

C20.1

Millwood-Woodend Rate Payers Association Deputation
Committee of the Whole Meeting
February 25th, 2014

C 20
COMMUNICATION
CW (PH) - FEB 25/14
ITEM - 6

Applicant: Block 40/47 Developers Group Inc

The Millwood-Woodend Rate Payers Association has reviewed the proposed Block 40/47 Plan. The following is a summary of our comments and concerns:

Medium Density Designation

Our understanding is that this designation allows for a maximum 5 storey building in the SE corner of Teston Road and Pine Valley. This height is out of place given the countryside/valleyland settings surrounding the proposed development. We request that the developer consider limiting the height to a maximum of 3 storeys. Our preference would be to have a larger footprint of 3 storeys in place of a five storey building. If our request cannot be accommodated, at the very least we would like to see all buildings better integrated into the subdivision by providing a transition of heights (i.e. construct a row of 2 or 3 storey townhouses, then construct the building behind). Ideally we would like to see any buildings of that height, set back into the subdivision to provide opportunities to transition to these heights.

Compatibility with Adjacent Land Uses

This proposal does not provide for sufficient transition between proposed low and medium residential to the existing agricultural / greenbelt lands south of Block 47. Upper Cold Creek Farms located adjacent (south) of Block 47, has active agricultural activities including cattle grazing, which would be adversely affected by the introduction of medium density development. Concerns include disruption to agricultural activities due to human interference, and human injury inflicted by cattle as a result of property trespass.

Mitigation measures should include significant vegetation or fencing buffer between the Block and properties to the south, and consideration of relocating the medium density housing away from the south boundary of the Block in favour of a more gradual transition from a low residential density to a higher residential density (as mentioned above). A similar transition of residential density has been applied adjacent to the existing Daimani Residence (NW corner of Block 47) and the Millwood subdivision in the SW quadrant of Block 40. These mitigation measures should be discussed with the respective land owners.

C20.2

Heritage Features

Cultural Heritage and Landscape Heritage features of the area should be enhanced to reflect the historic hamlet and surrounding countryside / valleylands.

- The proposed plan is located at the site of the Hamlet of Purpleville. Based on the plan, only the cemeteries will be retained. Acknowledgement of the former hamlet should be provided in terms of architectural features. As an example, architectural features from early 20th Century could be incorporated into a cluster of homes and commercial at Teston/Pine Valley to acknowledge the historic hamlet of Purpleville.
- A wider landscape buffer should be considered between Pine Valley and adjacent development to provide consistency with Pine Valley Corridor to the south (i.e. in Block 39 south of Major Mackenzie, where subdivisions and storm water management ponds are set well back from Pine Valley).

Transportation

Improvements to existing cross-section and vertical profile of Teston Road and Pine Valley need to be addressed prior to construction. Although the York Region Transportation Master Plan identifies 'capacity improvements' for Pine Valley and Teston Road by 2021, the following elements need to be considered as part of this work:

- EA approval for a Realignment of Teston Road should ideally be completed prior to final approval of this Block Plan. The Teston Road Realignment should be implemented prior to any construction of the Block Plan. Block Plan 40/47 presupposes that the EA will recommend a Teston Realignment to the north. In order to protect the integrity of a future Environmental Assessment, a small parcel of land in the north-west quadrant of Block 40 should not be included as part of this Block plan approval to allow for the study of a Teston Road Realignment to the south.
- Provisions for ultimate number of lanes needs to be accounted for based on ultimate build out of Blocks 40-47 and blocks north of Teston Road.
- Cross-section should accommodate left-turn lanes and provisions for signals at all intersections.
- As a minimum, the existing narrow two lane cross-section on Pine Valley and Teston Road should be widened to include shoulders.
- Vertical profiles along Pine Valley and Teston Road need to be flattened or 'smoothed out'.
- Road safety should be confirmed, such as sight distances to proposed intersections. These should be measured to reflect operating speeds which are 80-90 km/h. A key concern is the propose location of the southern most intersection on Pine Valley relative to the crest leading down into the valley. Guide rail and end treatments should be updated accordingly.

C20.3

Internal Road Layout

The internal road network has been ideally arranged to avoid orientation of houses with back yards facing Pine Valley. The following comments apply to Teston Road:

- We note that Streets 4 and 25 will result in sections where back yards will face Teston Road. Consideration should be given to revising the road network such that the front or sides of houses will face Teston Road. Backyards facing arterial roads should be avoided to minimize future 'negative' features along the streetscape (i.e. homemade sheds, greenhouses, clothes lines etc).
- Depending on the outcome of the Teston Road Realignment EA, the intersection of Street 1 with Realigned Teston may not be practical, as this intersection could end up on a tight curve on Teston Road, resulting in an unsafe configuration.

'Peninsula' Lands

Additional work is required to minimize intrusion into the valley lands:

- Additional details regarding the roadway connection to the peninsula should be provided. i.e. bridge with sufficient spans and clearances for movement of wildlife. Key wildlife which migrates through the valley include deer, coyotes and fox.
- The proponent should demonstrate that construction of the bridge can be staged to minimize disruption to the valley floor, in particular bridge piers and abutments.
- The proponent should also ensure minimal disruption to the valley floor during installation of utilities (water, gas, sanitary, cable) to service the 'peninsula'.

Non-Participating Land Owners

A higher level of detail should be provided to demonstrate how the non-participating lands could be better integrated into the overall plan in the future.

- The road pattern in the low residential section (Teston Road west of Weston Road) shows a road network which is not integrated with the adjacent lands to the west. The road pattern suggest large estate sized lots (which are fine);
- The medium density residential/commercial designation at the south-west corner of Teston Road/Weston Road is isolated, with no opportunities for transitions adjacent to valleylands, Greenbrook Estates to the south, or the proposed low residential section to the west which appears to be oriented for large estate lots.

Well Water

The Millwood subdivision (SW corner of Block 40) has recently experienced a degradation in the quality of it's well water, the timing of which coincided with construction of stormwater management ponds and subdivisions. Since it is generally difficult to correlate causes of water quality changes, we suggest that a well water

C20.4

management plan be set in place in future stages to protect residences in close proximity to the Block Plan development. Of particular concern is the location of Storm Water Mangement Pond #2, as the outlet for the pond drains to Cold Creek which runs through adjacent residents' properties. Mitigation measures should be considered to prevent ground water contamination, odors, pollution, slope stability issues on the creek floodplain, with consideration given to review alternate locations for SWMP2 within the Block.

We would be pleased to meet with the Block Planners and/or City of Vaughan staff to further discuss our issues and concerns.

Tim Sorochinsky
President, Millwood Woodend Ratepayers Association