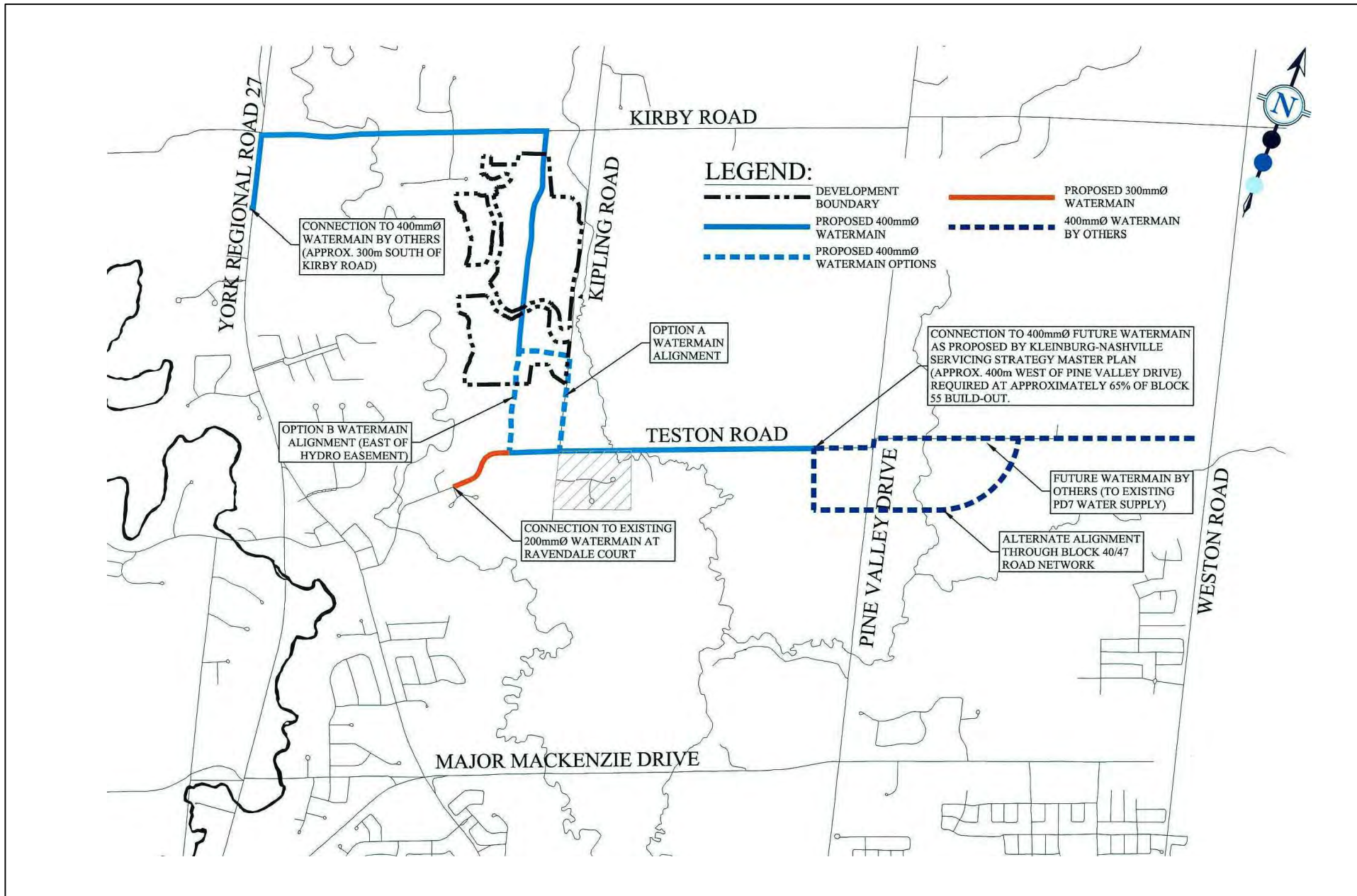
Policy Planning Department

Attachment

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 BL55.2013

DATE:  
 November 26, 2013

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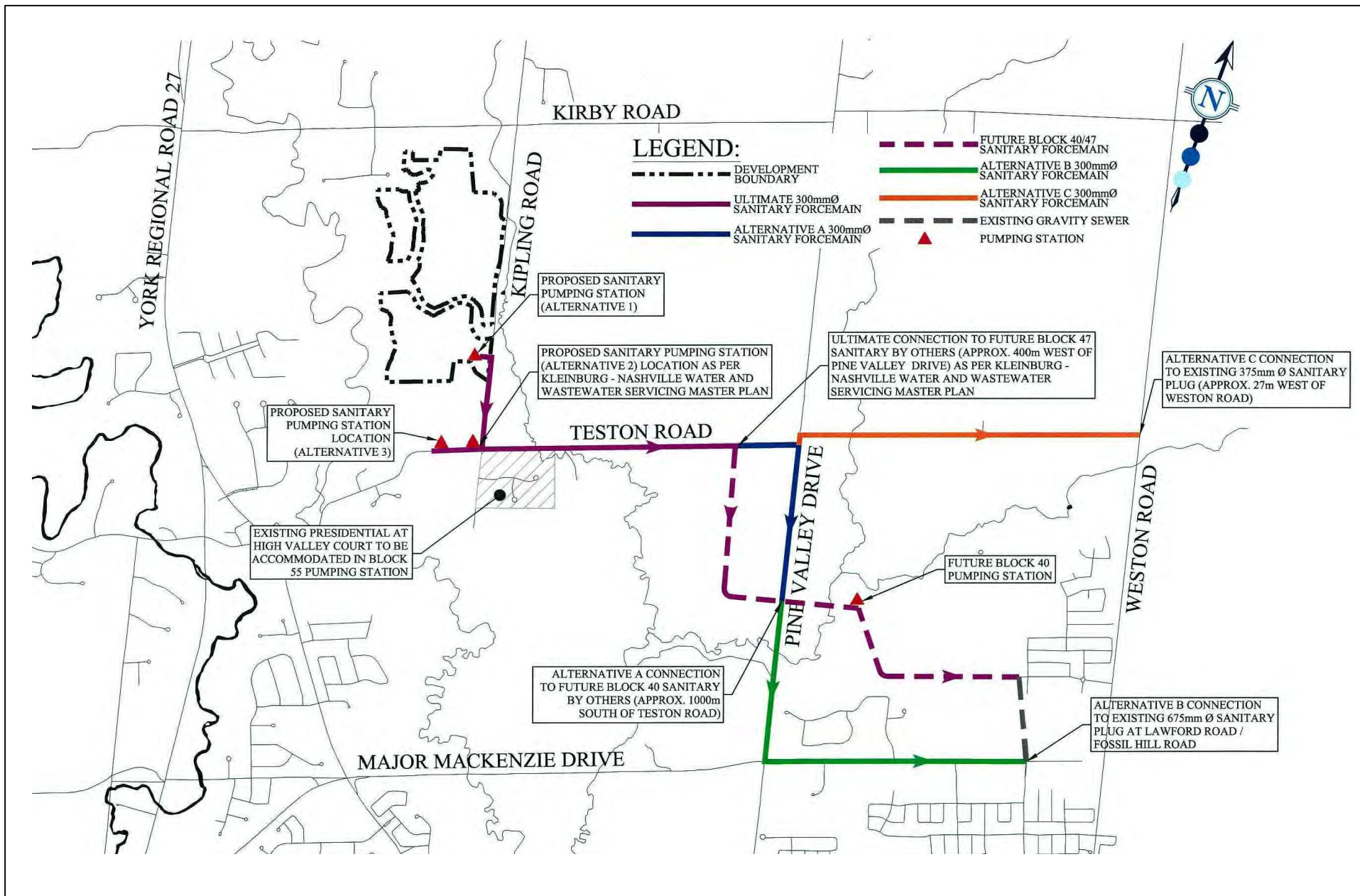
## Block 55 East - Block Plan Area

### Water Supply

APPLICANT: City of Vaughan  
 LOCATION: Part of Lots 26 - 30, Concession 8

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## Block 55 East - Block Plan Area

### Sanitary Servicing

APPLICANT: City of Vaughan  
 LOCATION: Part of Lots 26 - 30, Concession 8

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Policy Planning Department

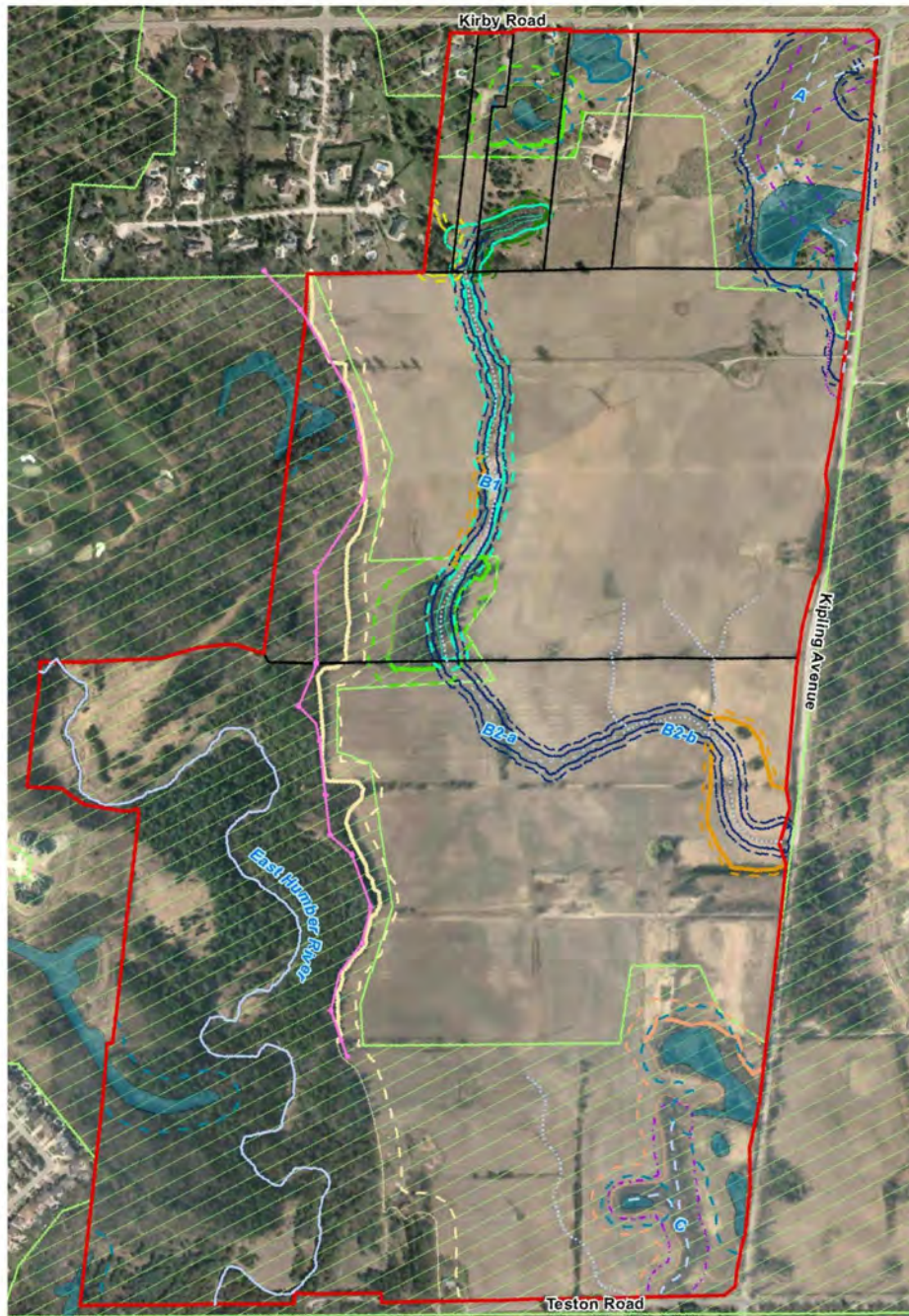
## Attachment

FILE:  
BL55.2013

DATE:  
November 26, 2013

5





### Legend

- Subject Properties
- Property Boundaries
- Greenbelt
- ANSI\*
- ANSI + 30 m Setback
- Significant Wildlife Habitat (Amphibians)\*
- Significant Wildlife Habitat + 30 m Setback\*\*

### Provincially Significant Wetlands (PSW)

- PSW
- PSW + 30 m Setback

### Other Wetlands

- Other Wetlands\*
- Selected Other Wetland + 15 m Setback

### Woodlands

- Greenbelt Significant Woodlands\*
- Greenbelt Significant Woodlands + 30 m Setback\*\*
- TRCA Staked Woodland Edge\*
- TRCA Staked Woodland Edge + 10 m Setback
- CoV Significant Woodland
- CoV Significant Woodland + 10 m Setback

### Watercourses and Setbacks

- Permanent
- Intermittent
- Ephemeral
- Remnant
- 30 m Fish Habitat (CoV OP)
- 30 m Fish Habitat MVPZ (Greenbelt)
- 30 m Perm/Inter MVPZ (Greenbelt)

### Geophysical Elements

- Top of Bank\*
- Top of Bank + 10 m Setback
- Regional Floodline (SCS, 2013)
- Floodline + 10 m Setback
- Long Term Stable Top of Slope (SPL, 2013)

## Block 55 East - Block Plan Area

### Natural Features and Buffers

APPLICANT: City of Vaughan  
 LOCATION: Part of Lots 26 - 30, Concession 8

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Policy Planning Department

## Attachment

FILE:  
BL55.2013

DATE:  
November 26, 2013

6

	DEPARTMENT	COMMENTS
a.	Clerks Department	No comments at this time.
b.	Cultural Services	<p>The application includes an Archeological Assessment and Cultural Heritage Impact Assessment. The consultant archaeologist will be responsible for obtaining and acceptance letter or “satisfaction” letter from the Ministry for archeological clearances prior to commencement of grading activities.</p> <p>The Cultural Heritage Impact Assessment has identified the following cultural resources: John S. Henry CHL, Saw Mill Road, and former McCutcheon House.</p>
c.	Economic Development	No comments
d.	Engineering – General Comments	<p>The City’s Transportation Master Plan is protecting for 26 metre right of way on Kipling Avenue and a 36 metre right of way on Kirby Road. Any required improvement should be considered at the subdivision stage.</p> <p>Section 18 of the MESP should be expanded to detail the development phasing and include phasing plans to identify the skeleton servicing infrastructure required for each phase.</p> <p>Servicing allocation capacity shall be confirmed by the Region of York and allocated by Council in accordance with the City’s Servicing Capacity Distribution Protocol.</p> <p>Phase 1 and 2 ESA’s were provided as part of the MESP, revised ESA may be required at the spine servicing or subdivision stage.</p> <p>The MESP shall address impacts from the development on all existing private wells in the area, monitoring of wells before, during and after construction is required.</p> <p>Several road right of ways encroach into the existing hydro easement, provide confirmation from Hydro One.</p> <p>The Stegmans Mill Road sidewalk should extend further east to tie into the existing sidewalk at the Bindertwine entrance. Confirmation is required to determine if the proposed sidewalk is eligible for Development Charge funding.</p> <p>Coordination with the proposed recreation development located on the east side of Kipling Avenue is required to ensure municipal services can be accommodated.</p>
e.	Engineering - Development	Block 55 is within Kleinburg Pressure District (PD KN) the initial phase of development will be serviced by extending a 400mm watermain north along Hwy#27 from approx. Hedgerow Lane, east along Kirby Road and then south along Street A to Stegmans Mill Road. A secondary 300mm watermain feed for security and looping will be extended west along Stegmans Mill Road to an existing watermain to complete the PD KN system loop. A connection to a future PD7 400mm watermain extending along Teston Road to the west development limit of Block 40/47 (approximately

	DEPARTMENT	COMMENTS
		<p>first intersection west of Pine Valley Drive) will be required to support later phases of development at approximately 65% build-out.</p> <p>MESP report Figure C14.1 to be updated to reflect existing watermain and elevated tank on Hwy#27. MESP proposes connection to Ravendale Court as part of the , as-built plans show the existing 150mm watermain located approx. 40m east of Ravendale Court, the MESP drawings are to be updated to reflect this. Clarification is required as to the benefit and timing of the upgrade to the 300mm watermain on Hwy #27. Provide a figure identifying the node locations used in the water analysis. Dead end watermains should be avoided where possible. All proposed external watermains will be funded through City-Wide Development Charges.</p> <p>Block 55 lands are ultimately tributary to the Jane-Rutherford Sanitary Trunk. Sanitary flows from Block 55 will require the construction of sanitary pumping station for which three locations have been examined. The proposed sanitary forcemain will direct flows east to a future outlet on Teston Road near the west development limit of Block 40/47 and drain to the proposed Pine Valley North Pump Station. Written confirmation from Block 55 East for their contribution towards the PVNPS will be required. In the event that the required infrastructure to be constructed by Block 40/47 is not available by the time the Block 55 East SPS and forcemain installation, then Block 55 East can be serviced on an interim basis by one of three options which are acceptable provided the ultimate solution is protected to the satisfaction of the City. The MESP proposes two development alternatives; alternative A relies on Kipling Avenue for primary access to the community, and alternative B proposes a north-south road connection to Teston Road including a SWM Pond and sewage pumping station located within a portion of greenbelt lands. The Engineering Department is supportive of Alternative B as this option eliminates the need for deep sanitary sewers and pumping station wet well.</p> <p>The location of the proposed sanitary pumping station and valley crossings shall be approved by the TRCA. The MESP is to provide additional information on the sanitary servicing concept with drainage information, external areas and preliminary trunk sewer sizing and inverts. A phasing plan shall be provided a identifying the skeleton servicing for each phase of development.</p> <p>The stormwater management plan for Block 55 East proposes five stormwater management facilities (2 dry and 3 wet). The special study area has been designed with a focus on LID techniques. As noted the MESP proposes two development alternatives, the Engineering Department is supportive of Alternative B as the option eliminates the need to use a combined clean water collector and foundation drain collector in the SWM Pond 5 catchment area.</p> <p>The special study area proposes the use of LID measures in the right-of-way. Similar modified right of ways which use LID measures such as grassed swales and infiltration trenches have been approved and constructed as Pilot Projects in several areas of Kleinburg. The City would like to evaluate the long term function and maintenance of these pilot project areas prior to accepting LID infrastructure. An alternative approach would be the use of an oil-grit separator located adjacent to the two dry ponds for water quality. The storm servicing approach for the special study area will be dependent on the availability of successful monitoring data from the LID Pilot Project. The east portion of SWM Pond 4 extends into the hydro easement, provide confirmation this is acceptable with Hydro One. Infiltration facilities detailed on Figure B5.1 and B5.2 should include a note to ensure overflow pipes are to discharge such that positive</p>

	DEPARTMENT	COMMENTS
		<p>drainage is provided from the house foundation. Explore alternatives to capture/convey overflow from infiltration trenches for lots adjacent to the park to avoid or minimize the use of RLCB's. SWM Pond 1 and 4 access roads are required to all inlet/outlet control structures.</p> <p>In general maintenance access should be extended to allow access to all the inlets/outlets of SWM ponds. SWM pond blocks and sizes are to be shown on the drainage plans. The side slopes of Pond 3 towards Kipling should consider the City's criteria for pond slopes adjacent to roads. On page 66 of the MESP, Volume 2, Section 9, information on the maximum allowed depth as per City's criteria within the right of way should be included for overland flow conveyance.</p>
f.	Engineering - Transportation	<p>The Traffic Impact Study (TIS) should mention how this City's Secondary Plan policies will be applicable to this specific study. Figures 17, 19, 20 should be named Stegmans Mill Road, Teston Road commences from just west of Kipling Avenue. This study has not included the trip generation from Block 40/47. The City is reviewing the proposed recreation development study at 10951 Kipling Avenue.</p> <p>The Block 55 TIS shows that 15% of Block 55 East generated trips will use Islington/Stegmans Mill intersection, this intersection is topped controlled and may not have capacity and thus discourage drivers, impacts if any should be discussed. Clarify traffic signal warrant analysis for signalization boundary intersections in the year 2021. City has no plans to signalize Stegmans Mill / Islington intersection, therefore traffic warrant analysis is not required and the intersection should be analyzed as a three way stop. Internal intersections along Street A need to be studied on SYNCHRO to assess the level of service at major crossings within the block. The road network and cross section shown in the urban design guidelines (Figure 3.3.2.A and 4.4.1A-F) should also be included in the TIS and justify the proposed cross-sections. The City suggests providing at least one sidewalk on all roads. In addition to the multi-use trail sidewalks are to be provided on both sides of Street A and Street B. Provide sidewalk on one or both sides of Street E. Provide sidewalk on the south side of Street U to provide continuous connection between park and multi-use trail.</p> <p>The City strongly encourages the provision of sidewalk on both sides of streets with parks. The TIS proposes a new sidewalk on the south side of Stegmans Mill Road on Page 17, the sidewalk should be shown to extend east to the existing sidewalk at Bindertwine driveway. Further information should be provided in the TIS regarding this sidewalk and included in the TMP. Further clarification is required for extension of multi-use trail along pipeline. Show the location of crosswalks on the TMP. Upgraded crosswalks are proposed however textured crosswalks should only be proposed for stop controlled intersections, a justification should be provided for the location of all proposed textured crossings. The multi-use trail crossing at Street E should be located further to the east to be further from the intersection of Street F. Transportation Engineering supports the continuation of Street A to intersect with Stegmans Mill Road, a continuous north-south road would support more convenient connections for pedestrian's cyclists and transit. To promote cycling medium-high security bike stands (inverted /u stand with in ground mount) are recommended for parks, key trail locations, and transit stops. The City recommends coordination with York Region for TDM measures. TDM guidelines should be submitted at block plan and full TDM plan for Block 55 East will be required for draft plan approval. The City requires that the Traffic Management Master Plan for Block 55 East be</p>

	DEPARTMENT	COMMENTS
		submitted for review along with a justification of the measures proposed.
g.	Legal	No Comment
h.	Parks Development	<p>Please include schematic of conceptual design for all proposed Vistas in order to determine the extent of the built form that will be proposed within these areas. Vistas are to be designed in order reduce maintenance and operating impacts to the City (vistas are not to be included in park land dedication values).</p> <p>In accordance with the City's Pedestrian and Bicycle Master Plan, a continuous Community Multi-Use Recreational Pathway shall be identified through the TCPL (TransCanada Pipelines Limited) corridor.</p> <p>A portion of the off road multi-use trail system has not been identified on the community plan. Please ensure that the multi-use recreational pathway is continuous along the west side of the Hydro Corridor. Also, additional information will be required clarifying how the Community Multi-use Recreational Pathway will safely interface/terminate along the edge of Kipling Avenue.</p> <p>All proposed pedestrian trails/paths of travel shall be designed to meet the AODA (Accessibility for Ontarians with Disabilities Act) standards. Accessibility shall include physical access as well as visual access and integration of public spaces.</p> <p>Additional information is required as to the location for the proposed pedestrian trail crossings over swales "B1" and "B2".</p> <p>Clarification is required regarding the options recommended for preserving the historic saw mill access road, proposed to be commemorated as an interpretive feature of the community parks and trail system. Additional information is required regarding the further recommendations relating to the preservation and commemoration of the John S. Henry House and the former McCutcheon House, proposed to be incorporated into the community landscape elements and community parks. Parks Development staff along with members of the Cultural Services staff will need to review these locations in order to ensure that all recommendations noted in the Cultural Heritage Resource Impact Assessment for Block 55 satisfies the City's maintenance and operating requirements.</p> <p>Ensure that the proposed infiltration trenches on residential lots backing onto park blocks are isolated in order to reduce potential for residential drainage crossing into the park areas. All minor and major storm events and overland flows are to be designed to ensure that no adjacent properties are flooded or encumbered by storm events.</p> <p>All topsoil proposed within park blocks are to conform to Parks Development's standards and shall be to a depth of 300mm (12"). Topsoil shall be comprised of topsoil material that contains good friable organic content to ensure vigorous plant growth and increase infiltration.</p> <p>Adequate sized servicing connections are required along the main park frontage and must include a water chamber manhole, complete with a curb stop and a storm water manhole. All structures are to be located a minimum of 5</p>

	DEPARTMENT	COMMENTS
		<p>meters from residential property lines.</p> <p>All proposed park blocks are to be unencumbered by natural heritage systems, cultural heritage systems or environmentally sensitive vegetation which will impact the development of the park blocks or require restrictions in developing the future park blocks;</p> <p>A complete inventory and analysis report of existing vegetation is to be completed by a Certified Arborist for all existing trees within the park blocks. Subdivision drawings shall indicate the location of all existing trees, including limit of drip line, trees to be removed and trees to be maintained within the park blocks. No grading work is permitted within the drip line of existing trees that are to be preserved. All dead, damaged and hazardous trees are to be removed and disposed of off-site.</p> <p>Proposed park blocks cannot be encumbered by any easements for utility services, transformer boxes, Canada Post mail boxes and/or access, and the like.</p> <p>Proposed park blocks are to be graded with a flat topography (2% slope) to at least 75% of the proposed block area;</p> <p>Proposed park grading must not negatively impact adjacent properties with overland flow routes. Grading within the park blocks cannot exceed 4:1 (25%) slopes. The park blocks cannot be encumbered by overland flow routes from adjacent properties.</p> <p>The following list of comments are associated to the proposed park blocks noted in the Urban Design Guidelines, as per Figure 3.3.5A: Open Space/Parks System Network:</p> <p><b>Park A:</b> As per the North Kleinburg- Nashville Secondary Plan, Section 4.13, Neighbourhood Park/Parkette; Item C, Parkettes shall have significant frontage on to public streets, with a minimum of two sides exposed to the public street network. Park Block A has limited frontage and has been deemed to be unsuitable as a park block. Distribute the lands proposed for Park Block A to increase the areas of Park Block B and D, as required.</p> <p><b>Park B:</b> Parks Development would prefer that Park Block B be increased in area in order to increase programming opportunities within the park block. Expand Park Block B to the North. See Attachment A for proposed park block expansion.</p> <p><b>Park C:</b> The interface of Park Block C along the frontage of the proposed Medium Density Units will require additional information/clarification as to how the units will front onto the park block. All lands associated with standard municipal services for the proposed units shall not count towards parkland dedication (sidewalks, storm servicing, etc.). A separate block shall be located along the frontage of the proposed medium density Park Block C, which would include all appropriate municipal services. This new block shall not be counted towards parkland dedication. Option A-2 is preferred in relation to option A-1.</p> <p>However, the shape and configuration of option A- 2 does not conform to a suitable park block. Consideration should be provided to increase the alternative A-2 for Park Block C.</p>

	DEPARTMENT	COMMENTS
		<p><b>Park D:</b> Identify if there are any service easement proposed adjacent to Park Block D. As per the geotechnical investigation reports prepared by SPL Consultants, dated May 31, 2013, drawings C1c, C21 and C22, it appears that a portion of Park Block D along the northern property boundary running along swale B2 will require significant modifications in grade. All proposed 3:1 (33%) slopes shall be modified to a maximum of 4:1 (25%). All 4:1 (25%) grade modifications shall occur on the lands associated with the adjacent open space buffer. Increase pedestrian access along the southern edge of the park block along street R. The City would prefer that the proposed rear facing lots located along the southern boundary of Park Block D be reduced along Street “R” in order to allow for a stronger pedestrian frontage/connection off of Street “R”. See Attachment A for proposed park block configuration.</p> <p><b>Park E:</b> Park Block E is to remain in its current location in order to allow for a direct connection to the proposed trail development running along the west side of the community development. This Park block shall comprise of table land that is suitable for the development of the park facilities as per the approved program to the satisfaction of the Parks Development.</p>
i.	Planning - Development	No comments received to date.
j.	Planning - Policy	No comments received to date.
k.	Planning - Urban Design	<p>Amount of public exposure along the Greenbelt’s and Natural Heritage System’s open space / valley lands is not adequate. There is virtually no community public exposure. Design interface along the open space lands is not desirable due to significant lack of single-loaded roads.</p> <p>More appropriate road systems shall be devised to provide additional public frontages along the open space lands; e.g. more single-loaded roads should be explored, where feasible. More staging areas (i.e. ‘vista’ parkettes / trailheads / walkway blocks) are required to promote accessibility into the open space systems.</p> <p>Road network configuration does not promote appropriate pedestrian movement and accessibility to amenity spaces, such as park blocks and trail systems. Attempts should be made to minimize ‘P-Loop’ and cul-de-sac streets, where feasible.</p> <p>Community entry/gateway feature enhancements shall be articulated with heritage-inspired streetscape elements; e.g. heritage-themed planting and built-form.</p> <p>North-south community spine road, Street ‘A,’ should promote better-defined hierarchy as it traverses between low-density and higher density/mixed-use residential land uses. Right-of-ways shall be proposed with traffic medians and increased livable outdoor spaces to highlight the importance of: i) the mixed-use land use areas, i.e. ‘Special Character Area,’ ii) connection to park blocks ‘B’ and ‘C,’ and iii) connection to the T.C.P.L. corridor. Spine road’s streetscape character should intensify within the mixed-use areas. Larger pedestrian sidewalks are needed with enhanced paving surface, planter beds, and benches to increase livable outdoor spaces. Pedestrian-scaled lighting</p>



	DEPARTMENT	COMMENTS
		<p>shall be added with banner and hanging basket options. Raised planter beds with trees, shrubs, and perennials shall be proposed within the traffic median.</p> <p>Design interfaces along the TransCanada Pipeline (T.C.P.L.) corridor are not desirable due to excessive rear and flankage residential lotting.</p> <p>More road frontages onto the T.C.P.L. corridor should be explored, where feasible</p> <p>Pedestrian trail connections are required for the T.C.P.L. corridor within Swale 'B1.'The trail requires pedestrian-scaled lighting to promote all-day usage and sense of security.</p> <p>Connections for the hydro corridor multi-use trail shall be articulated with formal entry points and enhanced crosswalk treatments at key intersections with necessary stop-control measures. All proposed trailhead locations shall require further detailed analysis in conjunction with the proposed grading plans to ensure universally-accessible connections to the trail system.</p> <p>Multi-use trail system shall be explored along Kipling Avenue as per City of Vaughan Pedestrian and Bicycle Master Plan Study. Pedestrian trail shall be explored along western limits of the Swale 'A' open space lands.</p> <p>Five (5) storm water management ponds have been delineated within the block plan. This excessive amount of storm ponds is not desirable.</p> <p>Attempts should be made to consolidate smaller storm ponds to minimize the amount of storm ponds in total, where feasible.</p> <p>Vehicular lay-by parking spots and waiting areas are encouraged along the park blocks, subject to comments by the CoV Parks Development.</p> <p>Vehicular lay-by parking spots and waiting areas are also encouraged along the storm pond blocks, single-loaded roads, and the T.C.P.L. corridor.</p> <p>Decorative Street Lighting specifications shall meet or exceed CoV Engineering Departmental Lighting Standards.</p> <p>Urban Design Guideline Section 4.0 Community Design Principles – More detailed comments shall be provided at the time of the Landscape Masterplan submission. Urban Design Guideline Sections 5.0 &amp; 6.0 Built Form Guidelines – More detailed comments shall be provided at the time of the Architectural Design Guidelines submission.</p> <p>A new sub-section should be added to the Urban Design Guidelines identifying edge restoration and preservation requirements along the Greenbelt and Natural Heritage System for new residential developments. For the Urban Design Guideline consultant contact information on the first page shall also include fax info, e-mail address, and website.</p> <p>More curvilinear storm ponds shall be promoted. Ponds shall be designed with varying degrees of slopes around them to deter a rigid man-made appearance and to promote natural aesthetics. Storm pond frontages abutting roads,</p>

	DEPARTMENT	COMMENTS
		<p>boulevard, and streets shall include a minimum 6.0m buffer/mow strip and lay-by parking, where feasible. Where the storm pond abuts a road/boulevard/street, the first 6 to 8m of the storm pond block shall be graded with a maximum 7:1 slope and shall include more urbanized/manicured landscaping to better integrate within the overall community streetscape character. A 3.0m wide mow strip with a maximum crossfall grade not exceeding 5% is required along the perimeter of pond blocks where they abut residential, commercial, institutional, and industrial development and land uses.</p> <p>If the proposed grades do not accommodate the above-noted grading requirements, armour stone retaining wall(s) shall be considered to achieve desired slopes. Armour stone retaining walls should not be used for the purposes of maximizing water storage capacity; rather, they should be used to promote more curvilinear and natural-looking storm ponds with a variety of slopes around them, meandering trails, and the additions of lookout nodes &amp; seating areas. Trail layouts should be incorporated within the maintenance road layouts, where applicable, to minimize paving within the storm pond and to facilitate more planting areas. Reference to the Vaughan Storm Pond Planting Density Matrix shall be made within the Urban Design Guidelines and Landscape Masterplan.</p>
I.	Reserves & Investments	No comments
m.	Zoning	No comments at this time.

	AGENCY	COMMENTS
a.	Bell	Bell Canada has no comments or concerns.
b.	Canada Post	Canada Post has no comments on the block plan and is to be circulated on the plans of subdivision and development applications for commenting.
c.	CDCCS	The Conseil de District Catholique Centre-Sud has no comments.
d.	Enbridge	The 24" gas main within the TransCanada pipeline corridor requires a minimum cover of 1.2 metres. For the proposed valley crossing of Street A and Street B there must be sufficient room in the boulevard to allow for the gas main to be installed within the road allowance. For the locations where the proposed roads cross the 24" gas main within the TransCanada pipeline corridor Enbridge will need to recoat and repair the 24" gas main, this cost is the responsibility of the landowner.
e.	Hydro One	Any development must not block vehicular access to the hydro corridor, during construction no storage of material in the hydro corridor. Hydro One requires lot grading and drainage plans for review and approval. The cost of any relocations or revisions to Hydro One facilities required to accommodate the plan are the landowner's responsibility. The easement rights of Hydro One are to be protected and maintained at all times. All equipment and personnel onsite should be aware and abide by the safe clearance distances by Section 188 – Proximity of the Regulations for Construction Projects in the <i>Occupational Health and Safety Act</i> .
f.	MMAH	MMAH does not have any comment on the proposal.  The subject lands are outside the GTA West Corridor Study Area
g.	MTCS	The application includes an Archeological Assessment and Cultural Heritage Assessment. The consultant archaeologist will be responsible for obtaining and acceptance letter or "satisfaction" letter from the Ministry. The Ministry would have an interest in reviewing the Cultural Heritage Resource Assessment report if properties of provincial significance have been identified.
h.	Power Stream	Power Stream has no objection to the continuation of the planning process and no objection to the City granting its requisite approvals irrespective of the Power Stream EA process.  Power Stream has reviewed the proposal and has no objections.  Power Stream requires the applicant to provide SAIF application and detail design in order to allow for the provision of hydro.  Power Stream will provide an "Offer to Connect" which will specify each party's responsibilities.
i.	Rogers	Rogers Communication Inc. has no comments.
j.	TransCanada	Utility and road crossings must cross the TransCanada pipeline right of way as close to 90 degrees as possible.

	AGENCY	COMMENTS
		<p>Detailed review of the permanent road crossings as part of TransCanada comments on draft plans of subdivision may result in the need for the installation of concrete protection over the pipeline. TransCanada's practice is not to allow encroachments on the right-of-way, maintaining it passive wherever possible. If the landowner wants to proceed with a pathway within the pipeline right of way, the approval will require either: a) buried concrete slabbing along the entire length of the pathway, or b) the pathway must maintain a minimum 3m separation from the pipeline edge for the entire length of the pipeline. Where a pathway will cross over the pipeline right-of-way at 90 degrees, requirements could include concrete slabbing or installation of marker tape, or a combination of both. Drainage must be directed such that there is no ponding of water within the pipeline right of way nor will there be erosion that would adversely affect the depth of cover over the pipeline.</p> <p>TransCanada may require a pipeline class upgrade at this location, depending on the population density.</p>
k.	TRCA	<p><b>General:</b> The terrain along the Main Humber River changes dramatically south of Forest Heights Boulevard, leading the TRCA to consider other options to bridge the gap between these two trail systems. With the proposed Hydro Trail connecting between Kirby Road and Teston Road (on the east side of Highway 27) in Block 55 East, there is a possibility (with the addition of an additional trail built on TRCA land between Teston Road and the Granger Greenway) of alleviating both concerns of the TRCA. This would enable the Main Humber River Trail system to connect to the East Humber River Trail system and bypass the difficult terrain through Kleinburg. TRCA would like to discuss trail options further with the applicant and City, as we see this as a great opportunity to coordinate efforts for the benefit of existing and future users of these trail systems. A discussion on the future ownership of the open space lands in the Block Plan area could also form part of those discussions.</p> <p><b>General:</b> Issues identified by the TRCA and other agencies and departments, which require future consideration and/or specific conditions of draft plan approval should be identified in a separate section in each of the supporting Block Plan reports, particularly the MESP, for ease of reference moving forward.</p> <p><b>General:</b> A recreational facility is proposed on the east side of Kipling Avenue, across from Block 55 East. Has consideration been given to this proposed facility in terms of traffic demands on Kipling Avenue, street siting in the block, entrance coordination with the recreation facility, etc. and, in turn, the potential for environmental impacts along Kipling Avenue, in Block 55 East and in the proposed recreational site? An analysis should be provided in this regard.</p> <p><b>Location of SWM Pond 3:</b> SWM Pond 3 is proposed below the staked top of bank on the northern side of Tributary B2. The 10m buffer from the Regulatory floodplain is proposed as the development limit. It is noted in the MESP that this is the only location with a sufficiently low outlet to provide a single SWM pond to service the entire catchment area. The MESP further notes that the water elevation of the pond is constrained by the storm sewer crossing of the TCPL. For the TRCA to evaluate this proposed SWM pond location, additional information is required. First, a write up should be provided in terms of what alternative pond locations were considered and why this location should be accepted over the others. The selection criteria should include, but should not be limited to the following: engineering, environmental, social, economic, public safety and recreational considerations (the applicant should include the reasons already provided in the text of the MESP). Second, preliminary cross-sections are required at several points in the SWM pond showing the existing and proposed grades, staked top of bank, Regional Floodplain and 10m buffer to each. Based on our meeting with the applicant on October 24, 2013, the applicant has committed to providing this information to our attention. Once we have had the opportunity to review these documents, we will forward a separate letter to the City's attention.</p> <p><b>Regional Control:</b> The applicant is asked to provide an analysis at the watershed scale outlining the potential impacts this</p>

	AGENCY	COMMENTS
		<p>study area may have on the Regional Storm peak flows downstream and mitigations proposed, if necessary. TRCA staff feels that best efforts are required to ensure that downstream impacts are mitigated where necessary. Mitigation may include increases in the size of the proposed SWM blocks or other changes to the plan. At this time, the applicant has provided additional information to our office to address this comment. This additional information is currently under review. Additional comments from the TRCA in this regard will follow under separate cover.</p> <p><b>Top of Bank Refinement:</b> During the first feature staking with TRCA and City staff on October 24, 2012, it was noted in one area along the East Humber River valley corridor (around the dividing line between Lots 27 and 28) that the determination of the feature limit would be subject to the review of a geotechnical report and topographic information. The dripline was staked in that area and the additional information was requested to determine if the top of bank better defined the feature limit in that area. Based on our review of the information provided with this submission, it is recommended that a top of bank be delineated in that area. It is suggested that this adjustment would move the development limit, inclusive of the buffer, approximately 10m inland. TRCA staff is willing to discuss this further with the City and applicant as needed in order to refine the line. A second area that requires refinement has been identified in the northeast portion of the site. Based on our review, a distinct valley wall can be interpreted from the topographic information and a physical top of bank can be identified. For the most part, this top of bank and 10m buffer is contained within the Greenbelt boundary and, thus, was not staked in the field. There is also a Regional floodplain in this area around the toe of the slope. The geotechnical report identifies several cross-sections in the area; however, for the associated cross-sections, the physical top of bank and the stable top of bank are not shown. Thus, staff would strongly recommend that the applicant delineate the physical top of bank for this area and establish the stable top of slope through appropriate geotechnical assessment. The development limit must be re-assessed based on this additional information. Again, TRCA staff is willing to discuss this further with the City and applicant as needed in order to refine the line.</p> <p><b>Meander Belt Application:</b> The reports indicate that meander belt widths were estimated for the various tributaries. TRCA policies require a 10m buffer from the calculated meander belt. It must be demonstrated that the meander belt plus 10m buffer does not impact the ultimate limits of development within the block through inclusion of this information on the appropriate figures in the EIS report. If the meander belt plus 10m buffer does impact the development limit, the Block Plan will need to be adjusted accordingly. It is also recommended that the City obtain comments from the Ministry of Natural Resources (MNR) on the proposed Block Plan, as comments from the MNR may impact development limits on the site.</p> <p><b>Earthworks:</b> The text indicates that grading will occur in a manner that follows the existing topography and minimizes earthworks (e.g., walk-outs are proposed, street locations were modified, hydro and TCPL constraints were considered); however, grading and filling are proposed in some areas at the interface with the Tributary A and Tributary B corridors and within the Greenbelt lands. 3:1 fill slopes up to a maximum horizontal distance of 10m are proposed from the residential rear lot lines, park blocks, SWM ponds and streets in some areas. While the applicant proposes earthworks where there is no significant vegetation or other environmental constraints, TRCA has expressed a concern with the extent of grading and filling shown. These concerns were expressed to the applicant at a meeting with TRCA staff on October 24, 2013. The applicant has agreed to take a closer look at the earthworks proposed, to revise the grading and filling where possible and to provide cross-sections at several points across the site to the TRCA for our review and consideration. As potential changes to the grading scheme may necessitate adjustments to the development limits, the TRCA's concerns with respect to grading and filling will need to be resolved prior to draft plan approval.</p> <p><b>Preliminary Natural Channel Design and Wetland Concept:</b> TRCA staff appreciates the level of background work put into</p>

	AGENCY	COMMENTS
		<p>the preliminary natural channel design and wetland concept for Tributary B2. However, additional information is required in terms of how the proposed design interfaces with the proposed development, particularly with respect to grading and the provision of flat buffers for restoration, maintenance, hazard access and trail purposes. As noted above, TRCA staff has concerns with the amount of grading and filling proposed. As such, additional plans, cross-sections and analysis are required to illustrate, at a minimum, that all natural heritage features and natural hazards are protected and buffers provided, that there is smooth transition from the proposed development (e.g., residential lots, parks, SWM ponds) to the natural corridor, that restoration and future maintenance access can effectively be provided through the provision of flat buffers, and that there is sufficient usable space to accommodate the proposed trails. Existing and proposed conditions should be shown. The cross-sections will be of particular importance in this analysis. Clarification and amendments to the proposed design of the Tributary B2 corridor may necessitate adjustments to the development limits. As noted above, the applicant has agreed to provide this additional information to the TRCA.</p> <p><b>Increase in the Regional Flood Depth:</b> The report states that the Regional flood depth will increase by 0.28m for the Street B and 0.22m for the Street A crossings under proposed conditions; however, that the increase is contained within the buffers. Please note that an increase in the Regional flood depths is normally not accepted by the TRCA without sufficient justification and impact analysis. In addition, the buffer zones are not to be used to contain increases in flood depths due to proposed development. If an increase in flood depth is deemed acceptable, then the 10m buffer will be from the updated flood elevation as is noted in the MESP.</p> <p>The applicant is asked to also provide further discussion into the process of sizing and locating the structures, including influences from fluvial geomorphological and/or ecological requirements, and tables showing existing and proposed flood elevations upstream and downstream of the structures demonstrating where the flood elevations match the existing levels. At the TRCA's meeting with the applicant on October 24, 2013, the applicant provided additional information to address this concern. This additional information is currently under review. Additional comments from the TRCA in this regard will follow under separate cover.</p> <p><b>Future Considerations:</b> Issues identified by the TRCA and other agencies and departments, which require future consideration and/or specific conditions of draft plan approval should be identified in a separate section in each of the supporting Block Plan reports, particularly the MESP, for ease of reference moving forward.</p> <p><b>Pedestrian Network:</b> The TRCA is currently drafting the Nashville Resource Management Tract (NRMT) Trail Plan, which is a series of hiking and multi-use trails connecting from King Road and Albion-Vaughan Road in King to Nashville Road and Highway 27 in Vaughan. One of the goals of the trail plan is to connect it to local and regional trails within the community. At this time, the trail plan ends at Kirby Road with plans to construct a trail south to where it would be possible to cross Highway 27 and connect to the Granger Greenway (pending future land acquisitions). As of right now, the Granger Greenway ends at Teston Road and there is no off road trail system that could easily join the proposed trail system within the NRMT. However, the network of trails proposed in the Block 55 East neighbourhood plan would considerably reduce the distance between the NRMT and the Granger Greenway.</p> <p>The main issue with connecting the NRMT to the Granger Greenway (Humber Trail) is the location in which to cross Highway 27.</p>

	AGENCY	COMMENTS
l.	YCDSB	<p>The school sites were identified as part of the North Kleinburg-Nashville Secondary Plan.</p> <p>The school board has not identified school site within this plan.</p> <p>Sidewalks should be provided on at least one side of all streets.</p>
m.	YRDSB	<p>The school board has no concerns regarding the block plan.</p> <p>The school requirements identified as part of the North Kleinburg-Nashville Secondary Plan remain valid.</p> <p>There are no school site requirements for Block 55 East.</p>
n.	York Region	<p><u>Development Approvals:</u></p> <p>No traffic engineering concerns at this time. No stormwater comments as the proposed development is not fronting and Regional right of ways.</p> <p>The proposed alternatives A and C are considering the construction of a 300mm sanitary forcemain along Teston Road and Pine Valley Drive. All works within the Regional road allowances shall comply with the Regional Municipality of York standard construction practices for work Regional Roads. The proposed alternative B (construction of a 300mm sanitary forcemain on Major Mackenzie Drive) is not supported due to the fact that this section of Major Mackenzie Drive will be reconstructed as part of the capital works program for 2014. Coordination between the two development areas will be required for the future 400mm watermain along Teston Road. The Region will require the submission of detailed restoration plan to for review and approval of any works within the Regional right of way prior to the commencement of any work on site.</p> <p>Trenches for proposed sewers and/or watermains to be installed across the Regional right of way shall be restored with unshrinkable fill. The Owner shall obtain a Road Occupancy Permit (ROP) from the Transportation Services Department prior to commencing any work on the Regional right of way.</p>
o.	York Region	<p><u>Transportation Planning:</u></p> <p>The landowner shall provide an active transportation network such as directing walking and cycling connections to boundary roadways and adjacent developments to promote usage of non-auto travel modes. York Region and City of Vaughan will not assume any financial responsibility for implementing the provision of pedestrian and cycling connection and facilities.</p> <p>The landowner shall provide improvements to the existing road network as recommended in the TIS in this area to accommodate development including left turn lanes shown in Figure 22.</p> <p>The study area should be expanded to include the intersection of Pine Valley Drive and Teston Road, the analysis should include trips generated by Block 40/47 development as background traffic.</p> <p>Trip distribution shown on Figures 16 and 17 does not match with the percentage distribution shown in Figure 15.</p>

	AGENCY	COMMENTS
		<p>TIS should provide information regarding destination of the development traffic assigned to Kirby Road.</p> <p>Provide figure to show development traffic assigned to the intersection of Pine Valley Drive with Teston Road and Kirby Road.</p> <p>Figures 19 and 20, PM peak hour traffic volumes shown for 2021 and 2031 scenario are identical, to be corrected and reflected in the TIS.</p> <p>The TIS briefly mentions the formulation of Transportation Demand Management (TDM) plan. The TDM plan should also include the following measures: checklist identify programs/measures, costs, applicants responsibility and specific actions to implement and monitor the TDM; provide planned, safe illuminated pedestrian walkways and sidewalks linking the development to transit stops; where appropriate provide signage for nearest transit stop; provide high quality benches and garbage receptacles. The TDM and revised TIS should be provided to York Region for review and approval.</p>
p.	York Region	<p><u>Water Resources:</u></p> <p>The block plan intersects the wellhead protection zone for Kleinburg Municipal Well #2 which has been approved for decommissioning. The well decommissioning is anticipated to be completed in Fall 2013, and once completed the wellhead protection zone will cease to exist and the source protection policies will no longer be applicable to the site. Based on this Water Resources has no concerns. In the event that should there be a reversal of the Regions decision to decommission this well then the source protection policies will be applicable and further details can be provided at that time.</p>
q.	York Region	<p><u>Capital Planning &amp; Engineering:</u></p> <p>The development will require water and wastewater servicing allocation from the City of Vaughan. If the City does not grant allocation to this development from the Region's existing capacity assignments, then the development may require additional infrastructure based on conditions of future capacity.</p> <p>The Region is currently initiating two Class EA studies to determine the preferred solution for the provision of water service to East Vaughan and West Vaughan, which include the subject lands in Block 55 East. The Region has informed the City that the servicing strategy as identified in their Draft City-Wide Water &amp; Wastewater Master Plan Class EA will be considered and reviewed in the Region's EA studies. At this time the Region has clarified that the Phase 1 servicing strategy (PDKN) is acceptable. The Region has raised a few concerns with the City regarding the Phase 2 servicing strategy specifically related to the PD7 watermain proposed along Teston Road; potential water quality issues with a long pipe and inefficient use of the Region's PD7 pumping capacity and energy.</p>



	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
	Environmental Impact Study	
a.	General	<p>The report and figures should be updated to indicate that the physical top of bank and dripline of significant vegetation in the south end of the block have now been field verified with TRCA staff.</p> <p><i>The Sketch Showing Block 55 East TRCA Staked Top of Bank/Feature Limit for Site Development Purposes of Part of Lots 26 to 30, Concession 8, City of Vaughan, Regional Municipality of York</i>, prepared by Guido Papa Surveying Ltd., dated August 22, 2013, received by our office on August 30, 2013, accurately reflects the limits of all features staked in the field on October 24 and 25, 2012 and August 14, 2013 with TRCA staff. The survey is valid for a period of 5 years, after which time, if the proposed development is not substantially underway, a new staking may be required.</p> <p>Staff notes that the limits of all wetlands must be confirmed by the MNR, as several are still shown on the current sketch.</p>
b.	General	Further to the above, we understand a separate sketch has been provided to the MNR for their review and sign-off as it relates to the wetlands in the block that were staked and surveyed in the field with staff from their office. The EIS should be updated once the MNR has confirmed the wetland limits have been appropriately identified.
c.	General	The EIS should be updated once MNR has provided feedback on the Species at Risk identified on the site.
d.	General	A section should be provided in the EIS that speaks to the influence the natural features, natural hazards and their associated buffers or MVPZs outside of the block (i.e., east of Kipling Avenue, south of Teston Road and north of Kirby Road) have on the development proposed, if any. The development limits should be amended if required.
e.	Section 2.6.1	<p>With respect to the areas where TRCA permits are required, amendments to the text are required as follows:</p> <p>“Generally, development within the flood limit of a watercourse <b>or other natural hazard</b> is not allowed...some development may be permitted within <del>the fill constraint area</del> <b>other portions of the TRCA regulated area</b>”.</p> <p>Reference to the “fill constraint area” is reflective of the TRCA’s former regulation. The text should be updated to reflect Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses).</p>

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
f.	Section 2.6.2	<p>This section should be revised to read as follows, starting at “The boundaries of a stream corridor...”:</p> <p><b>“The boundaries of a stream corridor are determined as follows:</b></p> <p><b>When the upstream drainage area is greater than 125 hectares, a minimum of 10 metres inland from the Regulatory Flood Plain; or</b></p> <p><b>When the upstream drainage areas is less than 125 hectares, a minimum of 10 metres inland from the predicted meander belt of the watercourse, expanded as required to convey the major system flows and/or to maintain riparian stream functions.</b></p> <p><b>The boundaries of a valley corridor are determined as follows:</b></p> <p><b>If the valley slope is stable, a minimum of 10 metres inland from the top of valley bank; or</b></p> <p><b>If the valley slope is not stable, a minimum of 10 metres inland from the predicted long term stable slope projected from the existing stable/stabilized toe (base) of the slope, or from the predicted location of the toe of slope as shifted as a result of stream erosion over a hundred year period.</b></p> <p><b>Where there is significant vegetation within or adjacent to a valley or stream corridor, the corridor boundary is expanded to include this vegetation and a minimum 10 metres inland.”</b></p> <p><b>OR</b></p> <p><b>“In accordance with the TRCA’s VSCMP policies, the limits of valley/stream corridors are established 10 metres inland from the greater of the following:</b></p> <ul style="list-style-type: none"> <li><b>• Physical top of the valley feature;</b></li> <li><b>• Stable top of bank, where geotechnical concerns exist;</b></li> <li><b>• Limits of flooding in a Regulatory Storm Event;</b></li> <li><b>• Predicted meander belt;</b></li> <li><b>• Limits of significant vegetation, which is contiguous with the valley/stream corridor.”</b></li> </ul>
g.	Section 9.5 / Figure 7	<p>In Section 9.5, the report indicates that Figure 7 shows areas where TRCA permit approval would be required pursuant to Ontario Regulation 166/06. Please note that Figure 7 does not accurately show all areas regulated by the TRCA. The Regulation Limit on Figure 7 appears to have been taken from our screening maps, which is only a tool used to assist in identifying areas potentially regulated by the TRCA. The text of the regulation takes precedence over the screening maps. For example, while Tributary C and the surrounding PSWs do not show up</p>

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		as regulated on Figure 7, these features and the areas around them are in fact regulated by the TRCA. TRCA staff recommends that the Figure 7 be removed, or amended to correctly show the Regulation Limit. Please see the text of Ontario Regulation 166/06 for the correct determination of the Regulation Limit.
h.	Section 9.5	TRCA staff notes that the long term stable top of slope (LTSTOS) has not been determined in the south end of the block, within the Greenbelt lands. No development is proposed on or adjacent to the East Humber River valley in this area at this time and, as such, an analysis is not required. However, should development proceed in this area, including recreational uses, a geotechnical report may be required to determine the LTSTOS. It may also be required should the applicant propose the dedication of the Humber River valley corridor into public ownership. This should be noted in appropriate sections of the report.
i.	Section 9.5 Figures 5, 5a, 5b, 5c and 6 Table 4	<p>It is noted in the MESP that meander belt widths were estimated for the various tributaries as follows:</p> <ul style="list-style-type: none"> <li>• Feature A = 35m</li> <li>• Feature B1 = 15m</li> <li>• Feature B2 = 17m</li> <li>• Feature C = 10-15m</li> </ul> <p>TRCA policies require a 10m buffer from the calculated meander belt. It must be demonstrated that the meander belt plus 10m buffer does not impact the ultimate limits of development within the block through inclusion of this information on Figures 5, 5a, 5b, 5c and 6 in the EIS report. If the meander belt plus 10m buffer does impact the development limit, all appropriate plans must be adjusted. A brief description of this analysis should also be included in Section 9.5 of the EIS and in Table 4.</p>
j.	Section 9.7	This section should be updated to indicate that a second feature staking occurred with TRCA staff on August 14, 2013 per the General comment noted above.
k.	Section 9.7 Figures 5, 5a, 5b, 5c and 6	<p>a) This section should be updated to note that a second feature staking with TRCA staff occurred on August 14, 2013. Please see the General comments at the beginning of this section.</p> <p>b) The TRCA noted in its letter dated February 7, 2013 that a meander belt calculation may also be required for the A, B1 and B2 watercourses, which was to be confirmed through later discussions with TRCA engineering staff. The text should be amended to reflect that request.</p> <p>c) During the first feature staking with TRCA and City staff on October 24, 2012, it was noted in one area along the East Humber River valley corridor (around the dividing line between Lots 27 and 28) (see</p>

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		<p>Appendix 'D') that the determination of the feature limit would be subject to the review of a geotechnical report and topographic information. The dripline was staked in that area and the additional information was requested to determine if the top of bank better defined the feature limit in that area. Based on our review of the information provided with this submission, it is recommended that a top of bank be delineated in that area. It is suggested that this adjustment would move the development limit, inclusive of the buffer, approximately 10m inland. TRCA staff is willing to discuss this further with the City and applicant as needed in order to refine the line. A second area that requires refinement has been identified in the northeast portion of the site (see Appendix 'E'). Based on our review, a distinct valley wall can be interpreted from the topographic information and a physical top of bank can be identified. For the most part, this top of bank and 10m buffer is contained within the Greenbelt boundary and, thus, was not staked in the field. There is also a Regional floodplain in this area around the toe of the slope. The geotechnical report identifies several cross-sections in the area; however, for the associated cross-sections, the physical top of bank and the stable top of bank are not shown. Thus, staff would strongly recommend that the applicant delineate the physical top of bank for this area and establish the stable top of slope through appropriate geotechnical assessment. The development limit must be re-assessed based on this additional information. Again, TRCA staff is willing to discuss this further with the City and applicant as needed in order to refine the line. The text and figures may need to be revised accordingly.</p>
I.	Section 9.8 Table 5	<p>When looking at alternative scenarios for the Castlepoint Special Study Area, the applicant is asked to explain why restoration of the Greenbelt lands to the south was not included in Alternatives 2 and 3.</p>
m.	Section 10.2.1	<p>Staff appreciates the analysis of SWM Pond 5 and associated servicing options provided in the EIS and other reports. We ask that the following additional information be provided to assist in the City's review:</p> <ul style="list-style-type: none"> <li>• It is noted under Option A that SWM Pond 5 has the potential to overtop into the PSW. The consultants should confirm whether or not this statement is true of all SWM ponds located adjacent to PSWs, what distinguishes Option A from Option B in this regard, and how much weight this should be given when comparing options.</li> <li>• It is noted that the environmental features along Kipling Avenue would not be impacted in the Option B scenario because no upgrades or road widening along Kipling Avenue would be required. The City needs to confirm if this is the case or not. If Kipling Avenue still needs to be changed in some way, there will be impacts to the environmental features regardless. These impacts would need to be compared to those under Option A.</li> <li>• It is noted that amphibian movement would be made more difficult if Kipling Avenue is upgraded or</li> </ul>

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		widened. If Option A is ultimately pursued, please indicate if the inclusion of eco-passages in the Kipling Avenue upgrades would mitigate for this.
n.	Section 10.3	TRCA staff agrees that, in this instance, road crossings can include closed foot culverts, due to the lack of groundwater contributions to the watercourses and the existing impaired aquatic habitat.
o.	Section 10.4 Section 11.2.1.1 Figure 11	<p>The text indicates that grading will occur in a manner that follows the existing topography and minimizes earthworks (e.g., walk-outs are proposed, street locations were modified, hydro and TCPL constraints were considered); however, grading and filling are proposed in some areas at the interface with the Tributary A and Tributary B corridors and within the Greenbelt lands. 3:1 fill slopes up to a maximum horizontal distance of 10m are proposed from the residential rear lot lines, park blocks, SWM ponds and streets in some areas. While the applicant proposes earthworks where there is no significant vegetation or other environmental constraints, TRCA has expressed a concern with the extent of grading and filling shown.</p> <p>These concerns were expressed to the applicant at a meeting with TRCA staff on October 24, 2013. The applicant has agreed to take a closer look at the earthworks proposed, to revise the grading and filling where possible and to provide cross-sections at several points across the site to the TRCA for our review and consideration. As potential changes to the grading scheme may necessitate adjustments to the development limits, the TRCA's concerns with respect to grading and filling will need to be resolved prior to draft plan approval. Amendments to the text and figures in the EIS, MESP and other associated reports may be required.</p>
p.	Section 11	It is suggested that during the development of restoration and compensation plans/concepts that other types of opportunities be included. For example, snakes and barn swallows were observed within the study area, but suitable breeding habitat does not exist. The possible inclusion of suitable breeding structures should be investigated as a component of the ecological enhancement plans. These types of structures are cost effective and quite easy to install.
q.	Section 11	The applicant is asked to confirm the proposed locations of trench plugs for all underground servicing, and any potential construction dewatering. A preliminary discussion should be provided with further details being provided in future FSRs.
r.	Section 11.1.2.1 Figures 5, 5b, 6 and 10	TRCA staff appreciates the level of background work put into the preliminary natural channel design and wetland concept for Tributary B2. However, additional information is required in terms of how the proposed design interfaces with the proposed development, particularly with respect to grading and the provision of flat buffers for

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		<p>restoration, maintenance, hazard access and trail purposes. As noted above, TRCA staff has concerns with the amount of grading and filling proposed.</p> <p>As such, additional plans, cross-sections and analysis are required to illustrate, at a minimum, that all natural heritage features and natural hazards are protected and buffers provided, that there is smooth transition from the proposed development (e.g., residential lots, parks, SWM ponds) to the natural corridor, that restoration and future maintenance access can effectively be provided through the provision of flat buffers, and that there is sufficient usable space to accommodate the proposed trails. Existing and proposed conditions should be shown. The cross-sections will be of particular importance in this analysis.</p> <p>Clarification and amendments to the proposed design of the Tributary B2 corridor may necessitate adjustments to the development limits.</p> <p>Figures 5, 5b, 6 and 10 may need to be amended and additional details provided as noted above.</p>
s.	Section 12.0	Monitoring should include the proposed minimum length of time for monitoring prior to construction, as well as post construction, to confirm no impacts to natural heritage features and hazards.
t.	Section 13.3.3.5	It can also be noted in this section that a 10m buffer has been applied to the Regulatory floodplain.
u.	Section 13.4.1	<p>This section on the applicability of the TRCA's regulation and policies should be updated as follows:</p> <ul style="list-style-type: none"> <li>• It should be noted that a second staking of the natural features occurred in August 2013.</li> <li>• The following amendments should be made to the text. These amendments are suggested, as the descriptions provided do not reflect the greater of all natural features, hazards and buffers that define the feature limit for the watercourses identified:</li> </ul> <p><b>“-The East Humber River will be retained in its current form and protected;</b></p> <p>-Feature A will be retained in its current form and is protected <del>through a 30m buffer;</del></p> <p>-Feature B1 will be retained in its current form and will be protected <del>through the greater of a 15m buffer to the edge of vegetation or floodline;</del></p> <p>-Feature B2 will be enhanced and the historic function of flow and nutrient conveyance to reaches downstream of the property will be restored;</p>

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		<p>-Feature C will be retained in its current form and protected <del>through a 30m buffer</del>;</p> <p>-Features E-G will be managed following the recommendations of the Headwater Drainage Feature Guidelines (CVC and TRCA 2009 &amp; 2013)."</p> <p>The following text should also be added to this section.</p> <p><b>"Two road crossings and two trail crossings of the watercourses are proposed. One of the trail crossings will be combined with one of the road crossings. Permits will be required from the TRCA for these crossings. Permits will also be required for various other works on the site, including but not limited to topsoil stripping, grading and servicing, SWM ponds, B2 channel restoration, other trail works."</b></p>
v.	Section 13.4.2	<p>This section should be revised to delete the sentence and bullet points starting with "The boundaries of a stream corridor..."</p> <p>In addition, it was noted that the VSCMP policies have been respected through the provision of buffers to the top of bank, stable top of bank and vegetation limit. It should also be noted in the text that provision of a 10m buffer to the Regulatory Flood Plain has also been provided.</p>
	<b>MESP – Part A</b>	
w.	Section 4.2 Drawing A4.2	The drawing provided shows a detailed breakdown of the existing drainage, but it is difficult to discern the divides between the major features. The applicant is asked to provide a clear distinction between the Feature drainage boundaries, and provide a table on the drawing summarizing the drainage areas to the features, including areas within the development limits, confirming with the areas provided in Part B, Section 7.0.
x.	Section 7.0	The applicant is asked to note that the PCSWMM model provided by TRCA is a draft of the hydrologic model for the watershed and has yet to be finalized.
y.	Section 7.0	The report states that the flow lengths used are consistent with the 150m lengths in the draft Humber River Watershed Study model. The applicant is asked to note that these flow lengths are currently being reviewed as part of the Humber River Hydrology Study, and may change prior to finalization of the model, resulting in changes to the peak flow rates. Any changes to the Humber Hydrology model will be required to be updated in the Block 55 East model accordingly and, therefore, the Block 55 East model may result in changes moving forward.
z.	Section 8.0	The applicant is asked to note that the interflow portion of the water balance is considered similar to infiltration, as the timing to release to the watercourse is significantly slower than overland flow conditions. The timing difference

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		is crucial when considering surface releases to watercourses under post-conditions, as the volume of flow to the watercourse is spread out over a longer period of time, allowing for longer release periods. The applicant is asked to confirm if the text provided in Section 8.0 considers the interflow with the total infiltration volume, or if it only considers deep recharge. Based on the importance of considering interflow with infiltration, the applicant is asked to consider separating these values within this section.
aa.	Section 9.2	<p>A feature staking with TRCA staff also occurred on August 14, 2013. The <i>Sketch Showing Block 55 East TRCA Staked Top of Bank/Feature Limit for Site Development Purposes of Part of Lots 26 to 30, Concession 8, City of Vaughan, Regional Municipality of York</i>, prepared by Guido Papa Surveying Ltd., dated August 22, 2013, received by our office on August 30, 2013, accurately reflects the limits of all features staked in the field on October 24 and 25, 2012 and August 14, 2013 with TRCA staff. This should be noted in the text.</p> <p>Staff notes that the limits of all wetlands must be confirmed by the MNR, as several are still shown on the current sketch. This should also be noted in the text.</p>
ab.	Section 9.4	<p>This section indicates that meander belt widths were estimated for the various tributaries as follows:</p> <ul style="list-style-type: none"> <li>• Feature A = 35m</li> <li>• Feature B1 = 15m</li> <li>• Feature B2 = 17m</li> <li>• Feature C = 10-15m</li> </ul> <p>TRCA policies require a 10m buffer from the calculated meander belt. It must be demonstrated that the meander belt plus 10m buffer does not impact the ultimate limits of development within the block through inclusion of this information on Figures 5, 5a, 5b, 5c and 6 in the EIS report. If the meander belt plus 10m buffer does impact the development limit, all appropriate plans must be adjusted.</p>
	<b>MESP - Part B</b>	
ac.	Section 2.3	The report states that AECOM is completing the Humber River hydrologic model. The applicant must revise the report to show that the consultants are AMEC.
ad.	Section 2.4	The applicant is asked to provide an analysis at the watershed scale outlining the potential impacts this study area may have on the Regional Storm peak flows downstream and mitigations proposed, if necessary. TRCA staff



	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		feels that best efforts are required to ensure that downstream impacts are mitigated where necessary. Mitigation may include increases in the size of the proposed SWM blocks or other changes to the plan. The applicant has provided additional information to our office to address this comment. This additional information is currently under review. Additional comments from the TRCA in this regard will follow under separate cover.
ae.	Section 2.5	The report states that “ <i>mitigation measures and strategies to maintain function of natural areas will be provided to the extent feasible...</i> ” The applicant is asked to confirm if this statement implies that water balance will be provided for catchment areas to all features and, therefore, the entire site.
af.	Section 3.3.3	SWM Pond 3 is proposed below the staked top of bank on the northern side of Tributary B2. The 10m buffer from the Regulatory floodplain is proposed as the development limit. It is noted in the report that this is the only location with a sufficiently low outlet to provide a single SWM pond to service the entire catchment area. The report further notes that the water elevation of the pond is constrained by the storm sewer crossing of the TCPL. For the TRCA to evaluate this proposed SWM pond location, additional information is required. First, a write up should be provided in terms of what alternative pond locations were considered and why this location should be accepted over the others. The selection criteria should include, but should not be limited to the following: engineering, environmental, social, economic, public safety and recreational considerations (the applicant should include the reasons already provided in the text of the report). Second, preliminary cross-sections are required at several points in the SWM pond showing the existing and proposed grades, staked top of bank, Regional Floodplain and 10m buffer to each. Based on our meeting with the applicant on October 24, 2013, the applicant has committed to providing this information.
ag.	Section 3.3.5	Based on the information provided on the location of SWM Pond 5, TRCA staff feels that either location would be acceptable from a design perspective, but defers the ultimate decision to the City.
ah.	Section 3.3.6	The report states that the drainage area to the eliminated SWM Pond 6 is insufficient to support a pond and, therefore, was diverted to SWM Pond 3. While TRCA staff understands the need to provide quality and quantity treatment to the entire site, diversion of stormwater should be considered a “last resort”, as there will be an impact to the receiving systems, either through reduction of flows to the existing and/or increases in volume to the new system. The applicant is asked to review the area and determine if alternative solutions could be provided, including but not limited to ROW LID’s and underground storage, prior to drainage diversions.
ai.	Section 5.2.1 Drawing B5.7	The drawing provided shows a ‘high’ and ‘low’ 200mm pipe providing infiltration from the pond outlet. TRCA staff feel that since the outlet pipe from the system is the same size as the ‘high’ pipe, 200mm, that discharge from the ‘low’ pipe up to the ‘high’ pipe will short-circuit the system and simply discharge rather than back-up and fill the

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		<p>'high' pipe. The applicant is asked to consider adjusting the design to fully use the 'high' pipe.</p> <p>In addition, the design incorporates a U-bend and a T-junction that connects the inlet and outlet pipes. The design also incorporates a valve and valve box that is deemed closed during normal operation. If left in the open position, the piping allows short circuiting of the cooling trench. Water follows the path of least resistance. The applicant is asked to indicate when the valve would be opened.</p>
aj.	Section 5.3	The applicant is asked to provide a reference in this section to Figure B5.3, showing the locations of the infiltration facilities.
ak.	Section 6.1	The report states that the Dufferin Reservoir climate station is approximately 300km from the site. The applicant is asked to confirm this value and revise the text, as the station is located near Dufferin Street and Confederation Parkway in Vaughan.
al.	Section 7.0 Table B7.2	The tables provided in the event-based hydrologic modelling discussion include the 2 through 100-year design storm analysis, but does not include the 25mm erosion storm storage requirements. The applicant is asked to confirm that the SWM facilities were sized for all storm events, including the 25mm event.
am.	Section 8.7	The report shows pre-development target release rates for SWM Pond 5 based on the proposed location for the pond. For Option B, where the pond is proposed further downstream than Option A, the target release rates are higher than the Option A location, presumably due to the increased drainage area. This is assuming that the pond would be capturing the additional area between the developed areas to the north and the pond. In conjunction with Section 8.7, the applicant is asked to provide a discussion and a plan outlining the drainage area to the pond and what drainage areas the target release rates are based on.
an.	Section 8.3 Figure B8.2	<p>It appears grading for SWM Pond 2 extends beyond the development limit. At a meeting with the applicant on October 24, 2013, TRCA staff expressed a concern with the extent of grading and filling proposed at the interface between the development in the block and the natural features, which included the grading for SWM Pond 2. The applicant has agreed to take a closer look at the earthworks proposed, to revise the grading and filling where possible and to provide cross-sections at several points across the site to the TRCA for our review and consideration. As potential changes to the grading scheme may necessitate adjustments to the development limits, the TRCA's concerns with respect to grading and filling will need to be resolved prior to draft plan approval.</p> <p>Amendments to the text and figures (e.g. Figure B8.2) in the MESP and other associated reports may be required. On Figure B8.2, the applicant is asked to show the 10m buffer from both the Regional Floodline and the staked top of bank.</p>

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
ao.	Section 8.3.1 Figure B8.2	The figure shows the DICB outlet at an elevation of 216.40m; however, the report shows water levels below this point. The applicant is asked to confirm the outlet location and update the drawing or the report text. In addition, the outlet is shown above the Regional Floodplain; however, it is located on a relatively steep slope down to the watercourse. The applicant is asked to provide a discussion in the report pertaining to the potential need for erosion treatments from the outfall structure to the watercourse to prevent erosion of the slope.
ap.	Section 8.4 Figure B8.3	SWM Pond 3 is proposed below the staked top of bank on the northern side of Tributary B2, but a minimum of 10m away from the Regional Floodplain. Figure B8.3 shows this proposed development boundary, but does not identify the encroachment beyond the staked top of bank and associated 10m buffer. See the TRCA's earlier comments on the proposed location of SWM Pond 3 and the information required to evaluate the location in further detail. The text and figures in the report will need to be adjusted accordingly.
aq.	Section 8.4.1 Figure B8.3	The outlet for SWM Pond 3 is shown above the Regional Floodplain; however, it is located on a relatively steep slope down to the watercourse. The applicant is asked to provide a discussion in the report pertaining to the potential need for erosion treatments from the outfall structure to the watercourse to prevent erosion of the slope.
ar.	Section 8.4.3	The applicant is asked to confirm if the outlet for the 25mm storm event will be conducted using a reverse sloped pipe. The applicant is asked to also confirm this for any additional wet ponds proposed.
as.	Section 8.5 Figure B8.4	<p>It appears grading for the proposed pond extends beyond the development limit and into the buffer, up to the Regional Storm floodplain. At a meeting with the applicant on October 24, 2013, TRCA staff expressed a concern with the extent of grading and filling proposed at the interface between the development in the block and the natural features, which included the grading for SWM Pond 4. The applicant has agreed to take a closer look at the earthworks proposed, to revise the grading and filling where possible and to provide cross-sections at several points across the site to the TRCA for our review and consideration. As potential changes to the grading scheme may necessitate adjustments to the development limits, the TRCA's concerns with respect to grading and filling will need to be resolved prior to draft plan approval.</p> <p>Amendments to the text and figures (e.g. Figure B8.4) in the MESP and other associated reports may be required.</p>
at.	Section 8.5 Figure B8.4	On Figure B8.4, the applicant is asked to show the maintenance access road into the forebay to confirm adequate slope and access for maintenance vehicles.
au.	Section 8.6.1	The report states that the pond outfall would discharge to a storm sewer along Kipling Avenue; however, it does not discuss where the storm sewer outlets. The applicant is asked to either reference a drawing or discussion on

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		where the storm sewer will outlet and if erosion protection design will be required at the outfall during subsequent design phases.
av.	Section 11.2.4 Figures B11.1, B11.2, B11.3, B11.9 and B11.10	<p>Staff appreciates the level of detail provided in the grading analysis. However, we have concerns with some of the grading and filling proposed. These comments can be found under the EIS section above.</p> <p>As noted previously, the applicant has agreed to take a closer look at the grading and filling proposed and to provide additional information to the TRCA for our review and consideration. As potential changes to the grading scheme may necessitate adjustments to the development limits, the TRCA's concerns with respect to grading and filling will need to be resolved prior to draft plan approval.</p> <p>The text and figures will need to be amended to address these concerns.</p>
aw.	Section 11.2.6 Figures B11.1, B11.2, B11.3, B11.9 and B11.10	<p>Comments relating to grading along Kipling Avenue can be found under the Geotechnical Slope Stability Investigation section.</p> <p>The text and figures will need to be amended to address these comments.</p>
ax.	Section 11.2.7 Figure B11.1	The drawings show the Special Study Areas draining to an outlet, but there are limited details on these outfalls in the report. The applicant is asked to provide a brief discussion on these outlets, the requirements for determining an outfall location, and the design steps required for determining the erosion protection at the outfall.
ay.	Section 11.4 Figure B11.11	<p>Comments relating to the pedestrian and bicycle trail network can be found under the Urban Design Guidelines section.</p> <p>Opportunities exist for a trail connection that may provide an alternative to the proposed sidewalk along Stegman's Mill Road, which will be limited in width due to the "high degree of grading, vegetation, and right-of-way constraints."</p>
az.	Section 11.5.3	The report states that the Regional flood depth will increase by 0.28m for the Street B and 0.22m for the Street A crossings under proposed conditions; however, that the increase is contained within the buffers. Please note that an increase in the Regional flood depths is normally not accepted by the TRCA without sufficient justification and impact analysis. In addition, the buffer zones are not to be used to contain increases in flood depths due to proposed development. If an increase in flood depth is deemed acceptable, then the 10m buffer will be from the updated flood elevation as is noted in the MESP. The applicant is asked to also provide further discussion into the process of sizing and locating the structures, including influences from fluvial geomorphological and/or ecological requirements, and tables showing existing and proposed flood elevations upstream and downstream of the

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		<p>structures demonstrating where the flood elevations match the existing levels.</p> <p>At the TRCA's meeting with the applicant on October 24, 2013, the applicant provided additional information to address this concern. This additional information is currently under review. Additional comments from the TRCA in this regard will follow under separate cover.</p>
ba.	Section 16.1.1	The report provides information on the preferred side slopes for the SWM ponds, but few details or references to the details associated with the ponds. The applicant is asked to provide the groundwater elevations associated with each SWM pond, or a reference as to where this information can be located. In addition, the applicant is asked to confirm the groundwater elevation for SWM pond outlets that discharge to the proposed infiltration unit.
bb.	Section 17.0	<p>Comments relating to the preliminary natural channel design and wetland concept can be found under the EIS section above.</p> <p>The text and figures will need to be amended to address these comments.</p>
bc.	Section 20.0	In addition to the SWM facility operation and maintenance manuals, the applicant is asked to include O&M manuals for the LIDs proposed, particularly for the roadside LIDs. The O&M manuals should include information on maintenance practices and timing, responsibility pertaining to Vaughan departments, and replacement requirements.
bd.	Appendix A	The calculations for the imperviousness consider the various lot patterns for the development. While TRCA staff appreciates the effort of going to this level for the MESP, it is unclear if the road ROW was considered in these calculations. The applicant is asked to confirm that the imperviousness calculations provided include the ROW.
	<b>Water Balance</b>	
be.	General	<p>The hydrogeology report provides a site soil and hydro-stratigraphic characterization based on existing Ministry of Environment water well record summary information, along with test drilling and installation of monitoring wells during programs in January and September 2011 and April 2013. Twenty-seven monitoring wells were completed and identified as the MW series installations. There were also eight shallow piezometers, similarly identified as the Pz series installations.</p> <p>A review of the preliminary geotechnical report reveals at least 35 geotechnical boreholes that were completed with monitoring well installations. Depth-to-water level measurements were reported at these installations in April, May and June 2013.</p>

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		<p>Comparing the number and locations of monitoring wells used in the hydrogeological investigation (Drawing No. 3) and just the number and locations of the geotechnical boreholes that were completed with piezometers / monitoring wells (Drawing No. 1), there are a significant number of wells not included in the hydrogeological assessment. In addition, there are numerous geotechnical boreholes, although lacking monitoring well installations, which provide stratigraphic information.</p> <p>Given the amount and extent of subsurface information not included in the hydrogeological study, the consultant should integrate and evaluate the recent geotechnical data into the hydrogeology report. For example, it would be important to note to what extent the water level readings reported in the geotechnical report change the interpretations presented in the hydrogeological report.</p>
bf.	General	Groundwater and surface water level and temperature monitoring should be continued, especially at the PSW features to define the seasonal level fluctuations and related-to precipitation events at the subject site. Monitoring should also continue at natural features from pre-construction through construction as mentioned in the Monitoring Program section on page 27 of the hydrogeological report.
bg.	Section 5	In relation to the water balance assessment, the assumptions and calculations appear reasonable at this phase in the project.
bh.	Section 6.1.3	Piezometers and stilling wells were installed in at least seven locations associated with PSWs in or adjacent to the subject site. Appendix D contains water level hydrographs for the PSW piezometers and Stilling Wells as shown in Figures D-4 and D-5 respectively.
bi.	Appendix D	Comment is made in Section 6.1.3 of the hydrogeology report that the surface water and shallow groundwater systems appear to respond directly to precipitation events. The scale depicted for water level elevation is too coarse (5 metre intervals) to allow evaluation of level fluctuations. This is especially relevant for the stilling wells. A finer interval should be used by the consultant that more definitively depicts the level fluctuations with precipitation.
bj.	Section 7	<p>It is noted in the report that the 2-year, 5-year and 10-year time of travel zones for the Kleinburg municipal well are located at the south end of the Block 55 East lands and not beneath the development area. It is also noted that lake-based water supply is being introduced by the Region in Kleinburg and that the municipal well in the area is expected to be decommissioned.</p> <p>It is unclear if both of the proposed locations for SWM Pond 5 were considered in this review. It is also unclear if the Region was contacted to confirm the statements made. TRCA staff suggests that the Region be informed of the SWM pond locations in relation to the municipal well. TRCA asks the Region to verify the comments made in</p>

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS															
		the report, to confirm that the proposed development does not impact the municipal well and that no adjustments to the block plan are required. The contact at the Region is Don Goodyear.															
	<b>Geotechnical Report</b>																
bk.	Section 4.6 Table 4	<p>According to the initial SWM pond designs from the MESP document and Table 4 in the geotechnical report, there are discrepancies in the pond bottom elevations as follows;</p> <table> <tr> <td>SWM Pond</td><td>MESP Figures</td><td>Table 4</td></tr> <tr> <td>Pond 3</td><td>210.50</td><td>210.00</td></tr> <tr> <td>Pond 4</td><td>212.75</td><td>212.0</td></tr> <tr> <td>Pond 5 – Option A</td><td>213.00</td><td>212.5</td></tr> <tr> <td>Pond 5 – Option B</td><td>205.50</td><td>205.0</td></tr> </table> <p>The consultant is requested to provide the appropriate pond bottom elevations for determination whether the site hydrogeologic conditions require pond liners. Section 4.6 in the geotechnical report may require modification depending on any revised pond bottom elevations.</p>	SWM Pond	MESP Figures	Table 4	Pond 3	210.50	210.00	Pond 4	212.75	212.0	Pond 5 – Option A	213.00	212.5	Pond 5 – Option B	205.50	205.0
SWM Pond	MESP Figures	Table 4															
Pond 3	210.50	210.00															
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Pond 5 – Option A	213.00	212.5															
Pond 5 – Option B	205.50	205.0															
	<b>Slope Stability Report</b>																
bl.	General	TRCA staff notes that the long term stable top of slope (LTSTOS) has not been determined in the south end of the block, within the Greenbelt lands. No development is proposed on or adjacent to the Humber River valley in this area at this time and, as such, an analysis is not required. However, should development proceed in this area, including recreational uses, a geotechnical report may be required to determine the LTSTOS. It may also be required should the applicant propose the dedication of the Humber River valley corridor into public ownership. This should be noted in appropriate sections of the report.															

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
bm.	Section 4.2 Drawing A1b Drawing A8 Drawing A14	<p>a) The following was noted in the EIS section of this appendix and is repeated here as it relates to the East Humber River slope: During the first feature staking with TRCA and City staff on October 24, 2012, it was noted in one area along the East Humber River valley corridor (around the dividing line between Lots 27 and 28) that the determination of the feature limit would be subject to the review of a geotechnical report and topographic information. The dripline was staked in that area and the additional information was requested to determine if the top of bank better defined the feature limit in that area. Based on our review of the information provided with this submission, it is recommended that a top of bank be delineated in that area. It is suggested that this adjustment would move the development limit, inclusive of the buffer, approximately 10m inland. TRCA staff is willing to discuss this further with the City and applicant as needed in order to refine the line. The text and figures may need to be revised accordingly.</p> <p>b) A toe erosion allowance of 8m has been assumed in accordance with the MNR's "Technical Guide for River and Stream Systems: Erosion Hazard Limit (2002)". For an MESP and for the Humber River, the TRCA would typically require the erosion hazard limit (i.e., the 100 year erosion allowance) be determined based on a valid fluvial geomorphological study; however, the development limit along Humber River ravine slope ranges from 29.5m to 45m or greater from the long term stable top of slope (LTSTOS) and no grading or filling is proposed between the LTSTOS and the development limit. As the development setback is fairly conservative and no grading or filling is proposed within the buffer, a fluvial geomorphological study can be waived. Notwithstanding the above, any grading or filling between the LTSTOS and development limit or a reduction of the buffer could potentially require the erosion limit be assessed based on a fluvial geomorphological study.</p> <p>c) Drawing A1b has a label "Feedline + 10m buffer". Staff understands this label should be "Floodline + 10m buffer". The applicant is asked to correct the label.</p> <p>d) For Section R7-R7, it appears that the toe of the slope is approximately 65m away from the river, so applying a toe erosion allowance is not necessary. According to the MNR guide, a toe erosion allowance is not required where the river is more than 15m away from the toe of the slope.</p> <p>e) For Section R10-R10, according to Drawing A14, the top of the slope elevation is approximately 225; however, the elevation of the borehole at this location starts at 221.5. In Drawing A14, Soil 5 (i.e., dense sandy silt) is shown along 219m; however, according to the borehole, the soil type is clayey silt till. Clarification is required.</p>
bn.	Section 4.3 Drawings B1 to B12	<p>a) Drawing B1 has a label "Feedline + 10m buffer". Staff understands this label should be "Floodline + 10m buffer". The applicant is asked to correct the label.</p> <p>b) A significant cut of the existing stable slope is noted for Sections K8-K8, K9-9, K10-10 and K11-K11. According to the proposed grading for Section K9-K9, it appears that the ditch on the west side of Kipling</p>



	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		<p>Avenue will be filled. Section K10-K10 shows the bank of the ditch will be flattened. Please be advised that the function and capacity of the ditch must be maintained and details must be submitted during subsequent submissions to demonstrate this requirement is met.</p> <p>c) In Section 9.3 of the MESP, it states that the steeper slopes along Kipling Avenue require a LTSTOS setback as shown on Drawings B4, B5 and B10 (Sections K3-K3, K4-K4 and K9-K9) of the geotechnical report. In these respective drawings in the geotechnical report, modifications to the slopes along Kipling Avenue are proposed as opposed to setbacks to the existing LTSTOS. Clarification is required.</p> <p>d) It is noted in the report that “The development plan proposes a landscape buffer, roadway and SWM pond along the LTSTOS. There is no impact on the LTSTOS from these proposed uses.” The report goes on to note that “...it is recommended that any road pavement should be at least 2.0m away from the proposed top of 3H:1V slopes, and any sidewalk should be at least 1.0m away from the proposed top of 3H:1V slopes.” TRCA staff defers to the City as to whether or not these recommended setbacks are appropriate for development adjacent to the Kipling Avenue slope.</p>
bo.	<p>Section 4.4</p> <p>Drawings C1, C1a, C1b and C1c</p> <p>Drawings C2 to C23</p>	<p>a) All the relevant plan drawings have a label “Feedline + 10m buffer”. Staff understands this label should be “Floodline + 10m buffer.” The applicant is asked to correct the label.</p> <p>b) The following was noted in the EIS section of this appendix and is repeated here as it relates to Slope Area A: Based on our review, a distinct valley wall can be interpreted from the topographic information and a physical top of bank can be identified in the northeast portion of the site. For the most part, this top of bank and 10m buffer is contained within the Greenbelt boundary and, thus, was not staked in the field. There is also a Regional floodplain in this area around the toe of the slope. The geotechnical report identifies several cross-sections in the area; however, for the associated cross-sections, the physical top of bank and the stable top of bank are not shown. Thus, staff would strongly recommend that the applicant delineate the physical top of bank for this area and establish the stable top of slope through appropriate geotechnical assessment. The development limit must be re-assessed based on this additional information. Again, TRCA staff is willing to discuss this further with the City and applicant as needed in order to refine the line. The text and figures may need to be revised accordingly. This may include revision to Street ‘A’.</p> <p>c) For Section B1-B1, the implication of the erosion allowance on the LTSTOS is not shown.</p> <p>d) For Section B3-B3, the location of the creek and the implication of erosion allowance have not been shown.</p> <p>e) The applicant is asked to provide the floodline and flood elevation for Sections C1-C1 to C4-C4. A significant cut of the existing stable slope is noted for these cross-sections.</p>

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
		<p>f) The plan and sections of Slope Areas C and D are not clear with respect to the development limit, existing and proposed grading, floodplain and buffers. The applicant is asked to clarify this information and to provide all these layers on the plan and sections for the TRCA's review.</p> <p>g) The Aqualogic Study recommends a toe erosion allowance of 1.0m for the B1 and B2 tributaries. The geotechnical consultant concurs with this recommendation. The applicant is asked to identify how this has been incorporated into the development limits and adjust them if required.</p> <p>h) It is noted in the report that "The proposed grading in the buffers for these slope areas will not affect the stable slopes based on our review of the SCS Consulting grading ... and no additional buffer of setback is required. We wish to reiterate that any road pavement should be at least 2.0m away from the proposed top of 3H:1V slopes, and any sidewalk should be at least 1.0m away from the proposed top of 3H:1V slopes." It should be noted in the text that a 10m buffer between the top of bank of existing/proposed valley corridors and new development is required in accordance with the TRCA's VSCMP policies.</p>
	<b>Stage 1 Archaeological Report</b>	
bp.	General	<p>Certain lands within Block 55 East may be transferred to the TRCA through the planning process. Thus, we have an interest in the proper identification and assessment of the archaeological sites and cultural heritage resources in the block. On this basis, we offer the following comments:</p> <p>a) This area is of high potential for sensitive archaeological remains with several, already registered archaeological sites. If the areas to be transferred to the TRCA undergo an archaeological assessment prior to the transfer, we would like to see a copy of the Stage 2 report.</p> <p>b) If there is any impact on these lands after the transfer (e.g., trail construction, outfalls, restoration works in and around the natural features) and there was no Stage 2 completed, it should be noted that TRCA archaeological staff will need to undertake a Stage 2 assessment and the applicant will be responsible for the fees.</p> <p>c) Seed Site AkGv-10 is within 300m from the project area and may extend into the project area. Again, once a Stage 2 is conducted, the applicant is asked to provide a copy of the report to our office.</p> <p>d) We would like to work with the consultants, City and applicant on any sites that may ultimately be transferred to the TRCA with respect to protection, commemoration, etc. Please keep us involved in those discussions.</p>

	SECTION OF BLOCK PLAN SUBMISSION	COMMENTS
	<b>Urban Design Guideline</b>	
bq.	Section 3.3.6 Figure 3.3.6A	<p>The TRCA is currently drafting the Nashville Resource Management Tract (NRMT) Trail Plan, which is a series of hiking and multi-use trails connecting from King Road and Albion-Vaughan Road in King to Nashville Road and Highway 27 in Vaughan. One of the goals of the trail plan is to connect it to local and regional trails within the community. At this time, the trail plan ends at Kirby Road with plans to construct a trail south to where it would be possible to cross Highway 27 and connect to the Granger Greenway (pending future land acquisitions). As of right now, the Granger Greenway ends at Teston Road and there is no off road trail system that could easily join the proposed trail system within the NRMT. However, the network of trails proposed in the Block 55 East neighbourhood plan would considerably reduce the distance between the NRMT and the Granger Greenway.</p> <p>The main issue with connecting the NRMT to the Granger Greenway (Humber Trail) is the location in which to cross Highway 27. The terrain along the Main Humber River changes dramatically south of Forest Heights Boulevard, leading the TRCA to consider other options to bridge the gap between these two trail systems. With the proposed Hydro Trail connecting between Kirby Road and Teston Road (on the east side of Highway 27) in Block 55 East, there is a possibility (with the addition of an additional trail built on TRCA land between Teston Road and the Granger Greenway) of alleviating both concerns of the TRCA. This would enable the Main Humber River Trail system to connect to the East Humber River Trail system and bypass the difficult terrain through Kleinburg.</p> <p>TRCA would like to discuss trail options further with the applicant and City, as we see this as a great opportunity to coordinate efforts for the benefit of existing and future users of these trail systems. A discussion on the future ownership of the open space lands in the Block Plan area could also form part of those discussions.</p>
br.	Section 3.4.1	Many of the water balance and development considerations listed in this section will need to be determined in conjunction with the TRCA, as well as the City, as they impact the policies and regulatory requirements of the TRCA. This should be noted in the text.
	<b>Architectural Guideline</b>	
bs.		Many of the water balance and development considerations listed in this section will need to be determined in conjunction with the TRCA, as well as the City, as they impact the policies and regulatory requirements of the TRCA. This should be noted in the text.