

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 29, 2013

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- a. Changes originating with the Province of Ontario (Ministry of Municipal Affairs and Housing and Ministry of Transportation) in respect of the GTA West Corridor Individual Assessment, as set out below:
 - i) Modifying Section 1.6 and adding a new subsection 2.2.3. supporting the protection of the GTA West Transportation Corridor Protection Area;
 - ii) Amending the following Schedules to show the “GTA West Transportation Corridor Protection Area”:
 - a) Attachment 5A) Schedule 1, “Transportation Network”
 - b) Attachment 5B) Schedule 2, “Natural and Cultural Heritage”
 - c) Attachment 5C) Schedule 3, “Land Use”
- b. Changes to the mapping schedules for the West Vaughan Employment Area Secondary Plan respectively:
 - i) Modify Schedule 2 (Attachment 5B) “Natural and Cultural Heritage Network” to identify the subject Built Heritage structure at 10335 Highway 50 in the accurate location and, modify the designation to show it as a “*Listed Heritage Resource (Heritage Registry)*”;
 - ii) That all nomenclature and road right-of-way widths, community bicycle trails, be updated to reflect VOP 2010 and the City’s Transportation Master Plan to Schedules 1, 2 and 3 of the Plan.
- c. Modify Section 1.6 “Transportation”, paragraph 4 to read as:

The Secondary Plan identifies a minimum basic network providing “primary” north-south and east-west connections. The need for “secondary” streets to complete the network will be reviewed at the Block Plan stage, when a more detailed plan is developed. Implementation of the network will require structures to appropriately cross the valley system and highway, hydro and rail corridors. The City will require all necessary Environmental Assessment approvals to be completed for all street crossings over environmental and physical features including 400 series Highways if they were not originally approved or recognized in the applicable EA (e.g. Highway 427 extension EA).

Furthermore, expanded bicycle and pedestrian infrastructure, both in terms of sidewalks, on-street bike lanes and off-street trails consistent with the Pedestrian and Bicycle Master Plan, will significantly enhance transportation options within the WVEA. A more detailed network will be developed during the Block Plan process.

- d. Modify Section 1.6 “Parks” to include a District Park area requirement to read as follows:

Parkland will be provided in the WVEA to enhance the attractiveness of the area as a setting for business, and will serve the social and recreational needs of area employees, visitors and nearby residents. Where possible, new parkland will be directed to areas adjacent to existing open spaces, including the hydro corridor, natural heritage and or cultural heritage resources and existing and planned trails. It is the objective of the City to secure approximately 10 ha of parkland in the West Vaughan Employment Area. One District Park of *approximately 8 ha* in size in the WVEA east of the Highway 427 corridor will be required. The residual parkland, approximately 2 - 3 ha, may be located elsewhere in the WVEA subject to City approval. Parkland will be acquired by the City through the combined parkland dedication requirements of the whole Secondary Plan area and would be secured through conditions of development and through landowner agreements.

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- e. Modify Section 1.6 “Land Use” (second paragraph) to include criteria for small scale ancillary use clusters to read as follows:

To protect lands for employment uses, the new Official Plan restricts non-employment uses in designated Employment Areas, such as the WVEA. Some small-scale, employment-supportive retail uses are permitted to serve the daily needs of employees and visitors to the area businesses, subject to locational and urban design criteria. The small scale ancillary retail use shall be organized in clusters or groupings and be supported by parkland and/or publicly accessible open space, high quality public realm, and located near transit facilities. A concentration of retail-commercial uses are planned for or exist to the immediate south of the WVEA, which will serve the main retail needs of businesses within the WVEA and surrounding communities, by offering a wider range of retail activity than is permitted in the Employment Area.

- f. Delete policy 2.2.3. to protect for lands within the “GTA West Transportation Corridor Protection Area” and replace as follows:

To protect lands within the “GTA West Transportation Corridor Protection Area” for the use of a potential Highway the following policies will apply to all Block Plan and development applications and approvals within the affected portion of the West Vaughan Employment Area Secondary Plan as shown on Schedules 1, 2, and 3 as “GTA West Transportation Corridor Protection Area” (as shown on Attachments 5A, 5B, and 5C).

- a) The City and the Region will continue to work with the Ministry of Transportation (MTO) to assist with the EA process.
- b) As the EA study advances, the Province will formally notify the City and Region in writing when specific lands in the identified area are released from the application of policies c) and d) below. Any amendments to Schedules 1, 2 and 3 of this plan reflecting the release of lands in accordance with this paragraph may occur without amendment to this Plan,
- c) Development within the identified area shall not be approved by the appropriate approval authority. For the purpose of these sections “development” includes the approval of any planning applications (i.e. official plan, site plan, zoning, holding by-laws and subdivisions) as well as block plan approval.
- d) The review of development applications for lands within the identified area shall occur as follows:
 - i) The application is premature unless the Province has provided formal written notice that the lands have been released from the identified area;
 - ii) If the application is premature, the City shall notify the applicant that the application is premature and the application will be held in abeyance until such time as the Province has released the lands from the identified area;

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- iii) If there is any uncertainty or dispute as to whether the lands have been released from the identified area, through consultation with the Province, the Province will confirm whether the lands have been formally released.
- iv) If there is any disagreement by any affected party about whether the lands should be released, the City, the Region and the Province will consult with each other to resolve that issue as soon as practicable.
- e) A Block Plan for lands outside the GTA West Transportation Corridor Protection Area, within the West Vaughan Employment Area Secondary Plan, shall demonstrate through the submission of a transportation study among other means, to the satisfaction of the City of Vaughan and Region of York that a comprehensive street network, access and servicing plan can be put in place or can be reserved in the Block Plan that will effectively integrate development and accommodate improvements to the internal and external networks.
- f) Should the finalized Highway alignment be located in close proximity to or within the West Vaughan Employment Area Secondary Plan, the Block Plan will be adjusted to accommodate the alignment and establish the appropriate mitigation measures, based on supporting studies to the satisfaction of the City and other pertinent authorities. If the impact of the finalized Highway alignment is so substantial that it compromises the intent and purpose of this Plan, then the City may require an amendment to the Official Plan to reflect the new circumstances prior to or concurrently with the Block Plan approval process.
- g. Delete Policy 2.4.1. and replace with the following to include the minimum area requirement for a District Park and requirement for “urban squares” for any residual parkland dedication:

To apply the parkland dedication policies of Volume 1 of the Official Plan to acquire parkland within the WVEA. Resources secured through parkland dedication process shall be directed toward securing one District Park of approximately 8 ha on the east side of the planned Highway 427 Corridor. A preferred location for a District Park has been identified and is shown on Schedule 3 (Land Use) as “Proposed District Park”. The location of the park may be adjusted without amendment to this plan, subject to facility fit assessments for all alternative sites that shall conform to City standards respecting the design and use of District Parks. Where the District Parkland requirement is less than 10 ha, the residual parkland dedication in the form of a series of “urban squares” of up to a maximum of 1 hectare may be located elsewhere in the WVEA subject to City standards and approval.

- h. Delete Policy 2.5.3. and replace with the following:

To require development in high visibility areas, including those parcels abutting arterial streets, 400 series highways, rail corridors and heritage and natural features, to respond with an approach to design and building orientation that addresses the importance of these strategic locations. Through the Block Plan process each such area will be evaluated and where warranted will be made subject to special zoning standards, including but not limited to, building siting, the amount and location of

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outside storage if permitted and minimum landscape requirements. Lands abutting and visible to these areas will be subject to site plan control. Urban Design Guidelines will be prepared to provide detailed direction on the creation of an attractive and appropriate City image.

i. Delete Policy 2.5.8. and replace with:

Urban Design Guidelines for implementation through the Block Plans will be prepared to the satisfaction of the City. Further research will be undertaken to address urban design aspects for employment areas that meets the objectives of Green Directions, VOP 2010 and the “Sustainability Performance of Development” standards and guidelines. Prior to Block approval, the City will prepare Urban Design Guidelines which will address:

a) Area-wide Design Guidelines:

1. Special Character Areas, including but not limited to “high visibility areas” and “small scale ancillary use clusters”;
2. Open Space;
3. Landscaping;
4. Public Realm (streetscaping, public squares, trails and other);
5. Built Form;
6. Cultural and Natural Heritage;
7. Environmental Sustainability consistent with the “Sustainability Performance of Development ” standards and guidelines; and
8. Parking.

b) The guidelines will inform the standards provided in the implementing zoning by-law, as they may apply to those matters referenced in “a.” above and any such additional matters as may be determined through the review process;

c) Such guidelines will inform the preparation of the implementing draft plans of subdivisions and site plan approval applications.

j. Delete Policy 2.5.12 and replace with:

That regulations and standards governing height and massing, setbacks, landscaping, storm water management, building footprint, outside storage of goods and materials or any other activity not contained within a wholly enclosed building and other considerations shall be implemented.

k. Add section 2.6.6. “Implementation” to read as:

That the City will require all necessary Environmental Assessment approvals to be completed for street crossings related to environmental and physical features including over any 400 series Highway if they were not originally approved or recognized in the applicable EA (e.g. Highway 427 Extension EA).

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2. That all section references to the Vaughan Official Plan – 2010 (Volume 1) be revised to be consistent with Volume 1, as a result of the modifications approved by Council on September 27, 2010, March 20, 2012 and April 17, 2012;
3. That this report and Council minutes be forwarded to the Ontario Municipal Board (OMB) and Region of York as the City of Vaughan's recommended modifications to the West Vaughan Employment Area Secondary Plan of Volume 2 of the Vaughan Official Plan – 2010 and that the Region and OMB be requested to consider the modifications to the West Vaughan Employment Area Secondary Plan as part of the process leading to its approval;
4. That this report and Council minutes be forwarded to the Ministry of Municipal Affairs and Housing to provide for a final review of the new Paragraph 2.2.3 and amended schedules in respect of the GTA West Corridor Protection Area and that the Ministry of Municipal Affairs and Housing forward any further comments to the City of Vaughan and Region of York;
5. That City staff be authorized to make any additional changes to the text and schedules of this Plan, necessary to ensure consistency with the direction provided above; and that staff be authorized to work with the Region, as necessary, to finalize the necessary wording to effect the modifications reflected in this report; and
6. That the Ontario Municipal Board and the Region of York be advised that the Council modifications approved in respect of the West Vaughan Employment Area Secondary Plan, City of Vaughan Official Plan – 2010, Volume 2, meet the requirements of Section 26, (1) (a) (i), (ii) and (iii) of the Planning Act RSO. 1990, C.P. 13, as amended.

Contribution to Sustainability

The new policy directions of the City's Official Plan will also apply to the West Vaughan Employment Area Secondary Plan, including policies related to sustainability, natural heritage protection, built form and transportation demand measures.

The Secondary Plan addresses the City's Community Sustainability and Environmental Master Plan and the following key sustainability initiatives in "Green Directions" as listed below:

- Goals 1 & 5: To demonstrate leadership through green building and urban design policies;
- Goal 2: To ensure sustainable development and redevelopment;
- Goal 3: To ensure that Vaughan is a city that is easy to get around with low environmental impact;
- Goal 4: To create a vibrant community where citizens, business and visitors thrive;
- Goals 5 & 6: An overall vision and policy structure that supports the implementation of Green Directions Vaughan.

Economic Impact

The new Vaughan Official Plan, including the West Vaughan Employment Area Secondary Plan, establishes the planning framework for development throughout the City to 2031. The Plan will have a positive impact on the City of Vaughan in terms of managing growth. It will also foster employment opportunities while fulfilling the City's obligations to conform to Provincial policies and meet regionally imposed targets for employment growth.

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Communications Plan

Notice of this meeting has been communicated to the public by the following means:

- Posted on Vaughan Online at www.vaughan.ca, City Page online and City Update (corporate monthly e-newsletter);
- Mail distribution to properties within 200 metres from the site; including all parties identified in letters directed to the Region of York;
- To the Official Plan Review e-mail list.

Purpose

To report and obtain direction on requested modifications to VOP 2010 (Volume 2) respecting the West Vaughan Employment Area Secondary Plan. The modifications result from the Region of York's circulation to prescribed governments, bodies and agencies as part of the approval process for the plan, as adopted September 7, 2010. The proposed modifications also respond to requests from various landowners and on-going staff analysis. The Council ratified report and the recommended modifications will be forwarded to the Ontario Municipal Board and the Region of York with the request that the modifications be considered in the approval process for the West Vaughan Employment Area Secondary Plan.

Background – Analysis and Options

Location

The lands subject to the West Vaughan Employment Secondary Plan comprise approximately 975 gross hectares, being the northerly extension of the Vaughan Enterprise Zone employment area. The lands are located north of Langstaff Road, between Huntington Road and Highway 27 (Block 59), extending north to Major Mackenzie Drive between the Intermodal Facility and the CP MacTier Rail line (Block 60), and north of Major Mackenzie Drive to Nashville Road between Highway 50 and the Hydro Corridor (Block 66) as shown on Attachment #2.

City of Vaughan Official Plan - 2010

The West Vaughan Employment Area Secondary Plan relies on the policies of Volume 1 of the Vaughan Official Plan – 2010. The Secondary Plan introduces a set of land use designations applicable throughout the Plan area, as shown on Attachment 5C (Schedule 3 - Land Use), and related policies, including built form, public realm, transportation, the environment, and sustainable development specific to this area.

The Secondary Plan identifies lands within the study area that are subject to further detailed planning through the Block Plan process. Policy 10.1 in the new Official Plan (Volume 1) specifies the aspects to be addressed by the Block Plan, including: density, transportation network (including provisions for transit, walking, cycling), servicing and natural and cultural heritage.

Where there is a conflict between the policies of Volume 1 and this Secondary Plan, the policies of the Secondary Plan will prevail.

Secondary Plan Review Process, Government and Agency Consultation

The West Vaughan Employment Area Secondary Plan has undergone a public engagement and consultation process as part of the Official Plan Review. The process involved the following:

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- On April 22, 2010, the Policy Planning Department held a Public Open House for the Secondary Plan Study. A presentation was made by the consultants, discussing the background work, and proposed transportation, environmental, urban design and land use policies.
- June 14, 2010 – Statutory Public Hearing.
- August 31, 2010 – Special Committee of the Whole -Technical Report.
- September 7, 2010 – Council ratified the recommendations made at the August 31, 2010 Special Committee of the Whole Meeting. The following was recommended in part:
 - 1) That the recommendation contained in the following report of the Commissioner of Planning, dated August 31, 2010, be approved;
 - i. The draft West Vaughan Employment Area Secondary Plan (May 2010) be revised in accordance with the recommendations set out in Attachment No. 1 to this report.
 - ii. The revised version of the West Vaughan Employment Area Secondary Plan proceed to Council for adoption at the Council meeting of September 7, 2010 as part of Volume 2 of the new Official Plan; and that the plan reflect the changes approved by the Committee of the Whole at this meeting.

The Plan was forwarded to the Region of York for circulation to the prescribed bodies and public agencies for review and comment as required by the Planning Act.

- April 17, 2012 – Council ratified recommendations made on April 3, 2012 Committee of the Whole that:

“It is Hereby Resolved that the policies of the West Vaughan Employment Area Secondary Plan and the Vaughan Official Plan 2010 be reviewed to ensure that the necessary design measures for the areas abutting Highway 427 are in place to ensure quality urban design and an attractive visual presence along the full length of the proposed Highway 427 save an except for the lands subject to Zoning File Z.11.031”;

Public and Agency Comments Received Prior to the Adoption of the Plan

The draft West Vaughan Employment Area Secondary Plan was made available for public comment on May 25, 2010, in advance of the statutory public hearing. Policy planning staff continued to accept submissions until August 12, 2010 until the final draft of the August 31, 2010 “West Vaughan Employment Area Secondary Plan”, Response to Public, Government and Agency Submissions report was completed. A total of seventeen (17) responses were received and addressed in the report to the Special Committee of the Whole meeting. The respondents represented a cross-section of interests including ratepayers, landowners, development interests and their representatives, utilities, and other public agencies and City departments. Staff provided analysis and recommendations on the modification requests. Those approved by Council were incorporated into the plan that was adopted by Council on September 7, 2010.

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Policy Context

i) Provincial Policy

a. Provincial Policy Statement (2005)

The policies in the West Vaughan Employment Area Secondary Plan are consistent with the PPS in encouraging the protection of environment and public health and safety, and to facilitate economic growth through intensification and the protection of employment areas.

b. Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The Growth Plan was approved in 2006 and provides more refined policies that build on the Provincial Policy Statement requiring prescribed intensification targets and for the identification and protection of employment lands. Under the Growth Plan, population and employment will be accommodated through compact development, intensification and directing growth within built-up areas, and identification and protection of employment lands. Density targets in employment areas (and non-employment areas) are also defined. The policies in the Secondary Plan conform to the Growth Plan.

c. Highway 427 Transportation Corridor Environmental Assessment

A technically preferred route for the extension of Highway 427 has been identified by the Province and is reflected in the Secondary Plan. The Highway 427 Transportation Corridor Environmental Assessment has been completed. A timeline for the construction of the Highway has not been determined by the Province.

ii) Regional Policy

The Region of York Official Plan was adopted December 19, 2009 and approved by the Ministry of Municipal Affairs and Housing on September 7, 2010. The Region of York Official Plan was subject to appeal and was given partial approval by the Ontario Municipal Board in July 2012. The Region Official Plan designates the subject lands as "Urban Area". Portions of the lands form part of the "Regional Greenlands System", which are to be identified, protected and restored where possible. The Region of York Official plan requires that Regional Greenlands Systems within Urban Areas be identified, specifically in local official plans and secondary plans, and be integrated in community design (s. 2.1.9). Plans for the Regional Greenlands System must contain policies that support system remediation and enhancement opportunities.

The lands are also subject to Regional Official Plan Amendment No. 19 (ROPA 19), re-designating the lands to "Urban Area" in the Regional Official Plan. ROPA 19 also requires the preparation of local secondary plans to identify detailed land use, infrastructure, and environmental requirements, prior to development. Figure 2 of the Regional Official Plan identifies the Secondary Plan area as "strategic employment lands", which are to be protected for employment use subject to the policies in Section 4.3. The policies in the Secondary Plan conform to the Regional Official Plan.

iii) Overview of the West Vaughan Employment Area Secondary Plan

Official Plan Designations

The adopted Secondary Plan maintains the "Prestige" and "General" land use designations consistent with the land use designations set out in Section 9.2.2.10 and

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9.2.2.11 of VOP 2010 (Volume 1). The Prestige Employment designation accommodates limited office uses as well as light industrial, manufacturing and warehousing uses that do not produce significant noise and emissions and do not require outside storage. These uses are located in highly visible and accessible areas, and often act as buffers to General Employment Areas, and are subject to higher built form and urban design criteria. The General Employment designation accommodates industrial, manufacturing and warehousing uses that are often incompatible with other uses due to noise, emissions, outdoor storage and other factors.

Zoning

The zoning provisions of By-law 1-88 will remain in effect until they are updated or replaced by zoning which is consistent with the Vaughan Official Plan – 2010, including the WVEA Secondary Plan. Initial work on the preparation of a new by-law is currently underway.

Recommended Modifications to the Council Adopted Vaughan Official Plan – 2010

a) GTA West Transportation Corridor Protection Area

The Ministry of Transportation is currently conducting an Individual Environmental Assessment (IEA) to establish future transportation infrastructure needs to 2031 within a study area that extends from Highway 400 to Guelph. This study area affects the northwest quadrant of the City. The IEA is intended to identify measures that will provide for improved highway linkages to the Urban Growth Centres identified in the Provincial Growth Plan.

The IEA is being conducted in 2 stages. Stage 1 has been filed for public review. Once the report has been finalized it will be forwarded to the Minister of Transportation for decision. Stage 2 will examine the route location for the new 400-series Provincial Highway / Transitway through the “Preliminary Route Planning Study Area”. The timing of this stage of the study has not yet been determined.

The Ministry of Transportation proposes to work with the Ministry of Municipal Affairs and Housing and the municipalities to protect the land for the new transportation corridor from encroaching development to the end of Stage 2 of the IEA.

The Preliminary Route Planning Study Area was established to maximize opportunities for route generation so that a number of alternatives can be developed. These considerations include: Meeting MTO Geometrics Design Standards, minimizing impacts on key natural features; avoiding built-up areas; providing sufficient area adjacent to crossings of key natural features to provide for alternative crossings; minimizing impacts to approved municipal plans; and providing connections to existing and planned transportation facilities.

The Preliminary Route Planning Study Area has an impact on a large portion of the northwest quadrant of the City, extending from Highway 400 on the east to Highway 50 on the west.

The Ministry of Transportation has identified a “GTA West Transportation Corridor Protection Area”. One of the areas affected by the Protection Area is the northern portion of Block 66. Currently, the WVEA does not have policies providing for the protection of the Corridor. The Ministry of Municipal Affairs and Housing recommended, through the Province’s “One Window” comments on VOP 2010 – Volume 1, language for inclusion in

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Volume 1 that addressed the need for such protective policies. It would provide for the City (pertinent portion underlined):

To work with York Region and the Province to plan for and protect corridors and rights-of-way for transportation and transit facilities, as shown on Schedule 9 (VOP 2010 – Volume 1) to meet current and projected needs; and not permit development in such planned corridors that could preclude or negatively affect the use of the corridor for the purpose (s) for which it was identified or actively being planned. To this end, secondary plans or official plan amendments shall include more detailed official plan policy and mapping to provide corridor protection. Such amendments shall be prepared in consultation with Region of York and the Province. Policies shall ensure that development applications neither preclude nor predetermine the Environmental Assessment process and after a final alignment is determined. Where Environmental Assessments are being undertaken by the Province, these policies and mapping shall be prepared to the satisfaction of the Province.

To provide a consistent approach, the same policies in the WVEA have been applied to lands within OPA 637 (Highway 400 Employment Area Secondary Plan) and the North Kleinburg-Nashville Secondary Plan, with necessary adjustments. It is set out in Attachments 5A) – 5C). It is recommended that this policy be incorporated into the West Vaughan Employment Area Secondary Plan by:

- Deleting subsection 2.2.3. and replacing it with policies that protect lands within the “GTA West Transportation Corridor Protection Area”;
- Amending the following Schedules to show the “GTA West Transportation Corridor Protection Area” on:
 - Attachment 5A): Schedule 1, “Transportation Network”
 - Attachment 5B): Schedule 2, “Natural and Cultural Heritage”
 - Attachment 5C): Schedule 3, “Land Use”

On-site Landscaping and Urban Design Guidelines

Respondents expressed concerns that the proposed landscape requirements were too onerous for the General Employment and Prestige Employment Designations. Section 2.5.7. of the Council approved Secondary Plan (September 2010) requires a minimum level of landscaped open space for Prestige Employment designations of 15% of the lot area; and General Employment designations of 10% of the lot area. New storm water facilities and elements such as green roofs would qualify to be included in the percentage requirements. Currently, the City requires at least 5% of a lot area in an Employment Area Zone, however, this applies only to the landscape setbacks on the ground.

On April 17, 2012 Council resolved that:

The Policies of the West Vaughan Employment Area Secondary Plan and the Vaughan Official Plan 2010 be reviewed to ensure that the necessary design measures for the areas abutting Highway 427 are in place to ensure quality urban design and an attractive visual presence along the full length of the proposed Highway 427 save and except for the lands subject to Zoning File Z.11.031 [not located within the WVEA Secondary Plan Boundary].

Staff is recommending that the minimum landscape requirements in the West Vaughan Employment Area Secondary Plan be implemented through the Zoning By-law and Urban Design

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/Landscape Guidelines. Staff will also undertake further research to address the most appropriate way of providing landscaping for employment area developments that improves on current practices, meets the objectives of *Green Directions*, the intent of the new Official Plan, and the “Sustainability Performance of Development Standards”.

It is recommended that the following policy be incorporated into the West Vaughan Employment Area Secondary Plan by deleting Policy 2.5.7. and replacing it with:

Prior to Block Plan approval, the City will prepare Urban Design Guidelines which will address:

- a) Area-wide Design Guidelines:
 1. Special Character Areas, including but not limited to “high visibility areas” and “small scale ancillary use clusters”;
 2. Open Space;
 3. Landscaping;
 4. Public Realm (streetscaping, public squares, trails and other);
 5. Built Form;
 6. Cultural and Natural Heritage;
 7. Environmental Sustainability consistent with the “Sustainability Performance of Development ” standards and guidelines; and
 8. Parking.
- b) The guidelines will inform the standards provided in the implementing zoning by-law, as they may apply to those matters referenced in “a.” above and any such additional matters as may be determined through the review process;
- c) Such guidelines will inform the preparation of the implementing draft plans of subdivisions and site plan approval applications.

Parkland Dedication

The City has identified the need for a district park between Highway 27 and Highway 427, as discussed in Section 2.4.1. Section 1.7 *Parks* also provide an option for a smaller sized district park of approximately 8 ha in size, plus a series of urban squares of up to 1 ha throughout the secondary plan area as an alternative to the desired 10 ha District Park. The Official Plan and Secondary Plan provide that the location and configuration of parkland be ultimately determined through the Block Plan process. The updated Plan includes the City’s preferred location as shown on Attachment 5C) Schedule 3: “Land Use”.

Concerns regarding the conceptual location of the required 10 ha District Park were expressed subsequent to Council adoption of the Secondary Plan on September 7, 2010. The Parks Development Department has conducted further analysis including facility fit scenarios in consultation with the Block 59 Landowners Group (where the District Park is proposed). The City requires 10 ha of total parkland dedication within the WVEA Secondary Plan. Based on facility fit scenarios, the Parks Development Department has confirmed that a District Park of

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approximately 8 ha is required within Block 59 Highway 27 and Highway 427, and the residual alternative parkland requirement (in the form of a series of 'urban squares' of up to a maximum of 1 ha) can be accommodated elsewhere in Blocks 60 or 66 within the WVEA Secondary Plan, subject to City standards and approval.

It is recommended that the following modifications be made to the WVEA Plan:

- Modify Section 1.6. "Parks" to include an approximate District Park requirement:

Parkland will be provided in the WVEA to enhance the attractiveness of the area as a setting for business, and will serve the social and recreational needs of area employees, visitors and nearby residents. Where possible, new parkland will be directed to areas adjacent to existing open spaces, including the hydro corridor, natural heritage and or cultural heritage resources and existing and planned trails. It is the objective of the City to secure, approximately 10 ha of parkland in the West Vaughan Employment Area. One District Park with an approximate area of 8 ha in the WVEA east of the Highway 427 corridor will be required. The residual parkland, approximately 2 - 3 ha, may be located elsewhere in the WVEA subject to City approval. Parkland will be acquired by the City through the combined parkland dedication requirements of the entire Secondary Plan area and would be secured through landowner agreements

- Delete Policy 2.4.1. and replace with the following to include the requirement for a District Park and requirement for "urban squares" for any residual parkland dedication:

To apply the parkland dedication policies of Volume 1 of the Official Plan to acquire parkland within the WVEA. Resources secured through parkland dedication process shall be directed toward securing one District Park with of approximately 8 ha on the east side of the planned Highway 427 Corridor. A preferred location for a District Park has been identified and is shown on Schedule 3 (Land Use) as "Proposed District Park". The location of the park may be adjusted without amendment to this plan, subject to alternative sites conforming to City standards respecting the design and use of District Parks. Where the District Parkland requirement is less than 10 ha, the residual parkland dedication in the form of a series of "urban squares" of up to a maximum of 1 hectare may be located elsewhere in the WVEA subject to City standards and approval.

Transportation Network

Adequate access is key to a successful employment area. Access in the area will be challenging due to crossings of valleys, other natural features, CPR rail and hydro corridors and the proposed 427 highway. Concerns were expressed about the proposed location and coordination of the streets (primary and secondary) and the overall transportation network, including pedestrian and bicycle networks. Therefore, Policy 2.2.6. in the Secondary Plan provides for the opportunity to re-evaluate the transportation network in detail during the Block Plan process, subject to the Block Plan requirements set out in Section 10.1 of the Official Plan (Volume 1). A key objective of the City is to create a mid-block street network, and continue to maintain the north-south and east-west connections to the existing and proposed street network to assist in maintaining connectivity in and beyond the employment area. North-south connections that parallel Highway 27 and Huntington Road are of particular importance to the City and Region due to the uncertainty of timing related to the construction of Highway 427 extension.

Concerns were also expressed about the potential impacts of new street crossings over Highways in the area that were not previously recognized by other government agencies through previously approved EA's (e.g. Highway 427 EA).

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CPR has recently expressed some concerns with a crossing of the main line leading to the intermodal yard. Accordingly the Plan is proposed to be amended to reflect the need for further review of the street network.

The Secondary Plan was prepared in consultation with AECOM, lead consultants on the City-wide Transportation Master Plan (TMP). The Transportation Master Plan and Transportation Study were adopted by Council on October 18, 2011. The plan generally reflects the TMP.

Therefore it is recommended that:

- All nomenclature and road right-of-way widths, pedestrian and bike trails be updated to reflect VOP 2010 and the City's Transportation Master Plan to Schedules 1, 2, and 3 of the Plan; and
- The City will require all necessary Environmental Assessment approvals to be completed for crossings related to environmental and physical features including over 400 series Highways if they were not originally approved or recognized in the applicable EA (e.g. Highway 427 extension EA).

Relationship to Vaughan Vision 2020

The West Vaughan Employment Area Secondary Plan pertains to the section of Vaughan Vision 2020 dealing with "Plan and Manage Growth & Economic Vitality", including the following specific initiatives:

- Complete and implement the Growth Management Strategy (Vaughan Tomorrow);
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031;
- Support and coordinate land use planning for high capacity transit at strategic locations in the City;
- Prepare an employment area plan for the Vaughan Enterprise Zone and employment lands.

Regional Implications

The report and resulting Council minutes will be forwarded to the Region of York for its consideration in the preparation of its report on modifications to the West Vaughan Employment Area Secondary Plan as part of Volume 2 of VOP 2010 as part of the Official Plan approval process.

Conclusion

Staff has previously reported on proposed modifications to Volume 1 and Volume 2 of the VOP 2010. This is the second report on one of the five secondary plans that were adopted on September 7, 2010 as part of the new Official Plan 2010. The West Vaughan Employment Area Secondary Plan relies on VOP 2010 – Volume 1 as the source of underlying policy. However, where the policies of the West Vaughan Employment Area Secondary Plan conflict with those of Volume 1, the policies of the West Vaughan Employment Area Secondary Plan shall prevail.

Currently, three (3) OMB appeals related to the WVEA have been received. The modifications recommended in this report do not represent a substantial departure from the policies of the Council adopted plan. The proposed revised policies seek to address issues raised in the appeals and by stakeholders and agencies. However, some areas of contention remain, particularly with the requirement of the District Park to be located east of Highway 427 in Block 59. City staff will

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 29, 2013

Item 14, CW Report No. 1 – Page 15

continue to work with landowners in an effort to resolve concerns. With the first pre-hearing conference on Volume 1 of the VOP 2010 having been held on November 14, 2012 and second pre-hearing Scheduled for February 5, 2013, it will be important to continue to work to resolve outstanding issues while advancing the process for all other elements of the Secondary Plan.

Therefore it is recommended that this report and the resulting Council minutes be forwarded to the Ontario Municipal Board and the Region of York as the City of Vaughan's recommended modifications to the West Vaughan Employment Area Secondary Plan of Volume 2 of the Vaughan Official Plan – 2010 for consideration part of the Official Plan approval process.

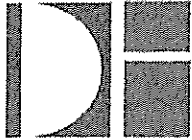
Attachments

1. Location Map and Context Plan
2. Schedule 1: "Transportation Network" (as adopted September 7, 2010)
3. Schedule 2: "Natural & Cultural Heritage" (as adopted September 7, 2010)
4. Schedule 3: "Land Use" (as adopted September 7, 2010)
5. A) Schedule 1: "Transportation Network" (revised November 2012)
B) Schedule 2, "Natural & Cultural Heritage Network" (revised November 2012)
C) Schedule 3, "Land Use" (revised November 2012)
6. West Vaughan Employment Area Secondary Plan (*modified as of November 2012*)

Report prepared by:

Melissa Rossi, Senior Policy Planner, ext. 8320
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.)



Davies
Howe
Partners
LLP

Lawyers

The Fifth Floor
99 Spadina Ave
Toronto, Ontario
M5V 3P8

T 416.977.7088
F 416.977.8931
davieshowe.com

Please refer to: **Susan Rosenthal**
e-mail: susanr@davieshowe.com
File No. 931784

January 15, 2013

By E-Mail Only to jeffrey.abrams@vaughan.ca

City Clerk's Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attention: Mr. Jeffrey Abrams
City Clerk

C	<u>1</u>
Item #	<u>14</u>
Report No.	<u>1</u>
<u>Council - January 29/13</u>	

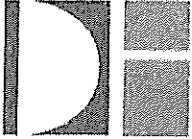
Dear Mr. Abrams:

**Re: Staff Report – January 15, 2013
Modifications to the Vaughan Official Plan – 2010
West Vaughan Employment Area Secondary Plan (Volume 2)
Response to Public, Government and Agency Submissions
on behalf of: Highway 27 Langstaff GP Limited
8682 Highway 7 (west side of Highway 7, north of Langstaff Road)**

We are writing on behalf of our client Highway 27 Langstaff GP Limited ("Langstaff 27"), which owns approximately 34 hectares (84 acres) of land located on the west side of Highway 27 north of Langstaff Road, within the West Vaughan Employment Area (WVEA) and within Block 59. Langstaff 27 is represented in the Block 59 Landowners Group by Rice Commercial Group, and is supportive of the submission being made on behalf of the Block 59 Landowners Group by KLM Planning Partners Inc.

Attachment A to this letter outlines the lands owned by Langstaff 27 in Block 59.

We have reviewed the January 15, 2013 Staff Report and the proposed modified version of the WVEA being Attachments 1 to 6, and our client continues to have concerns regarding various aspects of the proposed WVEA Secondary Plan as modified, summarized as follows:



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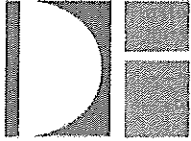
1. Identification of a District Park west of Highway 27, north of Langstaff Road

Langstaff 27 strongly opposes the identification of a District Park on its lands as shown on either Attachment 4 – Schedule 3: Land Use (as adopted September 7, 2010), or on Attachment 5C – Schedule 3: Land Use (revised December 2012), which shifts the District Park slightly west so that it is no longer on Highway 27, and requests that the Secondary Plan be modified to delete this District Park from any portion of its lands. Based on its review of the City's inventory and park needs, our client has determined that a District Park is not warranted in this location. In fact, a District Park in this location is not supported by the City's own Active Together Masterplan. We suggest that a District Park is an inappropriate use for valuable job-generating lands in this location and that it should be deleted from the WVEA Land Use Schedule 3.

Further, we wish to make two corrections with statements in the second paragraph of the 'Parkland Dedication' section of the staff report: **“Concerns regarding the conceptual location of the required 10 ha District Park were expressed subsequent to Council adoption of the Secondary Plan on September 7, 2010. The Parks Development Department has conducted further analysis including facility fit scenarios in consultation with the Block 59 Landowners Group (where the District Park is proposed). Based on facility fit scenarios, the Parks Development Department has confirmed that a District Park of approximately 8 ha is required within Block 59 Highway 27 and Highway 427,...”**.

Our first correction is to the statement: “Concerns were expressed subsequent to Council adoption of the Secondary Plan on September 7, 2010”. The Block 59 Landowners Group expressed concerns in a submission dated June 8, 2010, and our client (represented by Rice Commercial Group) expressed concerns in a submission dated June 11, 2010. Both of these submissions were in fact acknowledged and summarized in a Staff Report from the Commissioner of Planning to a Special Committee of the Whole meeting on August 31, 2010 entitled '*West Vaughan Employment Area Secondary Plan, Response To Public, Government, And Agency Submissions*' (extract from report attached). It is, therefore, incorrect to state that concerns were only just raised subsequent to Council adoption of the Secondary Plan.

The second comment is that there appears to be a suggestion that the Block 59 Landowners Group was supportive or agreeable to the District Park, with the



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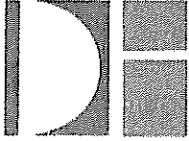
statement that “The Parks Development Department has conducted further analysis including facility fit scenarios in consultation with the Block 59 Landowners Group”. We wish to make it clear that, notwithstanding any consultation about fit facility scenarios, there has at no time been any agreement by my client or by the Landowners Group to a District Park in this location.

Our client continues to oppose the placement of a District Park in this location and asks that it be deleted.

2. The street network includes too fine a grid

Our client submits that the street network as illustrated on Attachment 4 – Schedule 3: Land Use (as adopted September 7, 2010) continues to be too fine with too many local streets shown, particularly since this is an area slated for employment land uses which by its nature requires large, contiguous parcels of land. This concern is enhanced given this is an area with so many potential valley crossings being illustrated. One of the WVEA Planning Goals in section 1.4 specifically addresses the need to have large parcel sizes, and policies 2.2.6 and 2.2.7 support potentially fewer streets and maximizing the size of large development parcels. Given the goals and objectives for this area, we submit that the Plan would be improved by eliminating local streets from Schedule 3 and allowing the ultimate road pattern to evolve without the need for any amendments, should a local (secondary) or a collector (primary) street not be needed or be relocated as specific uses come forward.

With respect to other sections of the WVEA as proposed to be modified, we are supportive of the deletion of specific minimum landscaped open space requirements from section 2.5.7, and agree with staff that the landscape requirements and other similar matters can be implemented through the Zoning By-Law and Urban Design / Landscape Guidelines.



Davies
Howe
Partners
LLP

Thank you very much for your attention to these matters, and we look forward to additional discussions and working with the City of Vaughan on finalizing and implementing the City's new Official Plan.

Yours sincerely,
DAVIES HOWE PARTNERS LLP

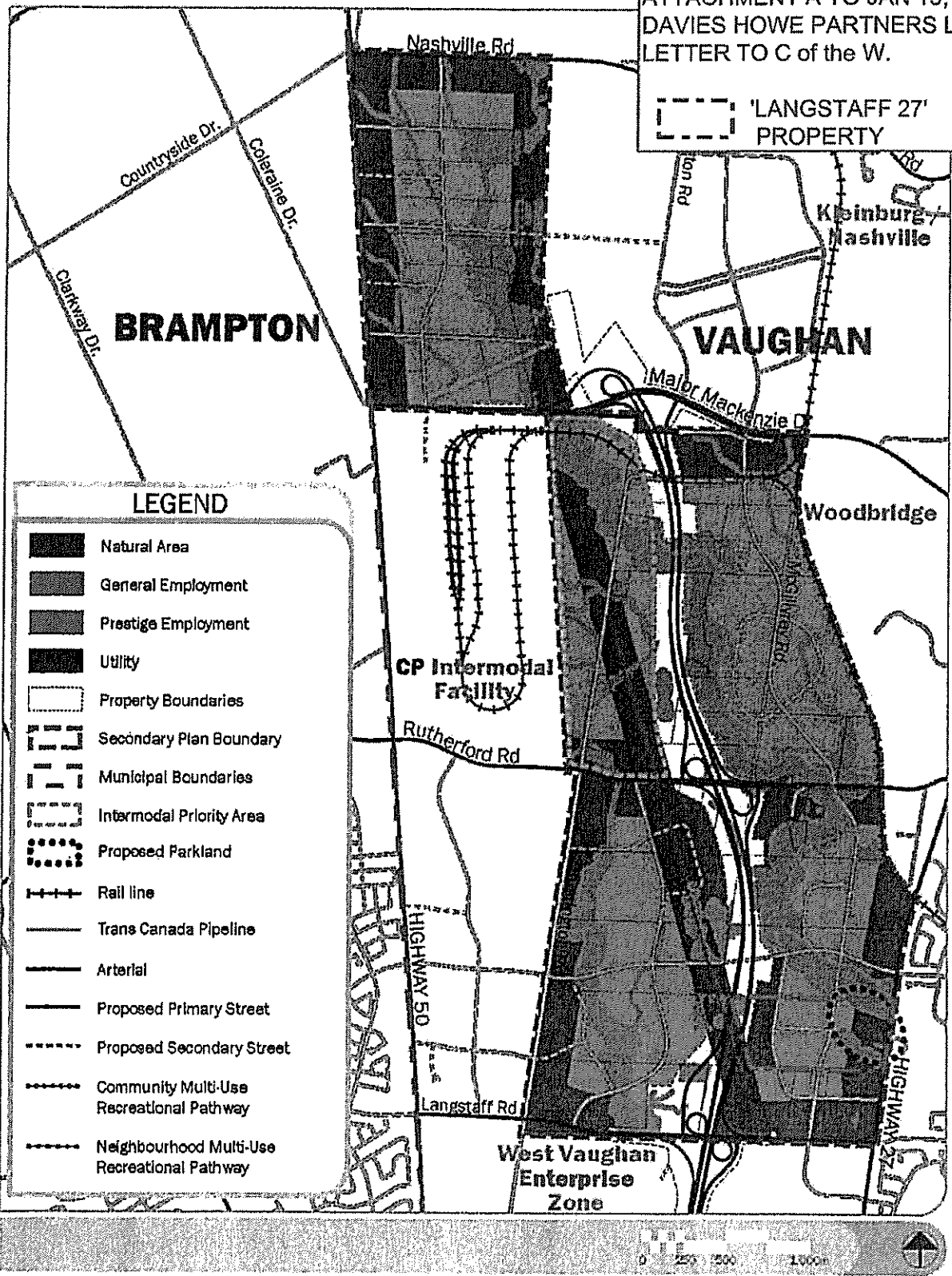
Susan Rosenthal

Professional Corporation

SR:am
encls.

copy Client
Mr. John MacKenzie, Commissioner of Planning, City of Vaughan
Ms. Maria Gatzios, Gatzios Planning

--- 'LANGSTAFF 27'
 PROPERTY



*Schedule 3: "Land Use" (as
 adopted September 7, 2010)*

APPLICANT(S): City of Vaughan
 LOCATION: Part of Lots 10 - 26,
 Concessions 9 & 10



Attachment

FILE:
 25.5 19

4

DATE:
 January 15, 2013

SPECIAL COMMITTEE OF THE WHOLE – AUGUST 31, 2010

WEST VAUGHAN EMPLOYMENT AREA SECONDARY PLAN RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY SUBMISSIONS FILE 25.5.19 WARD 1 & 2

Recommendation

The Commissioner of Planning recommends that:

1. The draft West Vaughan Employment Area Secondary Plan (May, 2010) be revised in accordance with the recommendations set out in Attachment No. 1 to this report.
2. The revised version of the West Vaughan Employment Area Secondary Plan proceed to Council for adoption at the Council meeting of September 7, 2010 as part of Volume 2 of the new Official Plan; and that the plan reflect the changes approved by Committee of the Whole at this meeting.

Contribution to Sustainability

The new policy directions within the City's Official Plan will also apply to the West Vaughan Employment Area Secondary Plan, including policies related to sustainability, natural heritage protection, built form and transportation demand measures.

The Secondary Plan addresses the City's Community Sustainability and Environmental Master Plan and the following key sustainability initiatives in "Green Directions" as listed below:

- Goals 1 & 5: To demonstrate leadership through green building and urban design policies;
- Goal 2: To ensure sustainable development and redevelopment;
- Goal 2: To protect green space and the countryside by establishing a Natural Heritage Network and limiting urban expansion;
- Goal 3: To ensure that Vaughan is a city that is easy to get around with low environmental impact;
- Goal 4: To create a vibrant community where citizens, business and visitors thrive;
- Goals 5 & 6: An overall vision and policy structure that supports the implementation of Green Directions Vaughan.

Economic Impact

The new Vaughan Official Plan, including the West Vaughan Employment Area Secondary Plan, establishes the planning framework for development throughout the City to 2031. The Official Plan, will have a positive impact on the City of Vaughan in terms of managing growth and fostering employment opportunities while fulfilling the City's obligations to conform to Provincial policies and meet Regionally imposed targets for residential and employment growth.

Communications Plan

The West Vaughan Employment Area Secondary Plan has been subject to an extensive consultation process, including discussions with stakeholders and an open house on April 22, 2010. Notice of the statutory Public Hearing held on June 14, 2010 was mailed to landowners within the West Vaughan Employment Area (WVEA) and all owners within 150 metres of its boundary. Notices were posted on online web pages, including the City of Vaughan website, Vaughan Tomorrow, City Page Online and the Policy Planning Public Hearing page. Notices were also published in various local newspapers, including the Vaughan Weekly, Vaughan Liberal, and Vaughan Citizen and mailed to any individuals requesting notification.

Purpose

The purpose of this report is to report on the recommended revisions to the draft West Vaughan Employment Area Plan, following the review of the comments received during and since the June 14, 2010 Public Hearing.

The Official Plan document will be produced in two volumes. Volume 1 will introduce City-wide policies. Volume 2 will include a consolidation of approved site and area-specific policies and secondary plans, including the WVEA Secondary Plan. The public hearing report deals with the policies specific to the WVEA Secondary Plan.

Background – Analysis and Options

Location

The lands subject to the draft Secondary Plan comprise approximately 975 gross hectares, being the northerly extension of the Vaughan Enterprise Zone employment area.

The lands are located north of Langstaff Road, between Huntington Road and Highway 27 (Block 59), extending north to Major Mackenzie Drive between the Intermodal Facility and the CP MacTier Rail line (Block 60), and north of Major Mackenzie to Nashville Road between Highway 50 and the hydro corridor (Block 66) as shown on Attachment #2.

Official Plan Designations

The Secondary Plan introduces a set of land use designations applicable throughout the Plan area, as shown on Attachment #5 (Schedule 3 - Land Use), and related land use policies, including built form, transportation, the environment, and sustainable development.

The Secondary Plan identifies lands within the study area that are subject to further detailed planning through the Block Plan process. Policy 10.1 in the new Official Plan specifies the details to be addressed by the Block Plan, including: density, housing mix, transportation network (including provisions for transit, walking, cycling), servicing and natural and cultural heritage.

Zoning

The provisions of Zoning By-law 1-88 will remain in effect until they are updated or replaced by zoning consistent with the new Official Plan, including this Secondary Plan. With the approval of the Official Plan, it is anticipated that preparation of a new zoning by-law will be commenced to bring the City's zoning provisions into conformity with the new Official Plan. A budget and work schedule to include the zoning review in the 2012 Capital Budget will be prepared for consideration by Council next year.

Secondary Plan Review Process and Community Consultation

- On April 22, 2010, the Policy Planning Department held a Public Open House for the Secondary Plan. A presentation was made by the consultants, Urban Strategies Inc., discussing the background work, and proposed transportation, environmental and land use policies. The notification process for the public hearing included notices mailed to surrounding residents and landowners 150 metres from the study area, postings on the electronic City Page, the City's website, local newspapers, and postings in public facilities (e.g. community centres and libraries).
- June 14, 2010 – Statutory Public Hearing.
- August 31, 2010 – Committee of the Whole Technical Report

Policy Context

i) Provincial Policy

a. Provincial Policy Statement (2005)

The policies in the Secondary Plan are consistent with the PPS in encouraging the promotion of efficient land use and development patterns to support strong, liveable and healthy communities, protection of environment and public health and safety, and to facilitate economic growth through intensification and the protection of employment areas.

b. Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The Growth Plan was approved in 2006 and provides more refined policies that build on the Provincial Policy Statement requiring prescribed intensification targets and for the identification and protection of employment lands.

Under the Growth Plan, population and employment will be accommodated through compact development, intensification and directing growth within built-up areas, and identification and protection of employment lands. Density targets in employment areas (and non-employment areas) are also defined. The policies in the Secondary Plan conform to the Growth Plan.

ii) Regional Policy

The Region Official Plan (2005) designates the subject lands as "Urban Area". Portions of the lands form part of the "Regional Greenlands System", which are to be identified, protected and restored where possible.

The lands are also subject to Regional Official Plan Amendment No. 19 (ROPA 19), re-designating the lands to "Urban Area" in the Regional Official Plan. ROPA 19 also requires the preparation of local secondary plans to identify detailed land use, infrastructure, and environmental requirements, prior to development.

York Region Council adopted its new Official Plan in December 2009; approval from the Province is pending. The subject lands are designated as "Urban". The Region of York Official plan requires that Regional Greenlands Systems within Urban Areas be identified, specifically in local official plans and secondary plans, and be integrated in community

design (s. 2.1.9). Plans for the Regional Greenlands System must contain policies that support system remediation and enhancement opportunities.

Figure 2 of the Regional Official Plan identifies the Secondary Plan area as "strategic employment lands", which are to be protected for employment use. The policies in the Secondary Plan conform to the Regional Official Plan.

iii) Highway 427 Transportation Corridor Environmental Assessment

A technically preferred route for the extension of Highway 427 has been identified by the Province and is reflected in the Secondary Plan. The Highway 427 Transportation Corridor Environmental Assessment is near completion, and a timeline for construction of the Highway is pending with the Province.

Council Direction

The statutory public hearing was held on June 14, 2010 for the purpose of obtaining public input and comment on the draft West Vaughan Employment Area Secondary Plan. A total of 8 deputations and 4 written submissions were received. The following Committee of the Whole (Public Hearing) recommendation was ratified by Council on June 29, 2010:

THAT the draft Official Plan Amendment for the West Vaughan Employment Area Secondary Plan BE RECEIVED; and that any issues raised at the public hearing and comments submitted in writing be addressed in a report by the Policy Planning Department in a future report to a special evening meeting of the Committee of the Whole scheduled for August 31, 2010.

Period for Accepting Comment

The draft West Vaughan Employment Area Secondary Plan was made available for public review on May 25, 2010, and comments have been received prior to, the public hearing on June 14, 2010. Submissions have continued to be received beyond the formal commenting period and staff has endeavoured to respond to those received until mid-August. Any later submissions may be addressed through York Region's approval process. Responses have been prepared to each submission received and are reflected in Attachment 1.

It is recognized that some issues may not be resolved to the satisfaction of some respondents upon the City's adoption of the Official Plan. Tjos may result in appeals which may ultimately have to process to the Ontario Municipal Board for adjudication. Post-approval negotiations may proceed during the York Region's review process, with the opportunity for modifications prior to, and during, any Ontario Municipal Board proceeding.

Submissions Review

Several objectives were used as the basis for analyzing the submissions, made by landowners, public agencies, the development industry, residents and interest groups regarding the West Vaughan Employment Area Secondary Plan. In particular, to ensure that the new Official Plan principles were maintained, that senior level policy direction was conformed to (e.g. Regional Official Plan, Places to Grow), and that sound planning principles were adhered to. In addition, meetings were held with a number of respondents to clarify issues and discuss potential solutions.

The submissions, ranging from comments to suggested amendments to the proposed Secondary Plans, were each considered on their own merit and recommendations made on appropriate responses and actions. In addition, Staff has identified areas where changes should be made to

the Secondary Plan policies, and it is also anticipated that further City-initiated changes will need to be considered prior to Regional approval.

As a tool for the efficient and thorough review of submissions, a matrix was established to set out the content of the submissions and the recommended responses to each of the five proposed Secondary Plans. The summary matrices form the basis of an Attachment to each of the five Committee of the Whole reports on this August 31, 2010 agenda, and present information in tabular form as follows:

PART A: An index of correspondence for Part B, identifying each response by item number, correspondence date, name and subject/location.

PART B: A summary of the response/concerns/requests and staff comments and the related recommended policy and mapping changes.

The summaries in PART B contain the following:

- The Item Number related to the number in the Part A Correspondence Index
- The Submission Date and respondent identification
- The correspondence content, as summarized by Staff
- Staff comment on the submission
- Staff recommendation on the submission

The following approach was applied in the application of each of the summaries:

- Each submission was evaluated on its own merits, and provided with a response
- Multiple submissions pertaining to one property(s) or issue(s), from a person, firm or agent, could be combined to provide a single response
- Submissions pertaining to one property or issue, from more than one person, firm or agent, could be combined or have a single response.

The summary will form part of the public record of comments received on each of the focus areas, and will be forwarded to the Region of York in accordance with the approval process under the *Planning Act*.

Key Policy Areas – Overview of Recommendations

Many of the responses received address key policy areas that are fundamental to the plan. A number of the important policy issues are identified below, along with an overview of staff's recommended approach.

Applicability of Draft Official Plan (Volume 1) Policies to Secondary Plans and Site and Area Specific Amendments (Volume 2)

The new Official Plan (Volume 1) contains current policy planning initiatives (e.g. sustainability and natural heritage policies) that conform to recent Provincial and Regional land use policy directions and are intended to apply to all lands within the City. The secondary plans and site-specific amendments that form Volume 2 is intended to be read and applied together with Volume 1. Where there is a conflict between the two documents, Volume 2 policies will prevail. If there is a policy in Volume 1 relating to an issue that is not included in Volume 2, then the policy in Volume 1 will apply to the lands subject to Volume 2.

Approach to the Transition Period: Post-Adoption – Pre-Approval

In the period between the adoption and final approval of the Official Plan and the West Vaughan Employment Area Secondary Plan, the City will be operating with the official plan policies still in full force. It is expected that applications to amend the existing Official Plan and Zoning By-law 1-88 will continue to be submitted during this period. In evaluating these applications, conformity to the West Vaughan Employment Area Secondary Plan will be taken into consideration. While not in force the Official Plan and Secondary Plan represent the City's most contemporary expression of planning principles, developed over several years through extensive study and public consultation. This approach will help ensure that the integrity of the new Plan is maintained through the transition period.

GTA West Corridor Individual Environmental Assessment (I.E.A)

The Ministry of Transportation is currently conducting an Individual Environmental Assessment (IEA) to establish future transportation infrastructure needs to 2031 within a study area that extends from Highway 400 to Guelph. The IEA will determine the measures needed to provide linkages to the Urban Growth Centres in the Provincial Growth Plan (Places to Grow), particularly between Downtown Guelph and the Vaughan Metropolitan Centre.

The Region of York commented that there is a need to include policies in the new Official Plan to protect for a potential alignment in the north part of Vaughan. In the interim, future development of certain areas may be affected in the City including OPA 837 (The Highway 400 North Employment Lands) and Block 41 New Community Area, bounded by Pine Valley Drive, Teston Road, Weston Road and Kirby Road.

More information will emerge as the Provincial study evolves. The necessary modifications to the plan to accommodate the results of the study will be developed in consultation with the Region of York.

Natural Heritage

Environmental issues raised in the public comments relate largely to mapping the Core Features and Enhancement Area policies that comprise the Natural Heritage Network. Corrections to the Natural Heritage Network map will be made to reflect recent planning approvals. Policies regarding Core Features will be revised to allow for minor modification of the boundaries based on appropriate site-specific evaluations. The Enhancement Area policies will be revised to clarify that there is an underlying land use designation, but that these areas provide opportunities to improve connectivity within the Natural Heritage Network. The policies will also require that appropriate ecological evaluations be undertaken to determine whether portions of Enhancement Areas can be designated as Core Features or other open space designations, as appropriate. Other minor changes to the environmental policies will be made to provide clarity and overall consistency regarding implementation through the development approvals process.

The recommended changes will be incorporated into Volume 1, Section 3.1 "Environmental Management" of the plan.

On-site Landscaping

Respondents expressed concerns that the proposed landscape requirements were too onerous for the General Employment and Prestige Employment Designations. Section 2.5.7. of the draft Secondary Plan (May 2010) requires a minimum level of landscaped open space for Prestige Employment designations of 30% of the lot area; and General Employment designations of 20% of the lot area. New storm water facilities and elements such as green roofs would qualify to be included in the percentage requirements. Currently, the City requires at least 5% of a lot area in an Employment Area Zone, however, this applies only to the landscape setbacks on the ground.

In order to address this concern, staff is recommending a reduction to the proposed minimum landscape requirement for Prestige Employment from 30% to 15%; and General Employment from 20% to 10%. Staff will also undertake further research to address the most appropriate way of providing landscaping for employment area developments that improves on current practices, meets the objectives of *Green Directions* and the intent of the new Official Plan. Any changes will be dealt with through a modification to the Region of York.

Road and Transportation Network

Concerns were expressed about the proposed location and coordination of the road (primary and secondary) and transportation network, including pedestrian and bicycle networks. The transportation network shown on Schedule 1 in the WVEA (Attachment 3), is the preferred network system particularly for primary roads. Policy 2.5.5. in the Secondary Plan provides the opportunity to re-evaluate the secondary (local) streets in detail during the Block Plan process, subject to the Block Plan requirements set out in Section 10.1 of the Official Plan (Volume 1). As such, the secondary (local) road and transportation networks will be refined through the Block Plan process.

The Secondary Plan was prepared in consultation with AECOM, lead consultants on the City-wide Transportation Master Plan. The West Vaughan Employment Area Transportation Plan is ongoing and the transportation network presented in this Secondary Plan will be updated, as necessary, upon completion of the City's Transportation Master Plan.

Commercial Uses in Employment Areas

Concerns were expressed about the amount and type of commercial land use permitted within Employment areas. The new Official Plan permits office uses to a maximum of 7,500m² per lot within the Prestige Employment designation. Ancillary offices, directly associated with another employment use, are permitted throughout the Employment Areas. Large scale retail uses (e.g. retail warehouses) are not permitted in any employment areas.

To protect lands for valuable employment uses, the new Official Plan restricts non-employment uses in Employment Areas and only a limited amount of ancillary retail uses throughout the Employment Areas. Small-scale retail uses, supportive of employment uses and serve the daily needs of employees, visitors and area businesses will be permitted.

Existing and planned commercial-retail uses, immediately north and south of the Secondary Plan area, will serve the general retail needs of business within the WVEA, as such revisions to the Plan have not been made with respect to these policies.

Parkland Dedication

Concerns were expressed with respect to a planned District Park in terms of its size and location. The City has identified the need for a district park between Highway 27 and Highway 427 'conceptually' shown on Schedule 3, and discussed in Section 2.4.1. Section 1.7 *Parks* also provide an option for a smaller district park plus a neighbourhood park as an alternative to the 10 ha district park. The Official Plan and Secondary Plan provide that the location and configuration of parkland be ultimately determined through the Block Plan process.

Staff Review – Amendments to Text and Mapping

On-going staff review of the West Vaughan Employment Area Secondary Plan, including any additional comments received as a result of the August 31, 2010 meeting. Comments received by internal departments as a result of internal circulation were incorporated into the draft Secondary Plan prior to the May 25, 2010 public release. All suggested comments have been

incorporated, to the best of knowledge, into the May 25, 2010 version of the West Vaughan Employment Area Secondary Plan where appropriate.

In addition, the Schedules of Volume 1 of the Plan will be amended to reflect the Council approved West Vaughan Employment Area Secondary Plan.

Relationship to Vaughan Vision 2020

The West Vaughan Employment Area Secondary Plan pertains to the section of Vaughan Vision 2020 dealing with "Plan and Manage Growth & Economic Vitality", including the following specific initiatives:

- Complete and implement the Growth Management Strategy (Vaughan Tomorrow);
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031;
- Support and coordinate land use planning for high capacity transit at strategic locations in the City;
- Prepare an employment area plan for the Vaughan Enterprise Zone and employment lands.

Regional Implications

The Secondary Plan has been prepared in consultation with the Region of York staff and is in conformity with the Regional Official Plan, which was adopted in December 2009 and is currently awaiting approval by the Province. As the approval authority for the Vaughan Official Plan, this report will be forwarded to the Region by the in support of the Secondary Plan upon approval by Council.

Next Steps

The recommended changes to the May 2010 draft of the West Vaughan Employment Area Secondary Plan directed by Committee of the Whole, at this meeting, are anticipated to be ratified by Council on September 7, 2010. In the interim, the Plan will be revised to incorporate the recommended changes to enable Council to consider the adoption of the Secondary Plan at the September 7th meeting. Any further changes resulting from continuing review or issue resolution will be reported on September 7, 2010 by way of an additional information item.

Conclusion

The draft West Vaughan Employment Area Secondary Plan was made available for public review on May 25, 2010. This was followed by a statutory public hearing on June 14, 2010. At the public hearing Committee received the deputations and written submissions and scheduled this Committee of the Whole meeting (August 31, 2010) to consider a report and recommendations regarding for the comments received. Submissions which continued to be received up to August 12, 2010 have also been addressed.

Approximately 21 submissions received from private citizens/landowners, development interests, interest groups and governments and public agencies, have been analyzed and recommendations have been developed to respond to the identified issues. These are set out in detail in Attachment 1. The approach taken to some of the key policy areas have also been highlighted above.

Each request for a change was considered on its merit taking into consideration the principles of the new Official Plan, the need to ensure continuing conformity with senior level policy direction (e.g. the Regional OP and the *Places to Grow* plan) and adherence to sound planning principles.

Therefore, it is recommended that the draft West Vaughan Employment Area Secondary Plan (May 2010) be modified in accordance with the recommendations contained in this report. It is further recommended that that staff proceed with the revisions to the plan, incorporating the changes recommended herein, and that the revised plan proceed to Council for adoption at its September 7, 2010 meeting.

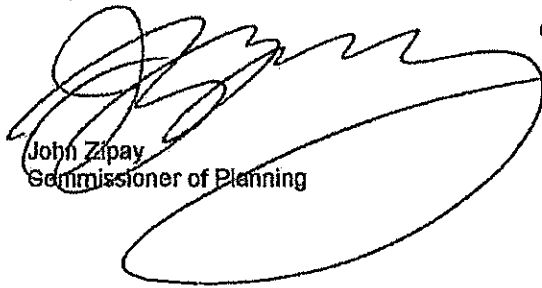
Attachments

1. Summary of Submissions, Staff Comments and Recommendations: Draft West Vaughan Employment Area Secondary Plan, May 2010.
2. Study Area Map
3. Transportation Network (Schedule 1)
4. Natural and Cultural Heritage (Schedule 2)
5. Land Use Schedule (Schedule 3)
6. Correspondence Pertaining to the Draft West Vaughan Employment Area Secondary Plan, (Volume 2) May 2010 (Mayor and Members of Council ONLY)

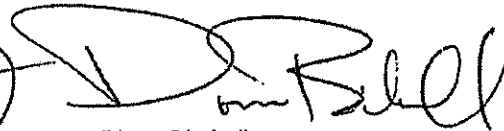
Report prepared by:

Melissa Rossi, Policy Planner 1, ext. 8320

Respectfully submitted,



John Zipay
Commissioner of Planning



Diana Birchall
Director of Policy Planning

Attachment 1
PART A: Index of Correspondence for PART B
West Vaughan Employment Area Secondary Plan
Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Date	Respondent	Subject/Location
5B	June 14, 2010	Weston Consulting Group Inc.	10355 HWY 50
6B	June 3, 2010	Weston Consulting Group Inc.	9441 Huntington Road
41	June 8, 2010	KLM Planning Partners Inc.	7050 Major Mackenzie Drive
113A	June 8, 2010	KLM Planning Partners Inc.	Block 59 (Bounded by Rutherford Road, Langstaff Road, Highway 27 and Huntington Road.
120	June 4, 2010	Ontario Realty Corporation (ORC)	West Vaughan Employment Area
126	June 14, 2010	KLM Planning Partners Inc.	Block 60, Lots 16-20, Concession 9
139	June 3, 2010	John Simone	Adjacent to proposed highway interchange for Highway 427 and Rutherford Rd.
148A	June 14, 2010	Richard Ristich Raymond Ristich	Northwest corner of Highway 27 and Langstaff Road
148B	July 5, 2010	Richard Ristich Raymond Ristich	Northwest corner of Highway 27 and Langstaff Road

Attachment 1
PART A: Index of Correspondence for PART B
West Vaughan Employment Area Secondary Plan
Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Date	Respondent	Subject/Location
210	June 11, 2010	Rice Commercial Group	8682 HWY 27
211	May 17, 2010	Metrolinx	West Vaughan Employment Area
212	June 30, 2010	City of Brampton	West Vaughan Employment Area
213	July 8, 2010	Region of Peel	West Vaughan Employment Area
214	June 11, 2010	Bell Canada	West Vaughan Employment Area
215	June 10, 2010	Toronto and Region Conservation Authority (TRCA)	West Vaughan Employment Area
216	July 6, 2010	A. DiMonte & Son Ltd.	Part of east half of lot 16, Vaughan, Pt. 3 P164R3136
319	August 6, 2010	Ministry of Municipal Affairs and Housing	West Vaughan Employment Area

**Attachment 1
West Vaughan Employment Area Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
113A	<p>DATE: June 08, 2010</p> <p>RESPONDENT: KLM Planning Partners Inc.</p> <p>FOR: Block 59 Landowners Group</p> <p>LOCATION: Block 58 (Bounded by Rutherford Road, Langstaff Road, Highway 27 and Huntingdon Road.</p>	<p>1) Concern with the extent of the Natural Area designation shown on Schedule 13-L. What work was relied upon to determine limits.</p> <p>2) Concern with limitations on free standing office space and office accessory to a permitted employment use. Recommend the accessory office space provision undergo further review.</p> <p>3) Request background material used in determining restrictions on retail use in employment area-floor area and locational restrictions.</p> <p>4) Recommend moving the District Park designation to land between HWY 427 and the Hydro Corridor, adjacent to the Community Multi-Use Recreational Pathway. Concerned the current designation is on valuable employment land.</p> <p>5) Concern with new Official Plan requiring studies to be undertaken on the lands within 120 metres of identified features. It is unreasonable to require work to be undertaken outside of area of</p>	<p>1) The delineation of the Natural Heritage Network is described in the background study, Natural Heritage in the City.</p> <p>2) Policy 9.2.2.9 and 9.2.2.10. in Volume 1 permits a limited amount of ancillary office uses within the Employment Areas. Section 5.2.2. (Attracting Office Uses) in Volume 1 sets out the hierarchy of office uses that reinforces Vaughan's intended Urban Structure.</p> <p>3) Background studies initiated by the City as part of the Official Plan review such as the Commercial Land Use Review and Housing and Employment Strategies; discuss retail uses within employment land and area protection.</p> <p>4) Policies 1.7 and 2.4 pertaining to parks, provides the flexibility of providing alternative park dedication such as one smaller district park and one neighbourhood park. The location of the parkland will be determined through the Block Plan process.</p> <p>5) Policy 3.2.4.3 of Volume 1 of the City</p>	<p>12) No change is recommended.</p>
				<p>1) No change is recommended.</p> <p>2) No change is recommended.</p> <p>3) No change is recommended.</p> <p>4) No change is recommended. Policy 3.2.3.2 addresses the ability to make minor modifications to Core Features. Additional text is provided in relation to Policies 3.2.3.4 to 3.2.3.9 to specify the ability to make minor modifications to Core Features.</p> <p>5) No change is recommended to Policy 3.2.4.3.</p>

**Attachment 1
West Vaughan Employment Area Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
120	<p>DATE: June 04, 2010</p> <p>RESPONDENT: Ontario Realty Corporation (ORC)</p> <p>FOR: Ministry of Energy and Infrastructure (MEI)</p>	<p>interest or on lands or a land owner they cannot control.</p> <p>The Ontario Realty Corporation (ORC) and Hydro One Networks Inc. (HONI) have requested a number of changes to the draft Official Plan to ensure the protection of Hydro Corridor lands for their primary intended use for the transmission and distribution of electricity. Issue # 8 in the letter speaks to concerns that consultation with appropriate hydro authority should be included in policy 2.3.4. a) concerning natural heritage 'enhancement' projects in the hydro corridor should be required</p>	<p>of Vaughan OP is based on Policy 2.1.8 of the Region of York Official Plan (adopted by the Council of the Region of York in December 2009). The policy requires an Environmental Impact Statement within 120 m of the Natural Heritage Network.</p> <p>Policy 2.3.4. a) should include consultation with appropriate hydro authority with respect to natural heritage 'enhancement' projects or undertakings.</p>	<p>Revise Policy 2.3.4.a) to read: <i>"In consultation with the appropriate hydro authority, portions of the hydro corridor north of Major Mackenzie Drive, which will be prioritized for natural heritage enhancements around an existing stream and associated uses such as recreation trails;"</i></p>
126	<p>DATE: June 14, 2010</p> <p>RESPONDENT: KLM Planning Partners Inc.</p> <p>FOR: Block 60 Landowners</p>	<p>1) Concern with the extent of the Natural Area designation shown on Schedule 13-L. Request work that was relied upon to determine limits.</p> <p>2) Concern with limitations on free standing office space and office accessory to a permitted employment use. Recommend the accessory office space provision undergo further review.</p>	<p>Refer to comments 1), 2) and 3) in item 113A.</p>	<p>See recommendations 1), 2) and 3) in item 113A.</p>

**Attachment 1
West Vaughan Employment Area Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
148B	<p>of Highway 27 and Langstaff Road</p> <p>DATE: July 05, 2010</p> <p>RESPONDENT: Richard Ristich Raymond Ristich</p> <p>LOCATION: Northwest corner of Highway 27 and Langstaff Road</p>	<p>Request subject lands be designated to permit large scale retail uses</p>	<p><i>Use Review and Housing and Employment Strategies, discuss employment land and area protection.</i></p> <p>See comments for Item 148-A</p>	<p>No change is recommended.</p>
210	<p>DATE: June 11, 2010</p> <p>RESPONDENT: Rice Commercial Group</p> <p>FOR: HWY 27 & Langstaff Limited Partnership, Block 59 Landowners Group</p> <p>LOCATION: 8682 HWY 27</p>	<p>Parkland</p> <ol style="list-style-type: none"> 1) Proposed location and size of Parkland would take up significant portion of property; approximately 30%. 2) Policy 2.4.2. – requirement for landowners to initiate an agreement to secure a location of a Park. The District Park should not be schematically shown on Schedule 3 until landowners and the City decide on a site that is mutually agreed upon. 3) Location of a Parkland should 	<ol style="list-style-type: none"> 1) Policies 1.7 and 2.4 pertaining to parks, provides the flexibility of providing alternative park dedication such as one smaller district park and one neighbourhood park. The location of the parkland will be determined through the Block Plan process. The size of the District Park was calculated for the entire secondary plan area, based on current parkland dedication rates for non-residential uses according to the <i>Planning Act</i>. In the event that a Park is not provided in this location, the underlying land use will be permitted. 	<ol style="list-style-type: none"> 1) No change is recommended. 2) No change is recommended. 3) No change is recommended. 4) No change is recommended. 5) No change is recommended. 6) No change is recommended. 7) No change is recommended 8) See recommendation 5B (4).

**Attachment 1
West Vaughan Employment Area Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
		<p>not be located on such a prestigious and valuable piece of employment land located on Highway 27. Recommend adding a buffer with compatible use such as retail in the location shown as Parkland, if a buffer to residential across the street is intended.</p> <p>Transportation</p> <p>4) The new proposed local street network with the north-south and east-west patterns shown on Schedule 3 do not create the large development parcels noted in the Plan. The north-south road shown on the far west side of site could potentially hinder marketing efforts to attract large-scale users to the property.</p> <p>5) Figure 3 – subject lands would be landlocked and not provide direct access to frontage onto Highway 27. Appropriate access to the Secondary Plan area should be located across from Sanremo Court on the east side of Highway 27.</p> <p>Restricting Major Office</p> <p>6) Policy 2.1.4, restricts Major</p>	<p>2) The location of the District Park is the City's preferred location; however it is conceptually shown on Schedule 3 of the WVEA as discussed in Policy 2.4.1. Also see Comment 1) above.</p> <p>3) See Comment 1) and 2) above with respect to adding commercial uses.</p> <p>4) Policy 2.2.5 provides the opportunity to re-evaluate the street network identified in Schedule 1 of the WVEA Secondary Plan through the Block Plan process. However, a system of through block streets is an important objective of the Plan and options are limited with respect to their location.</p> <p>5) See comment 4 above. Access will be determined by the City of Vaughan and York Region, in consultation with the Region of Peel, and City of Brampton.</p> <p>6) Policy 9.2.2.9 and 9.2.2.10. in Volume 1 permits a limited amount of ancillary office uses within the Employment Office Areas. Section 5.2.2. (Attracting Office Uses) in Volume 1 sets out the hierarchy of office uses that reinforces the Vaughan's intended Urban Structure.</p> <p>7) The City is conducting a District</p>	<p>9) Revise policy 2.5.8. (e) to read "green" roofs as identified in policy 9.2.3.7.f. (Volume 1).</p> <p>Revise policy 9.2.3.7.f. (Volume 1) to read:</p> <p><i>The rooftop of Employment/Industrial Buildings should include landscaped greenspace, private outdoor amenity space or environmental features such as: solar panels and cool roofs.</i></p>

**Attachment 1
West Vaughan Employment Area Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
211	<p>DATE: May 17, 2010</p> <p>RESPONDENT: Metrolinx</p>	<p>Office from Secondary Plan Area. Request that Major Office should be included in Secondary Plan Area.</p> <p>District Energy</p> <p>7) Policy 2.3.9.b promotes District Energy, however not beneficial in low density employment area. District Energy more successful in higher density area,</p> <p>Minimum Landscaped Area</p> <p>8) Policy 2.5.7.a) and b) requiring a landscape coverage of 20% and 30% is not acceptable.</p> <p>9) Policy 2.5.8.e. - requiring that landscape requirements should be added to roofs would cause an increase in building cost.</p>	<p>Energy Feasibility Study which will determine whether District Energy Systems are feasible for this area. Policy 2.3.9. (b) also supports the Objective 1.2 (To promote reduction of greenhouse gas emissions in the City if Vaughan), in Council approved <i>Green Directions</i> Vaughan, the City's Community and Sustainability and Environmental Master Plan.</p> <p>8) See comment Item 5B (4).</p> <p>9) Policy 2.5.8. (e) should include reference to new Volume 1 policy 9.2.3.7.f respecting rooftop requirements for Employment/Industrial Buildings.</p> <p>Revision to policy 9.2.3.7.f (Volume 1) should be revised to include "cool roofs".</p>	<p>1) No change is recommended.</p> <p>2) Policy 2.5.6. should be revised to state that Metrolinx will be consulted on any development applications in that area in order to ensure that the needs of a future station are appropriately accommodated and protected.</p> <p>3) Add policy 2.2.11 (c) to read "support the successful integration of Transit</p>
		<p>1) Policy 2.2.9 – minimizing conflict between truck traffic and other forms of transportation. Suggesting the inclusion of methods for achieving such protection through zoning (setbacks), prescription of required safety/impact mitigation measures.</p> <p>2) A proposed GO station being planned for at Major Mackenzie Drive and Rutherford Road through the GO Transit</p>	<p>1) Details of methods for achieving protection as identified in Policy 2.2.9. will be determined through the Block Plan circulation process where appropriate.</p> <p>2) Policy 2.5.6. should be revised to refer to the location of potential GO Transit Future Station Area. City staff will work in coordination with Metrolinx through the Block Plan process to</p>	

C	<u>6</u>
Item #	<u>14</u>
Report No.	<u>1</u>
Council - January 29/13	

**MODIFICATIONS TO THE VAUGHAN OFFICIAL PLAN – 2010
WEST VAUGHAN EMPLOYMENT AREA SECONDARY PLAN (VOLUME 2)
RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY SUBMISSIONS
FILE 25.5.19
WARD 1 & 2**

Recommendation

The Commissioner of Planning Recommends:

1. THAT no modifications to the West Vaughan Employment Area Secondary Plan are recommended in response to Communication Item C9 relating to Committee of the Whole Report regarding Modifications to the Vaughan Official Plan 2010, West Vaughan Employment Area Secondary Plan (Volume 2) Item #14 dated January 15, 2013;

Contribution to Sustainability

The recommendations in this report are consistent with Objective 2.1 of “Green Directions”: *To achieve sustainable growth and development by completing and implementing Vaughan Tomorrow, the City’s Consolidated Growth Management Strategy – 2031, and by ensuring that the strategy is subject to periodic review and renewal.*

Economic Impact

There are no economic impacts associated within this report.

Communications Plan

This report is a response to direction given at Committee of the Whole on January 15, 2013.

Purpose

To respond to Communication Item C9 by KLM Planning Partners Inc. (on behalf of the Block 66 Landowners Group) regarding Committee of the Whole Item 14 “Modifications to the Vaughan Official Plan 2010 – West Vaughan Employment Area Secondary Plan (Volume 2) Response to Public, Government and Agency Submissions File 25.5.19” as directed by Committee of the Whole on January 15, 2013 (see Attachment 1).

Background

The letter dated January 15, 2013 from KLM Planning Partners Inc. on behalf of the Block 66 Landowners Group expressed concern over the recommendation to include policies identifying and protecting lands to allow for the completion of the Environmental Assessment for the future GTA West Transportation Corridor. These policies are set out in Section 2.2.3. of the modified Plan and the lands subject to the “GTA West Transportation Corridor Protection Area” are shown as an overlay in the pertinent schedules (refer to Attachment 4a), b) and c). The Block 66 Landowners Group, through oral and written deputation dated January 15, 2013 (Communication C9) (refer to Attachment 1) requested that the same timeframe limitation for lands affected by the “GTA West Transportation Corridor Study Area” boundary in OPA 637 also be applied to the affected lands in Block 66 of the West Vaughan Employment Area Secondary Plan. The provision allows the applicant to submit an official plan amendment to remove the lands from the GTA West Corridor Protection Area, should MTO indicate that it will not proceed with the corridor by December 31, 2013 or submit an official plan amendment application if MTO has not proceeded expeditiously with an Environmental Assessment by December 31, 2013.

Location of the Corridor Protection Policy Area

The GTA West Transportation Corridor Protection Area applies to approximately 166 ha (410 acres) in Block 66 of lands within the West Vaughan Employment Area Secondary Plan, as shown on Attachments 3 and 4. Block 66 is bound by Nashville Road to the north, Major Mackenzie to the south, Huntington Road to the east and, Highway 50 to the West.

Status of The GTA West Preliminary Route Planning Study (MTO)

The Ministry of Transportation is currently conducting an Individual Environmental Assessment (IEA) that commenced in 2008 to establish future transportation infrastructure needs to 2031 within a study area that extends from Highway 400 to Guelph. This study area affects the northwest quadrant of the City. The IEA is intended to identify measures that will provide for improved highway linkages to the Urban Growth Centres identified in the Provincial Growth Plan.

The IEA is being conducted in 2 stages. In November 2012, at the completion of Stage 1, MTO released a final report titled "GTA West Corridor Environmental Assessment Transportation Development Strategy Report" which was filed for public review. The report effectively identified the "Preliminary Route Planning Study Area" to form the basis of more detailed analysis in Stage 2. The Report also recommends that Stage 2 of the Environmental Assessment be undertaken by MTO within 0-5 years. Once the report has been finalized it will be forwarded to the Minister of Transportation for decision.

Stage 2 will examine the route location for the new 400-series Provincial Highway / Transitway through the "Preliminary Route Planning Study Area". The timing of this stage of the study has not yet been determined.

The "Preliminary Route Planning Study Area" is intended to be large enough to accommodate several route alternatives for new highway / transitway facilities, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stations and rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation and transit station parking (as shown on Attachment 3). The area is subject to refinement during Stage 2 of the EA; however no timeframe has been established by the Province.

The Preliminary Route Planning Study Area has an impact on a large portion of the northwest quadrant of the City, extending from Highway 400 on the east to Highway 50 on the west, and includes approximately 166 ha (410 acres) of the lands in Block 66 within the WVEA Secondary Plan boundary.

The Ministry of Municipal Affairs and Housing recommended, through the Province's "One Window" comments on VOP 2010 – Volume 1, language for inclusion in Volume 1 that addressed the need for such protective policies. It would provide for the City (pertinent portion underlined):

To work with York Region and the Province to plan for and protect corridors and rights-of-way for transportation and transit facilities, as shown on Schedule 9 (VOP 2010 – Volume 1) to meet current and projected needs; and not permit development in such planned corridors that could preclude or negatively affect the use of the corridor for the purpose (s) for which it was identified or actively being planned. To this end, secondary plans or official plan amendments shall include more detailed official plan policy and mapping to provide corridor protection. Such amendments shall be prepared in consultation with Region of York and the Province. Policies shall ensure that development applications neither preclude nor predetermine

the Environmental Assessment process and after a final alignment is determined. Where Environmental Assessments are being undertaken by the Province, these policies and mapping shall be prepared to the satisfaction of the Province.

The GTA West Transportation Corridor Protection Area Policies

The corresponding policies in the West Vaughan Employment Area Secondary Plan were developed by staff in consultation with the Ministry of Transportation and were based on the policies of OPA 637 (the Vaughan-400 North Employment Area). The OPA 637 policies provide for protection of the corridor while the EA is being conducted and the highway alignment is being determined. In addition, the modified WVEA and OPA 637 provide policies for the removal of lands from the protection area when it is determined that they are not required for transportation purposes.

The policies applied in the West Vaughan Employment Area Secondary Plan were first applied in the North Kleinburg-Nashville Area Secondary Plan. The North Kleinburg-Nashville policies were prepared in consultation with the Ministry of Transportation and Municipal Affairs and Housing. After Council approval of the modified North Kleinburg-Nashville Secondary Plan, the Ministry of Municipal Affairs and Housing advised that it was satisfied with the GTA West Corridor policies. The Council modified plan was endorsed by the Region of York and the North Kleinburg-Nashville Plan was approved by the Ontario Municipal Board. The requested policies were not included.

The respondent is concerned that certain arrangements that were obtained for OPA 637 lands in regard to the GTA West Corridor were not incorporated into the West Vaughan Employment Area Secondary Plan. Upon further review by staff, it was determined that the arrangements mentioned were not included in OPA 637 but formed part of the OMB Minutes of Settlement, which were negotiated by all the parties. In the minutes of settlement it was agreed, among other things that;

14. If the Province clearly indicates before December 31, 2013, that the Corridor will not proceed (e.g. that there will be no highway and public transit facility within the Amended OPA 637 area), the other Parties or any of them, may at any time elect to seek an amendment to Amended OPA 637 to remove any or all lands subject to the policies protecting the Corridor. This does not prejudice the position the Province may take should any such amendments be proposed.
15. If paragraph 14 does not apply, and if the MTO EA has not proceeded expeditiously resulting in the release of lands in accordance with policy 2.3.3.1 (d) (i) (a) (ii), the Parties or any of them, may at any time after December 13, 2013, seek an amendment to the OPA 637 (being part of the Vaughan Official Plan) to remove lands subject to the policies protecting the Corridor. This does not prejudice the position the Province may take should any such amendments be proposed. Nor does this mean that the MTO EA and the Environmental Assessment Act will no longer determine the land that is required for the transportation facilities that will be included within the Corridor.

Comments

After further review of the respondent's request, it was determined that it would be inappropriate to consider further modifications to the West Vaughan Employment Area Secondary Plan to incorporate provisions, based on the aforementioned minutes of settlement, for the following reasons:

- The provisions were developed to address a specific set of circumstances at a particular location and time and formed part of OMB minutes of settlement and not policies in OPA 637;

- They were developed jointly as part of a mediated settlement. The City should not consider a unilateral inclusion of such policies in the West Vaughan Employment Area Secondary Plan without consulting MTO, the Region of York and possibly the Region of Peel (at a minimum);
- Policies following the same model were previously applied in the North Kleinburg-Nashville Secondary Plan and were approved by the Region of York, leading to the Plan's final approval by the Ontario Municipal Board. A similar request was considered by staff at the time of consideration of the North Kleinburg-Nashville Secondary Plan and was determined not to be necessary.
- The policies would not provide the owner with additional rights. Landowners could still apply to amend the Official Plan at any time to be removed from the GTA West Transportation Corridor Protection Area with or without these provisions.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

Should the respondent pursue the request to modify Section 2.2.3. of the Official Plan, further consultation with the Region and Province would be required.

Conclusion

Upon further review, staff do not support the respondent's request to include a timeframe to modify Policy 2.2.3. in the West Vaughan Employment Area Secondary Plan at this time for the reasons aforementioned. Therefore no modifications to the West Vaughan Employment Area Secondary Plan are recommended.

Attachments

1. Communication Item C9 to Committee of the Whole Report
2. West Vaughan Employment Area Location Map
3. GTA West – Preliminary Route Planning Study Area (November 2012)
4. a) Transportation Network (revised January 2013)
b) Natural and Cultural Heritage Network (revised December 2012)
c) Land use (revised December 2012)


Report prepared by:

Melissa Rossi, Senior Policy Planner, ext. 8320
Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,



JOHN MACKENZIE
Commissioner of Planning



DIANA BIRCHALL
Director of Policy Planning

/lm



ATTACHMENT 1c9

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Concord, Ontario
L4K 3P3
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klmplanning.com

P-2160

January 15, 2013

(via E-mail)

City of Vaughan
Clerks Department
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

c9
Communication
CW: Jan 15/13
Item: 14

Attention: Mr. Jeffrey A. Abrams

**Re: Committee of the Whole – January 15, 2013 – Item #14
Modifications to the West Vaughan Employment Area Secondary Plan
City of Vaughan Official Plan - Volume 2
Block 66 West Landowners Group Inc.
Part of Lots 21 to 25, Concession 10,
Block 66 West
City of Vaughan**

Dear Mr. Abrams,

We act on behalf of the Block 66 West Landowners Group Inc., the owners of approximately 155 Ha. of land situated north of Major Mackenzie Drive, east of Highway 50, south of Nashville Road and west of the hydro corridor in the City of Vaughan.

The Block 66 West Landowners Group represents 73 percent (155 Ha.) of the entire Block 66 West lands (214 Ha.) and was formed in January 2011. A formal Block Plan Funding Agreement was signed by the participating landowners in July 2011. In the spring of 2011, the Landowners Group retained a consulting team to review and analyze the opportunities and constraints of the Block 66W lands for the purposes of pursuing a Block Plan Application on the lands.

The lands are currently designated "Employment Secondary Plan Study Area" and "Major Open Space and Valley Lands" by Official Plan Amendment No. 600 (i.e. the existing in force Official Plan). The new City of Vaughan Official Plan 2010 ("VOP 2010") was adopted by Vaughan Council on September 7, 2010, and is currently under appeal at the Ontario Municipal Board (OMB). Under the new Official Plan (VOP 2010), the lands are designated "Prestige Employment", "General Employment" and "Natural Area" and subject to the policies of the Vaughan West Employment Area Secondary Plan.

The City of Vaughan is considering modifications to the West Vaughan Employment Area Secondary Plan at the Committee of the Whole meeting on January 15, 2012. We have reviewed the revised policies and the related mapping and we have some concern with the modifications proposed.

Attachments 5a, 5b, and 5c in the Development Planning Department staff report proposes to replace Schedules "1", "2", and "3" in the Secondary Plan respectively, which among other modifications proposes a new land use designation - "GTA West Transportation Corridor Protection Area". This new designation applies to the northern portions of the Block 66 West lands.

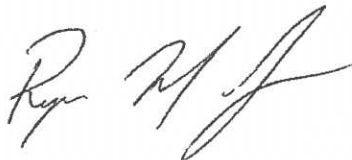
We have concern with the addition of the GTA West policies as proposed in subsection 2.2.3. We understand that the approval of OPA No. 637 (Highway 400 North Employment Area Plan) provided the policy basis for the proposed policies in the West Vaughan Employment Area Secondary and we generally have no concern with this approach. However we do have concern that the proposed policies do not account for the timeframes associated with the final approval of OPA No. 637. The final approval of OPA No. 637 was the result of a mediated settlement, in which it was agreed that if by December 31, 2013, the Province either clearly indicates that the corridor will not proceed or the Province has not proceeded expeditiously in determining the final alignment of the corridor, that landowners affected by the preliminary study boundary may apply after that date to amend the official plan.

We respectfully request that the same terms be offered to the landowners of Block 66 West through a revised policy in the proposed modified plan. This will allow the landowners to continue to work with the Province, the Region and the City with regard to submission of a Block Plan Application which will facilitate the development of these important employment lands based on the analysis completed thus far, which could be impacted by unnecessary delays through the determination of the final alignment of the GTA West corridor.

I trust that these comments are helpful and would appreciate the opportunity to meet with staff to discuss them in some more detail. Please provide me with written notice of Council's Decision and adoption in regard to the proposed modifications to the West Vaughan Employment Area Secondary Plan.

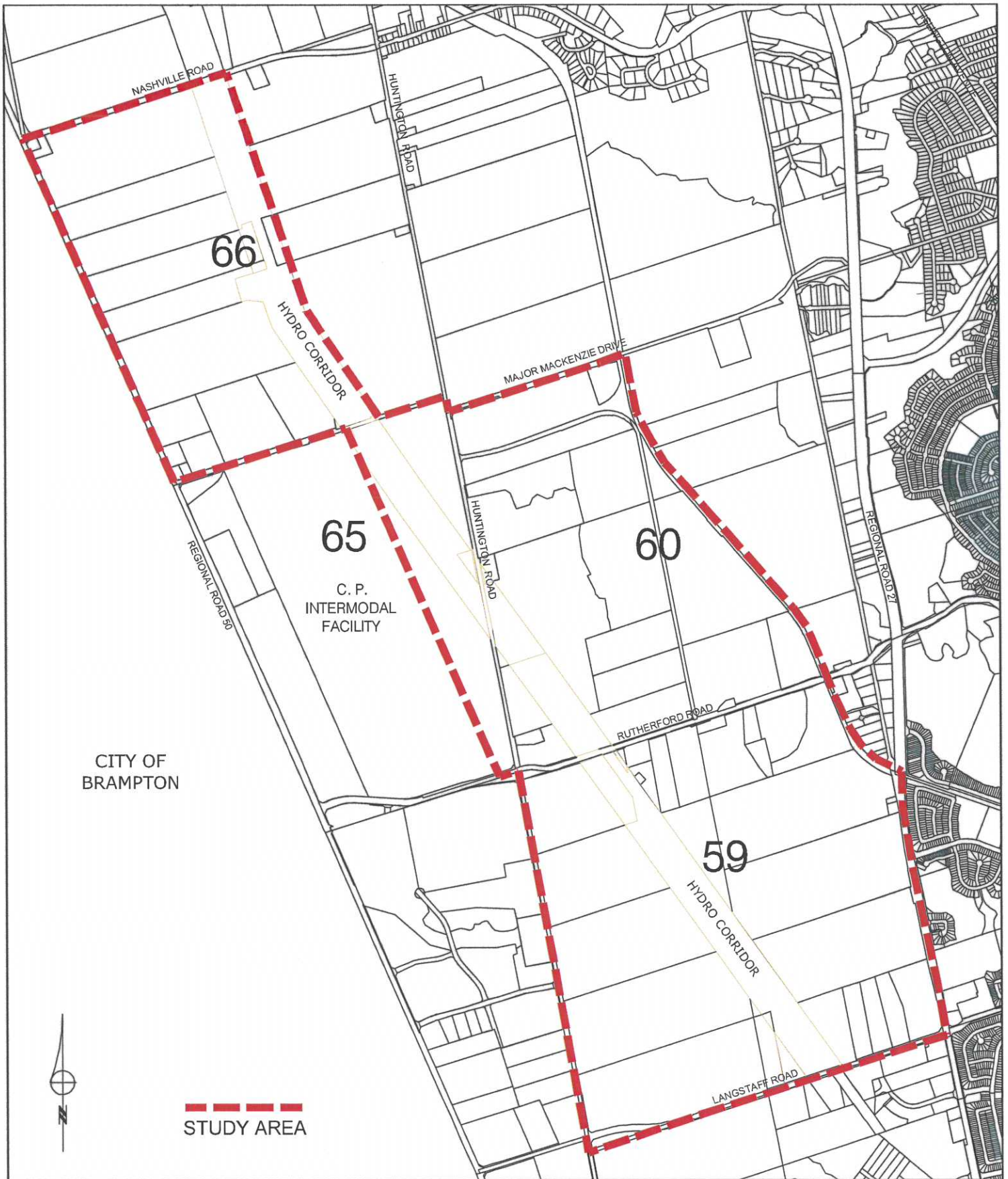
Yours very truly,

KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan, MCIP, RPP
Senior Planner

Copy: John Mackenzie, Commissioner of Planning
Diana Birchall, Director of Policy Planning
Block 66 West Landowners Group Inc.



*Location Map /
Context Plan*

APPLICANT(S): *City of Vaughan*
 LOCATION: *Part of Lots 10 - 26,
 Concessions 9 & 10*

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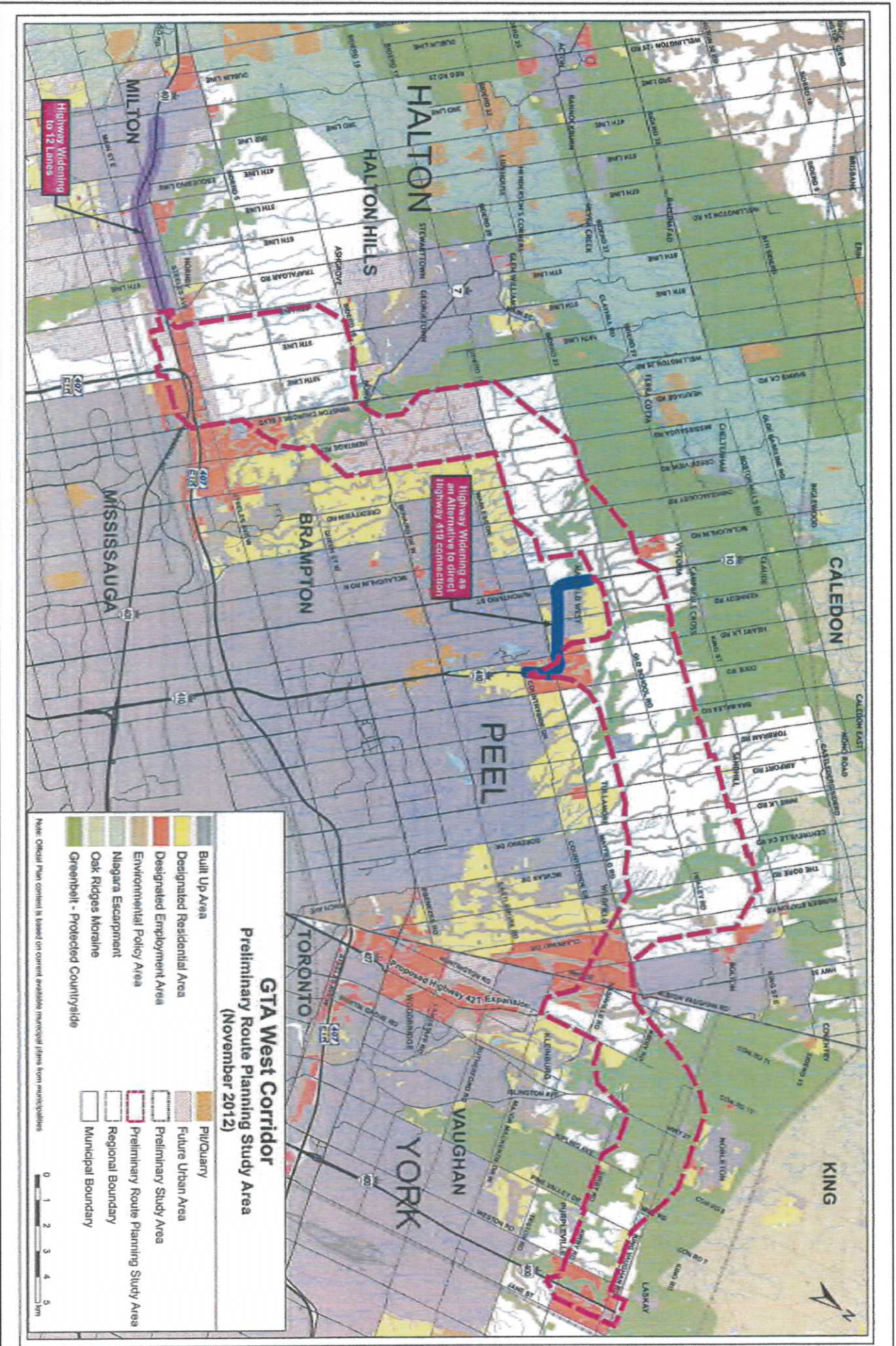
Policy Planning Department

Attachment

FILE:
25.5.19

DATE:
January 29, 2013

2



GTA West - Preliminary Route Planning Study Area (November 2012)

APPLICANT(S): City of Vaughan
 LOCATION: Part of Lots 10 - 26, Concessions 9 & 10
 MAP(S): Attachment 23, 25, 3, 18, 49



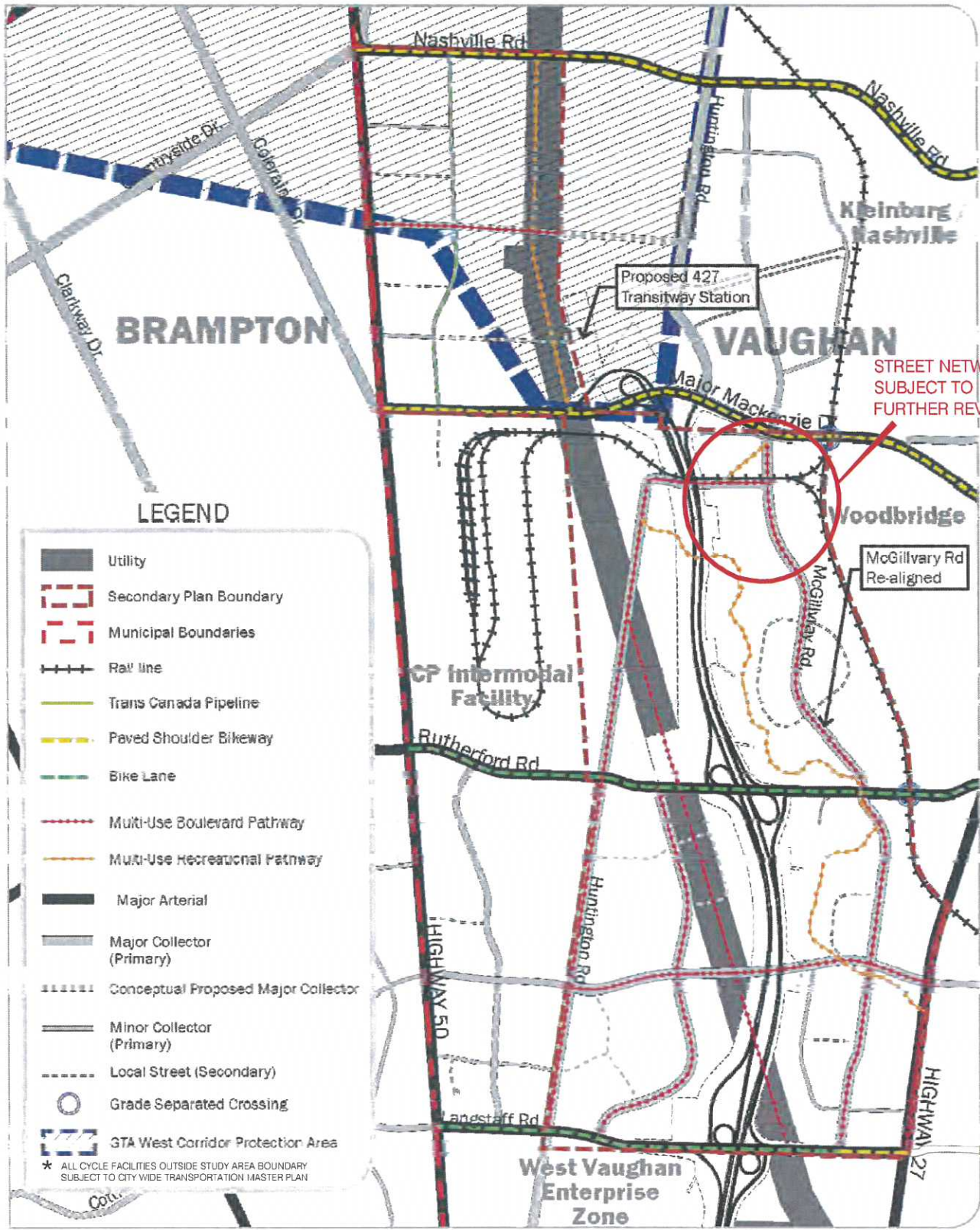
Policy Planning Department

Attachment

FILE: 25.5.19

DATE: January 29, 2013

3



Schedule 1: Transportation

Schedule 1: "Transportation Network" (revised January 2013)

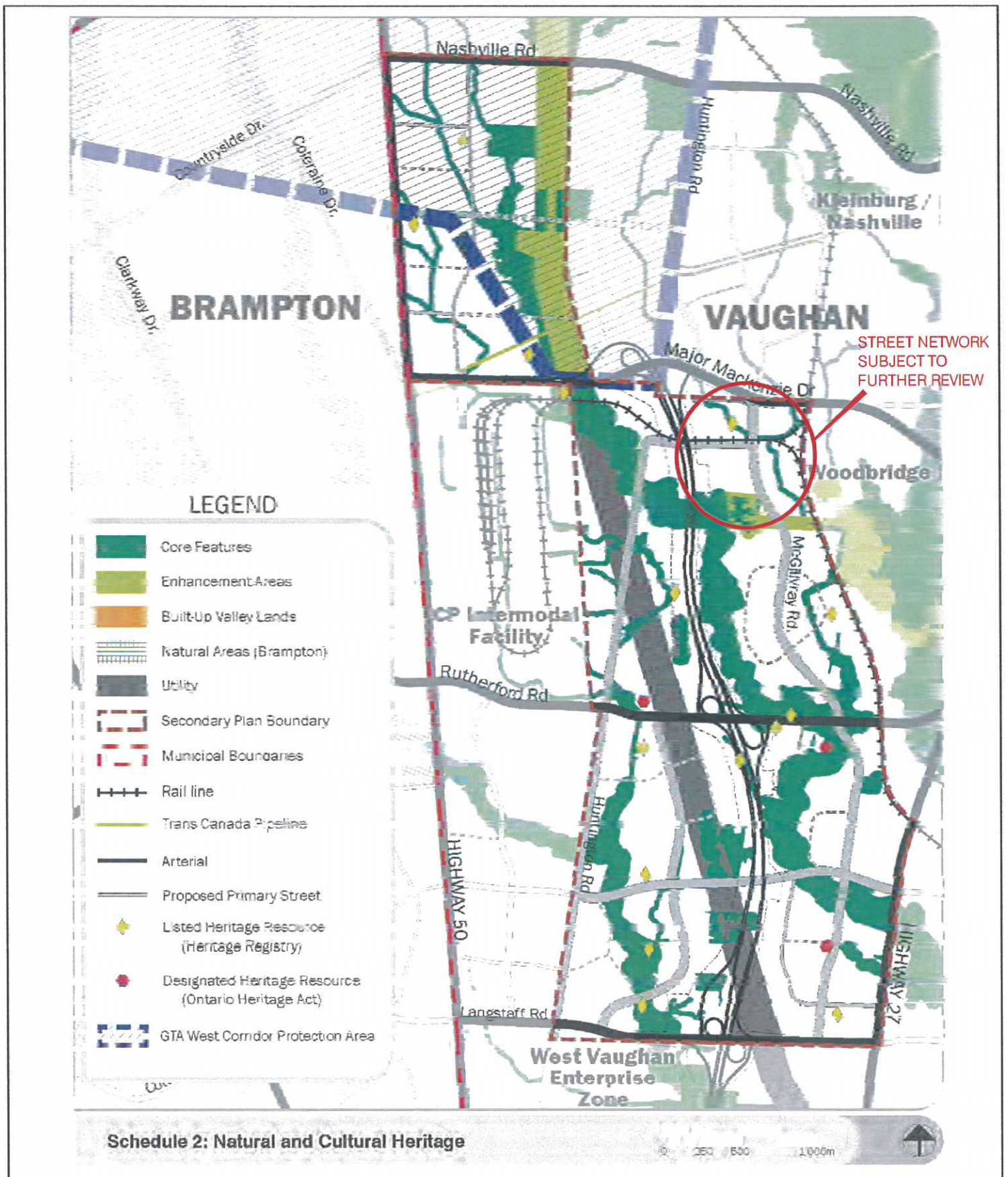


Policy Planning Department

Attachment
 FILE:
 25.5.19
 DATE:
 January 29, 2013
 4a

APPLICANT(S): City of Vaughan
 LOCATION: Part of Lots 10 - 26, Concessions 9 & 10

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Schedule 2: "Natural & Cultural Heritage Network" (revised December 2012)



Policy Planning Department

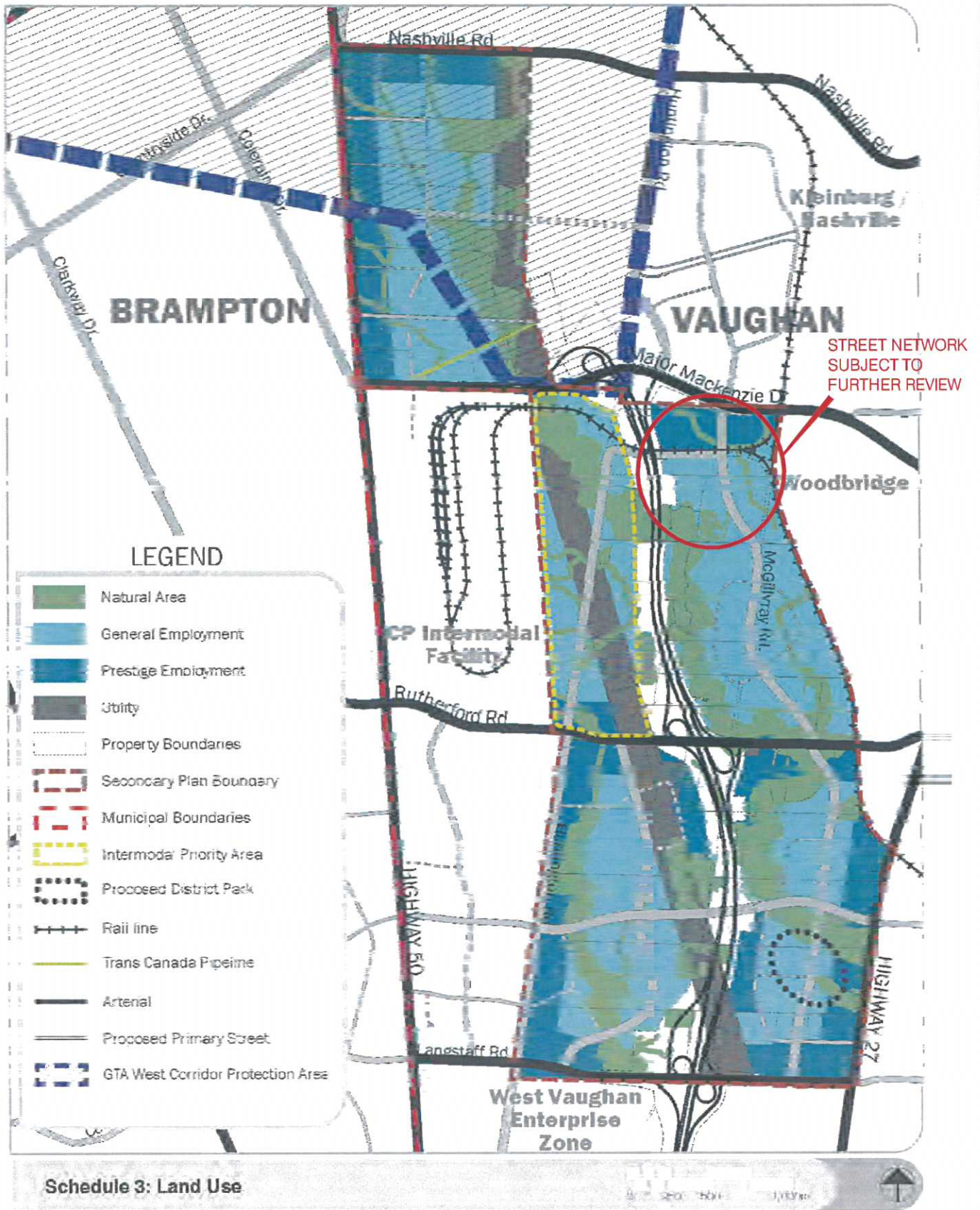
Attachment

FILE:
25.5.19

4b

APPLICANT(S): City of Vaughan
LOCATION: Part of Lots 10 - 26, Concessions 9 & 10

DATE:
January 29, 2013



Schedule 3: "Land Use"
(revised December 2012)



Attachment
 FILE:
 25.5.19
 DATE:
 January 29, 2013
4c

APPLICANT(S):
 City of Vaughan

LOCATION: Part of Lots 10 - 26,
 Concessions 9 & 10

N:\DFT\1 ATTACHMENTS\25\25.5.19c.dwg

TO: MEMBERS OF COUNCIL
FROM: JOHN MACKENZIE, COMMISSIONER OF PLANNING
DATE: JANUARY 10, 2013
SUBJECT: COMMITTEE OF THE WHOLE – JANUARY 15, 2013 – ITEM #14

<p><u>C 2</u> COMMUNICATION CW - <u>January 15/13</u> ITEM - <u>14</u></p>
--

**MODIFICATIONS TO THE VAUGHAN OFFICIAL PLAN – 2010
WEST VAUGHAN EMPLOYMENT AREA SECONDARY PLAN (VOLUME 2)
RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY SUBMISSIONS
FILE 25.5.19
WARD 1 AND 2**

Recommendation:

The Commissioner of Planning recommends:

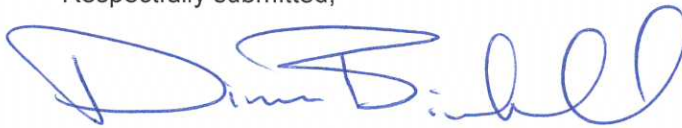
1. THAT the revised Attachment 5a (Schedule 1 "Transportation") to the above referenced report replace the Attachment 5a as set out in the January 15, 2013 Committee of the Whole agenda.

Background:

In further review and discussion between staff of the Policy Planning and Development/Transportation Engineering Departments, it was determined that Attachment 5a (Schedule 1 "Transportation") should be updated to show all of the cycling routes and reflect the nomenclature used to describe cycling facilities as set out in the City's updated City-wide Transportation Master Plan. The revised map dated January 2013 (Attachment 5a) herein, reflects these revisions.

This correction does not alter the conclusions or recommendations of the report.

Respectfully submitted,

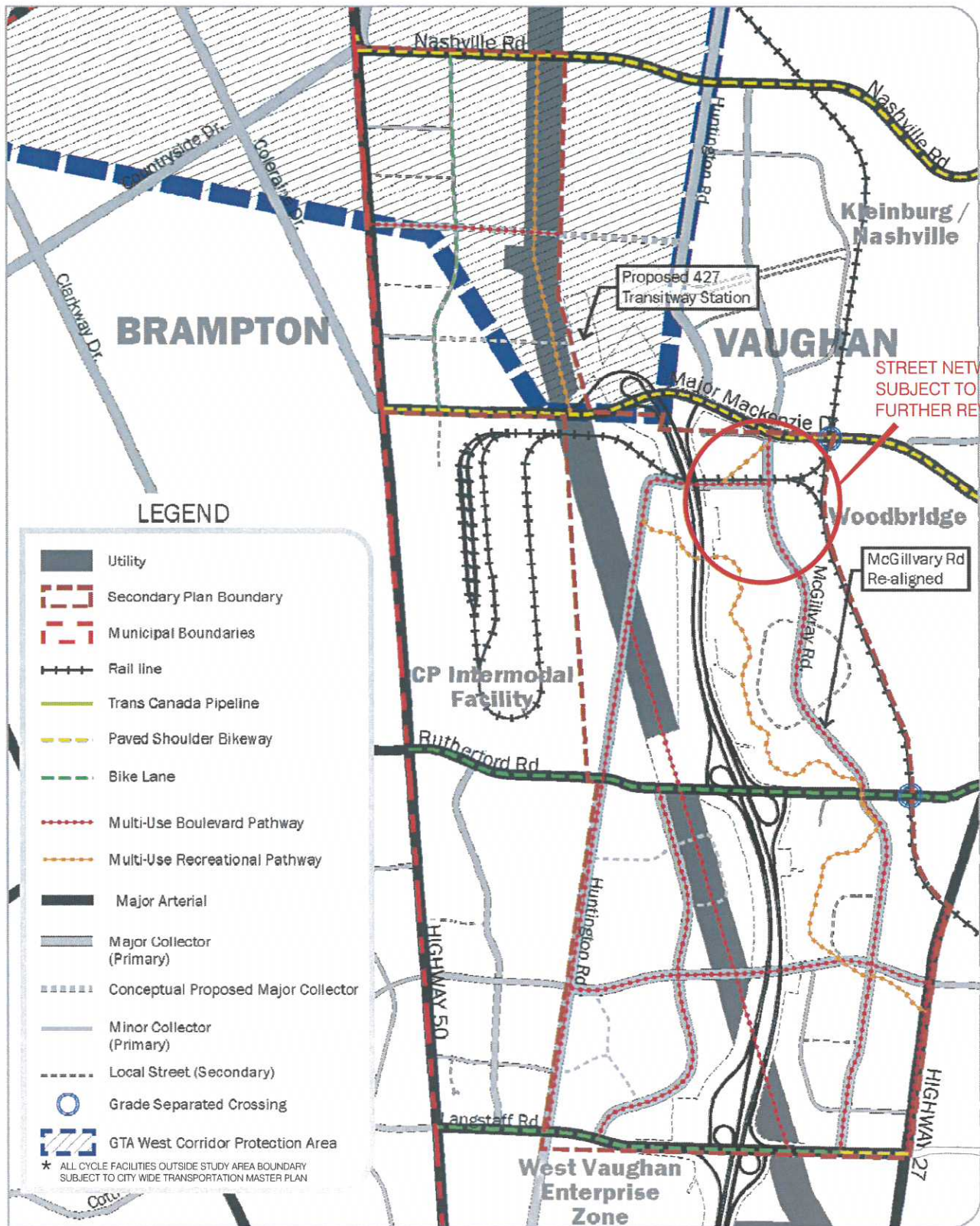


per:
JOHN MACKENZIE
Commissioner of Planning

/lm

Attachment:

1. Revised Attachment 5a (Schedule 1 "Transportation") to West Vaughan Employment Area Secondary Plan.



Schedule 1: Transportation



Schedule 1: "Transportation Network" (revised January 2013)



Attachment
 FILE: 25.5.19
5a
 DATE: January 15, 2013

APPLICANT(S): City of Vaughan
 LOCATION: Part of Lots 10 - 26, Concessions 9 & 10

N:\DFT\1 ATTACHMENTS\25\25.5.19b.dwg

AIRD & BERLIS LLP

Barristers and Solicitors

N. Jane Pepino, C.M., Q.C., LL.D.
Direct: 416.865.7727
E-mail: jpepino@airdberlis.com

c. 3
Communication
CW: Jan 15/13
Item: 14

January 11, 2013

Our File No. 113747

BY EMAIL

Mr. Jeffrey Abrams
Clerk's Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Mr. Abrams:

**Re: Committee of the Whole Meeting – January 15, 2013, Item 14
West Vaughan Employment Area Secondary Plan Modifications
City of Vaughan Official Plan – Volume 2
File No. OP.25.5.19**

We act on behalf of the Canadian Fuels Association ("Cdn. Fuels"), formerly the Canadian Petroleum Products Institute, with respect to its interest in the new City of Vaughan Official Plan. Cdn. Fuels is an incorporated association of major Canadian companies involved in the refining, distribution, and/or marketing of petroleum products. Cdn. Fuels' member companies own a majority of automobile service stations ("Gas Stations") within the City of Vaughan, including those Gas Stations owned and operated by Imperial Oil Limited (Esso), Suncor Energy (Petro-Canada), Shell, Ultramar and Husky Energy (Husky).

The mission of Cdn. Fuels includes initiating discussions and dialogue in the development of public policy and regulation serving the long term interests of the Canadian consumer and the Canadian petroleum industry. Cdn. Fuels has a genuine interest in ensuring that its member stations are safe and viable while meeting customer needs and also being compatible with the needs of the community. As such, Cdn. Fuels has significant concerns with some of the proposed policies of the new City of Vaughan Official Plan ("VOP 2010").

Cdn. Fuels' concerns with Volume 1 of the VOP 2010 were carefully outlined in Cdn. Fuels' Notice of Appeal, filed with the Region of York on August 24, 2012, and attached to this letter for your reference. We have reviewed the West Vaughan Employment Area ("WEVA") Secondary Plan and the report regarding Modifications to the Vaughan Official Plan – 2010 West Vaughan Employment Area Secondary Plan (Volume 2), to be considered by the Committee of the Whole on January 15, 2013. At this time, Cdn. Fuels does not object to the proposed policies of the WEVA Secondary Plan as the Secondary Plan does not contain policies that further restrict permissions for gas stations but instead relies on the base policies of Volume 1 of the VOP 2010. Cdn. Fuels reserves the right to change this position, should further modifications be made to the WEVA Secondary Plan that restrict permissions for gas stations.

Should you require any further information or clarification please do not hesitate to contact the undersigned, or Emily Elliott, Land Use Planner, of this office at 416-865-3069. Please provide any further notices associated with the WVEA Secondary Plan, including notice of adoption of the revised WEVA Secondary Plan to the undersigned. Thank you very much.

Yours truly,

AIRD & BERLIS LLP


N. Jane Pepino, C.M., Q.C., LL.D.

NJP/ee

cc. J. Roy, Cdn. Fuels
M. Goldberg, Goldberg Group
M. Rossi, Vaughan Policy Planning Department

13762169.1

AIRD & BERLIS LLP

Barristers and Solicitors

N. Jane Pepino, C.M., Q.C., LL.D.
Direct: 416.865.7727
E-mail: jpepino@airdberlis.com

c4
Communication
CW: Jan 15/13
Item: 14

January 11, 2013

Our File No. 114779

BY EMAIL

Mr. Jeffrey Abrams
Clerk's Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Mr. Abrams:

**Re: Committee of the Whole Meeting – January 15, 2013, Item 14
West Vaughan Employment Area Secondary Plan Modifications
City of Vaughan Official Plan – Volume 2
File No. 25.5.19**

As you are aware, we act on behalf of Imperial Oil Limited ("IOL"), with respect to IOL's interest in the new City of Vaughan Official Plan ("VOP 2010").

As the owner or lessee of numerous properties used for gas stations in the City of Vaughan, IOL has an interest in the VOP 2010 and significant concerns with some of the proposed policies of the VOP 2010. These concerns were carefully outlined in IOL's Notice of Appeal, filed with the Region of York on November 12, 2012, and attached to this letter for your reference.

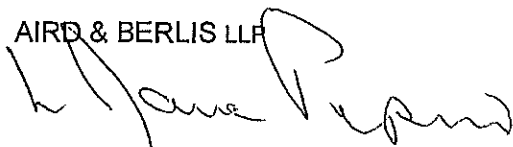
We have reviewed the West Vaughan Employment Area ("WEVA") Secondary Plan and the report regarding Modifications to the Vaughan Official Plan – 2010 West Vaughan Employment Area Secondary Plan (Volume 2), to be considered by the Committee of the Whole on January 15, 2013. At this time, IOL does not object to the proposed policies of the WVEA Secondary Plan as the Secondary Plan does not contain policies that further restrict permissions for gas stations or drive-through facilities but instead relies on the base policies of Volume 1 of the VOP 2010. IOL reserves the right to change this position, should further modifications be made to the WEVA Secondary Plan that restrict permissions for gas stations and/or drive-through facilities.

Should you require any further information or clarification please do not hesitate to contact the undersigned, or Emily Elliott, Land Use Planner, of this office at 416-865-3069. Please provide any further notices associated with the WVEA Secondary Plan, including notice of adoption of the revised WEVA Secondary Plan to the undersigned. Thank you very much.

January 11, 2013
Page 2

Yours truly,

AIRD & BERLIS LLP



N. Jane Pepino, C.M., Q.C., LL.D.

NJP/ee

cc. D. Dussault, Imperial Oil Limited
M. Goldberg, Goldberg Group
M. Rossi, Vaughan Policy Planning Department

13762169.1



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Concord, Ontario
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T. 905.669.4055
F. 905.669.0097
klmplanning.com

c6
Communication
CW: Jan 15/13
Item: 14

January 9, 2013

City of Vaughan
Planning and Development
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attention: Mr. J. MacKenzie
Commissioner of Planning

Dear Sir:

Re: Proposed Modifications to the West Vaughan Employment Area Secondary Plan
Report to the Committee of the Whole, January 15, 2013
Block 59 Landowners Group - Lots 11-15, Concession 9
City of Vaughan

On behalf of the Block 59 Landowner Group I wish to advise that since the adoption of the Secondary Plan we have had a number of meetings with City of Vaughan staff from various departments (Planning, Engineering, Parks) to discuss the Block 59 Landowner Groups concerns with the West Vaughan Employment Area Secondary Plan policies and schedules. We continue to have a number of concerns with the Secondary Plan document but remain hopeful that we can continue to work with staff and Council to alleviate the concerns.

Our concerns are as follows:

1. In meetings with staff we have made it known that Local Streets should not be shown on the Secondary Plan Schedules. There is insufficient information at the secondary plan stage to identify locations of Local Streets. Normally secondary plans show the general location of collector roads and the boundary arterial roads and provincial highways. The location of the Local Streets should be determined through the Block Plan process and, as such, removed from the Secondary Plan schedules.

The Secondary Plan schedules show 6 crossings of valley systems. Valley crossings are very expensive initiatives. From a cost and environmental perspective we believe that valley crossings should be minimized. We have provided staff with a proposed road pattern that proposes two (2) efficient crossings and have attached it to this correspondence for your convenience. The two crossings proposed by the Landowners Consultants will demonstrate that

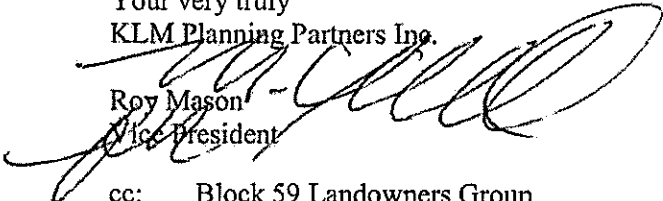
these crossings will provide sufficient connectivity with regards to traffic flow. Furthermore, in the current Development Charge Bylaw update an amount of \$18,000,000 is proposed to be carried for valley crossings, an amount considered by many to be woefully inadequate for 6 structures, and likely somewhat inadequate for 2.

2. We do not believe that it is necessary to identify 'Listed Heritage Resources' on the Secondary Plan Schedules. The Listed Heritage Resources will be addressed as part of the Block Plan process.
3. We met with staff on several occasions to discuss parkland policies and alternative park locations and did not reach consensus on the issues. The proposed modified Secondary Plan policies and mapping addressing parkland do not satisfy the concerns of the effected parties.

In view of the foregoing, and in an effort to minimize the concerns, the Block 59 Landowners request that a meeting be scheduled with staff, representatives of Council and Block 59 Landowners before the proposed modifications are adopted by Council.

Your very truly
KLM Planning Partners Inc.

Roy Mason
Vice President



cc: Block 59 Landowners Group
Mr S. Cole, Cole Engineering
Mr. P. Sytsma, Cole Engineering



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P-2160

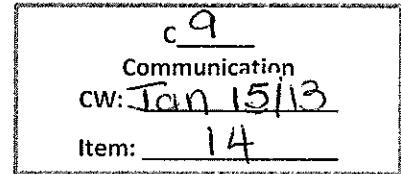
January 15, 2013

(via E-mail)

City of Vaughan
Clerks Department
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attention: Mr. Jeffrey A. Abrams

**Re: Committee of the Whole – January 15, 2013 – Item #14
Modifications to the West Vaughan Employment Area Secondary Plan
City of Vaughan Official Plan - Volume 2
Block 66 West Landowners Group Inc.
Part of Lots 21 to 25, Concession 10,
Block 66 West
City of Vaughan**



Dear Mr. Abrams,

We act on behalf of the Block 66 West Landowners Group Inc., the owners of approximately 155 Ha. of land situated north of Major Mackenzie Drive, east of Highway 50, south of Nashville Road and west of the hydro corridor in the City of Vaughan.

The Block 66 West Landowners Group represents 73 percent (155 Ha.) of the entire Block 66 West lands (214 Ha.) and was formed in January 2011. A formal Block Plan Funding Agreement was signed by the participating landowners in July 2011. In the spring of 2011, the Landowners Group retained a consulting team to review and analyze the opportunities and constraints of the Block 66W lands for the purposes of pursuing a Block Plan Application on the lands.

The lands are currently designated "Employment Secondary Plan Study Area" and "Major Open Space and Valley Lands" by Official Plan Amendment No. 600 (i.e. the existing in force Official Plan). The new City of Vaughan Official Plan 2010 ("VOP 2010") was adopted by Vaughan Council on September 7, 2010, and is currently under appeal at the Ontario Municipal Board (OMB). Under the new Official Plan (VOP 2010), the lands are designated "Prestige Employment", "General Employment" and "Natural Area" and subject to the policies of the Vaughan West Employment Area Secondary Plan.

The City of Vaughan is considering modifications to the West Vaughan Employment Area Secondary Plan at the Committee of the Whole meeting on January 15, 2012. We have reviewed the revised policies and the related mapping and we have some concern with the modifications proposed.

Attachments 5a, 5b, and 5c in the Development Planning Department staff report proposes to replace Schedules "1", "2", and "3" in the Secondary Plan respectively, which among other modifications proposes a new land use designation - "GTA West Transportation Corridor Protection Area". This new designation applies to the northern portions of the Block 66 West lands.


We have concern with the addition of the GTA West policies as proposed in subsection 2.2.3. We understand that the approval of OPA No. 637 (Highway 400 North Employment Area Plan) provided the policy basis for the proposed policies in the West Vaughan Employment Area Secondary and we generally have no concern with this approach. However we do have concern that the proposed policies do not account for the timeframes associated with the final approval of OPA No. 637. The final approval of OPA No. 637 was the result of a mediated settlement, in which it was agreed that if by December 31, 2013, the Province either clearly indicates that the corridor will not proceed or the Province has not proceeded expeditiously in determining the final alignment of the corridor, that landowners affected by the preliminary study boundary may apply after that date to amend the official plan.

We respectfully request that the same terms be offered to the landowners of Block 66 West through a revised policy in the proposed modified plan. This will allow the landowners to continue to work with the Province, the Region and the City with regard to submission of a Block Plan Application which will facilitate the development of these important employment lands based on the analysis completed thus far, which could be impacted by unnecessary delays through the determination of the final alignment of the GTA West corridor.

I trust that these comments are helpful and would appreciate the opportunity to meet with staff to discuss them in some more detail. Please provide me with written notice of Council's Decision and adoption in regard to the proposed modifications to the West Vaughan Employment Area Secondary Plan.

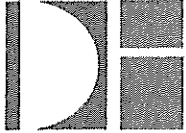
Yours very truly,

KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan, MCIP, RPP
Senior Planner

Copy: John Mackenzie, Commissioner of Planning
Diana Birchall, Director of Policy Planning
Block 66 West Landowners Group Inc.



Davies
Howe
Partners
LLP

Lawyers

The Fifth Floor
99 Spadina Ave
Toronto, Ontario
M5V 3P8

T 416.977.7088
F 416.977.8931
davieshowe.com

January 15, 2013

By E-Mail Only to jeffrey.abrams@vaughan.ca

City Clerk's Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attention: Mr. Jeffrey Abrams
City Clerk

Dear Mr. Abrams:

**Re: Staff Report – January 15, 2013
Modifications to the Vaughan Official Plan – 2010
West Vaughan Employment Area Secondary Plan (Volume 2)
Response to Public, Government and Agency Submissions
on behalf of: Highway 27 Langstaff GP Limited
8682 Highway 7 (west side of Highway 7, north of Langstaff Road)**

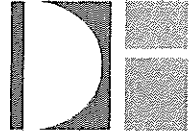
We are writing on behalf of our client Highway 27 Langstaff GP Limited ("Langstaff 27"), which owns approximately 34 hectares (84 acres) of land located on the west side of Highway 27 north of Langstaff Road, within the West Vaughan Employment Area (WVEA) and within Block 59. Langstaff 27 is represented in the Block 59 Landowners Group by Rice Commercial Group, and is supportive of the submission being made on behalf of the Block 59 Landowners Group by KLM Planning Partners Inc.

Attachment A to this letter outlines the lands owned by Langstaff 27 in Block 59.

We have reviewed the January 15, 2013 Staff Report and the proposed modified version of the WVEA being Attachments 1 to 6, and our client continues to have concerns regarding various aspects of the proposed WVEA Secondary Plan as modified, summarized as follows:

c 10 Communication CW: Jan 15/13 Item: 14
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Please refer to: **Susan Rosenthal**
e-mail: susanr@davieshowe.com
File No. 931784



Davies
Howe
Partners
LLP

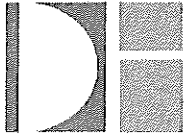
1. Identification of a District Park west of Highway 27, north of Langstaff Road

Langstaff 27 strongly opposes the identification of a District Park on its lands as shown on either Attachment 4 – Schedule 3: Land Use (as adopted September 7, 2010), or on Attachment 5C – Schedule 3: Land Use (revised December 2012), which shifts the District Park slightly west so that it is no longer on Highway 27, and requests that the Secondary Plan be modified to delete this District Park from any portion of its lands. Based on its review of the City’s inventory and park needs, our client has determined that a District Park is not warranted in this location. In fact, a District Park in this location is not supported by the City’s own Active Together Masterplan. We suggest that a District Park is an inappropriate use for valuable job-generating lands in this location and that it should be deleted from the WVEA Land Use Schedule 3.

Further, we wish to make two corrections with statements in the second paragraph of the ‘Parkland Dedication’ section of the staff report: **“Concerns regarding the conceptual location of the required 10 ha District Park were expressed subsequent to Council adoption of the Secondary Plan on September 7, 2010. The Parks Development Department has conducted further analysis including facility fit scenarios in consultation with the Block 59 Landowners Group (where the District Park is proposed). Based on facility fit scenarios, the Parks Development Department has confirmed that a District Park of approximately 8 ha is required within Block 59 Highway 27 and Highway 427,...”**.

Our first correction is to the statement: “Concerns were expressed subsequent to Council adoption of the Secondary Plan on September 7, 2010”. The Block 59 Landowners Group expressed concerns in a submission dated June 8, 2010, and our client (represented by Rice Commercial Group) expressed concerns in a submission dated June 11, 2010. Both of these submissions were in fact acknowledged and summarized in a Staff Report from the Commissioner of Planning to a Special Committee of the Whole meeting on August 31, 2010 entitled *‘West Vaughan Employment Area Secondary Plan, Response To Public, Government, And Agency Submissions’* (extract from report attached). It is, therefore, incorrect to state that concerns were only just raised subsequent to Council adoption of the Secondary Plan.

The second comment is that there appears to be a suggestion that the Block 59 Landowners Group was supportive or agreeable to the District Park, with the



Davies
Howe
Partners
LLP

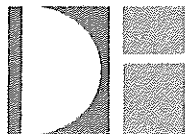
statement that “The Parks Development Department has conducted further analysis including facility fit scenarios in consultation with the Block 59 Landowners Group”. We wish to make it clear that, notwithstanding any consultation about fit facility scenarios, there has at no time been any agreement by my client or by the Landowners Group to a District Park in this location.

Our client continues to oppose the placement of a District Park in this location and asks that it be deleted.

2. The street network includes too fine a grid

Our client submits that the street network as illustrated on Attachment 4 – Schedule 3: Land Use (as adopted September 7, 2010) continues to be too fine with too many local streets shown, particularly since this is an area slated for employment land uses which by its nature requires large, contiguous parcels of land. This concern is enhanced given this is an area with so many potential valley crossings being illustrated. One of the WVEA Planning Goals in section 1.4 specifically addresses the need to have large parcel sizes, and policies 2.2.6 and 2.2.7 support potentially fewer streets and maximizing the size of large development parcels. Given the goals and objectives for this area, we submit that the Plan would be improved by eliminating local streets from Schedule 3 and allowing the ultimate road pattern to evolve without the need for any amendments, should a local (secondary) or a collector (primary) street not be needed or be relocated as specific uses come forward.

With respect to other sections of the WVEA as proposed to be modified, we are supportive of the deletion of specific minimum landscaped open space requirements from section 2.5.7, and agree with staff that the landscape requirements and other similar matters can be implemented through the Zoning By-Law and Urban Design / Landscape Guidelines.



Davies
Howe
Partners
LLP

Thank you very much for your attention to these matters, and we look forward to additional discussions and working with the City of Vaughan on finalizing and implementing the City's new Official Plan.

Yours sincerely,
DAVIES HOWE PARTNERS LLP

A handwritten signature in black ink, appearing to read 'Susan Rosenthal'.

Susan Rosenthal

Professional Corporation

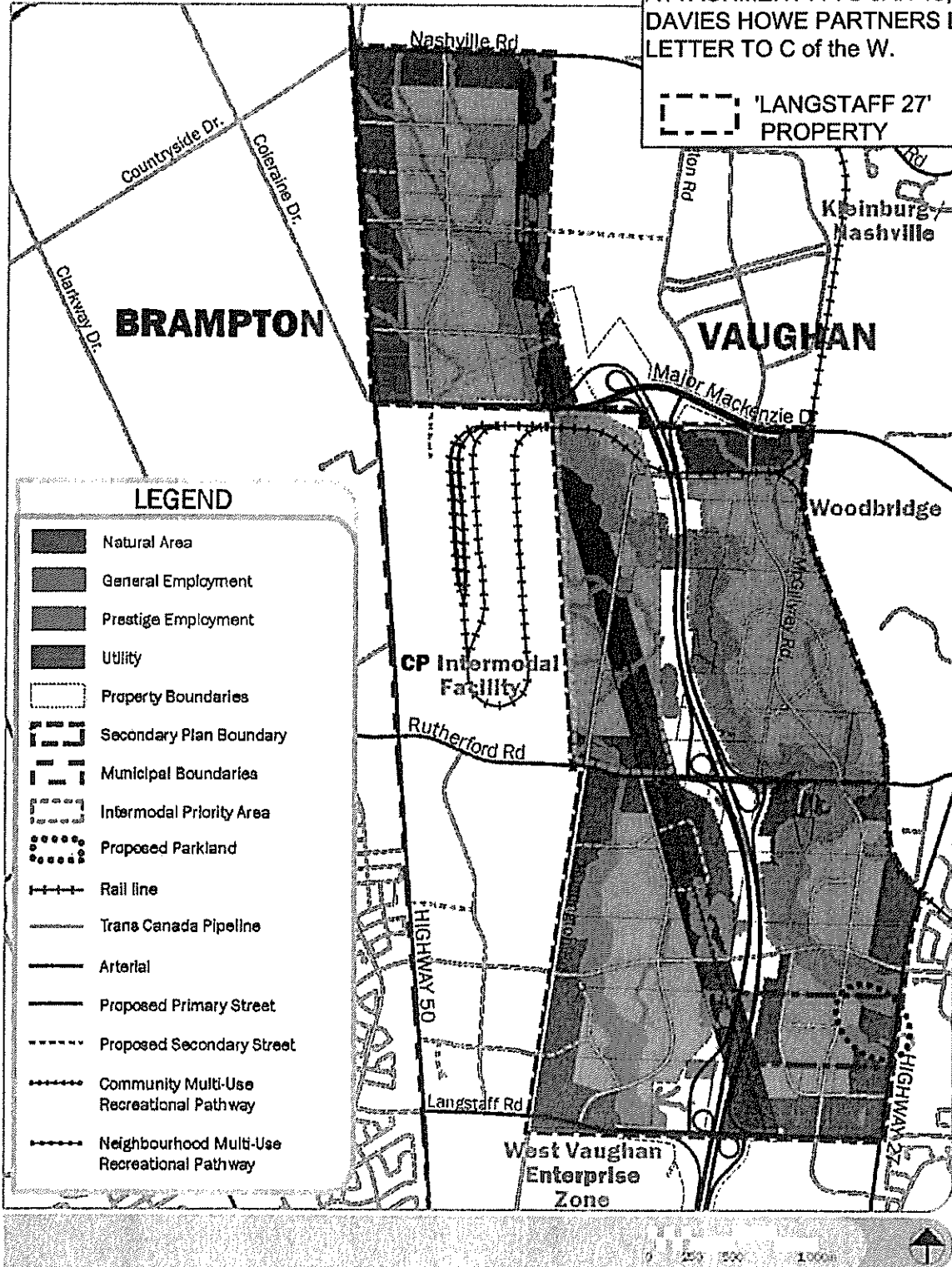
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copy Client
Mr. John MacKenzie, Commissioner of Planning, City of Vaughan
Ms. Maria Gatzios, Gatzios Planning

ATTACHMENT A TO JAN 15, 2013
 DAVIES HOWE PARTNERS LLP.
 LETTER TO C of the W.

 'LANGSTAFF 27'
 PROPERTY



*Schedule 3: "Land Use" (as
 adopted September 7, 2010)*



Policy Planning Department

Attachment

FILE:
 25.5 19

4

APPLICANT(S): LOCATION: Part of Lots 10 - 26,
 City of Vaughan Concessions 9 & 10

DATE:
 January 15, 2013

M:\DP\1 ATTACHMENTS\2551196.dwg

SPECIAL COMMITTEE OF THE WHOLE – AUGUST 31, 2010

**WEST VAUGHAN EMPLOYMENT AREA SECONDARY PLAN
RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY SUBMISSIONS
FILE 25.5.19
WARD 1 & 2**

Recommendation

The Commissioner of Planning recommends that:

1. The draft West Vaughan Employment Area Secondary Plan (May, 2010) be revised in accordance with the recommendations set out in Attachment No. 1 to this report.
2. The revised version of the West Vaughan Employment Area Secondary Plan proceed to Council for adoption at the Council meeting of September 7, 2010 as part of Volume 2 of the new Official Plan; and that the plan reflect the changes approved by Committee of the Whole at this meeting.

Contribution to Sustainability

The new policy directions within the City's Official Plan will also apply to the West Vaughan Employment Area Secondary Plan, including policies related to sustainability, natural heritage protection, built form and transportation demand measures.

The Secondary Plan addresses the City's Community Sustainability and Environmental Master Plan and the following key sustainability initiatives in "Green Directions" as listed below:

- Goals 1 & 5: To demonstrate leadership through green building and urban design policies;
- Goal 2: To ensure sustainable development and redevelopment;
- Goal 2: To protect green space and the countryside by establishing a Natural Heritage Network and limiting urban expansion;
- Goal 3: To ensure that Vaughan is a city that is easy to get around with low environmental impact;
- Goal 4: To create a vibrant community where citizens, business and visitors thrive;
- Goals 5 & 6: An overall vision and policy structure that supports the implementation of Green Directions Vaughan.

Economic Impact

The new Vaughan Official Plan, including the West Vaughan Employment Area Secondary Plan, establishes the planning framework for development throughout the City to 2031. The Official Plan, will have a positive impact on the City of Vaughan in terms of managing growth and fostering employment opportunities while fulfilling the City's obligations to conform to Provincial policies and meet Regionally imposed targets for residential and employment growth.

Communications Plan

The West Vaughan Employment Area Secondary Plan has been subject to an extensive consultation process, including discussions with stakeholders and an open house on April 22, 2010. Notice of the statutory Public Hearing held on June 14, 2010 was mailed to landowners within the West Vaughan Employment Area (WVEA) and all owners within 150 metres of its boundary. Notices were posted on online web pages, including the City of Vaughan website, Vaughan Tomorrow, City Page Online and the Policy Planning Public Hearing page. Notices were also published in various local newspapers, including the Vaughan Weekly, Vaughan Liberal, and Vaughan Citizen and mailed to any individuals requesting notification.

Purpose

The purpose of this report is to report on the recommended revisions to the draft West Vaughan Employment Area Plan, following the review of the comments received during and since the June 14, 2010 Public Hearing.

The Official Plan document will be produced in two volumes. Volume 1 will introduce City-wide policies. Volume 2 will include a consolidation of approved site and area-specific policies and secondary plans, including the WVEA Secondary Plan. The public hearing report deals with the policies specific to the WVEA Secondary Plan.

Background – Analysis and Options

Location

The lands subject to the draft Secondary Plan comprise approximately 975 gross hectares, being the northerly extension of the Vaughan Enterprise Zone employment area.

The lands are located north of Langstaff Road, between Huntington Road and Highway 27 (Block 59), extending north to Major Mackenzie Drive between the Intermodal Facility and the CP MacTier Rail line (Block 60), and north of Major Mackenzie to Nashville Road between Highway 50 and the hydro corridor (Block 66) as shown on Attachment #2.

Official Plan Designations

The Secondary Plan introduces a set of land use designations applicable throughout the Plan area, as shown on Attachment #5 (Schedule 3 - Land Use), and related land use policies, including built form, transportation, the environment, and sustainable development.

The Secondary Plan identifies lands within the study area that are subject to further detailed planning through the Block Plan process. Policy 10.1 in the new Official Plan specifies the details to be addressed by the Block Plan, including: density, housing mix, transportation network (including provisions for transit, walking, cycling), servicing and natural and cultural heritage.

Zoning

The provisions of Zoning By-law 1-88 will remain in effect until they are updated or replaced by zoning consistent with the new Official Plan, including this Secondary Plan. With the approval of the Official Plan, it is anticipated that preparation of a new zoning by-law will be commenced to bring the City's zoning provisions into conformity with the new Official Plan. A budget and work schedule to include the zoning review in the 2012 Capital Budget will be prepared for consideration by Council next year.

Secondary Plan Review Process and Community Consultation

- On April 22, 2010, the Policy Planning Department held a Public Open House for the Secondary Plan. A presentation was made by the consultants, Urban Strategies Inc., discussing the background work, and proposed transportation, environmental and land use policies. The notification process for the public hearing included notices mailed to surrounding residents and landowners 150 metres from the study area, postings on the electronic City Page, the City's website, local newspapers, and postings in public facilities (e.g. community centres and libraries).
- June 14, 2010 – Statutory Public Hearing.
- August 31, 2010 – Committee of the Whole Technical Report

Policy Context

i) Provincial Policy

a. Provincial Policy Statement (2005)

The policies in the Secondary Plan are consistent with the PPS in encouraging the promotion of efficient land use and development patterns to support strong, liveable and healthy communities, protection of environment and public health and safety, and to facilitate economic growth through intensification and the protection of employment areas.

b. Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The Growth Plan was approved in 2006 and provides more refined policies that build on the Provincial Policy Statement requiring prescribed intensification targets and for the identification and protection of employment lands.

Under the Growth Plan, population and employment will be accommodated through compact development, intensification and directing growth within built-up areas, and identification and protection of employment lands. Density targets in employment areas (and non-employment areas) are also defined. The policies in the Secondary Plan conform to the Growth Plan.

ii) Regional Policy

The Region Official Plan (2005) designates the subject lands as "Urban Area". Portions of the lands form part of the "Regional Greenlands System", which are to be identified, protected and restored where possible.

The lands are also subject to Regional Official Plan Amendment No. 19 (ROPA 19), re-designating the lands to "Urban Area" in the Regional Official Plan. ROPA 19 also requires the preparation of local secondary plans to identify detailed land use, infrastructure, and environmental requirements, prior to development.

York Region Council adopted its new Official Plan in December 2009; approval from the Province is pending. The subject lands are designated as "Urban". The Region of York Official plan requires that Regional Greenlands Systems within Urban Areas be identified, specifically in local official plans and secondary plans, and be integrated in community

design (s. 2.1.9). Plans for the Regional Greenlands System must contain policies that support system remediation and enhancement opportunities.

Figure 2 of the Regional Official Plan identifies the Secondary Plan area as "strategic employment lands", which are to be protected for employment use. The policies in the Secondary Plan conform to the Regional Official Plan.

iii) Highway 427 Transportation Corridor Environmental Assessment

A technically preferred route for the extension of Highway 427 has been identified by the Province and is reflected in the Secondary Plan. The Highway 427 Transportation Corridor Environmental Assessment is near completion, and a timeline for construction of the Highway is pending with the Province.

Council Direction

The statutory public hearing was held on June 14, 2010 for the purpose of obtaining public input and comment on the draft West Vaughan Employment Area Secondary Plan. A total of 8 deputations and 4 written submissions were received. The following Committee of the Whole (Public Hearing) recommendation was ratified by Council on June 29, 2010:

THAT the draft Official Plan Amendment for the West Vaughan Employment Area Secondary Plan BE RECEIVED; and that any issues raised at the public hearing and comments submitted in writing be addressed in a report by the Policy Planning Department in a future report to a special evening meeting of the Committee of the Whole scheduled for August 31, 2010.

Period for Accepting Comment

The draft West Vaughan Employment Area Secondary Plan was made available for public review on May 25, 2010, and comments have been received prior to, the public hearing on June 14, 2010. Submissions have continued to be received beyond the formal commenting period and staff has endeavoured to respond to those received until mid-August. Any later submissions may be addressed through York Region's approval process. Responses have been prepared to each submission received and are reflected in Attachment 1.

It is recognized that some issues may not be resolved to the satisfaction of some respondents upon the City's adoption of the Official Plan. Those may result in appeals which may ultimately have to proceed to the Ontario Municipal Board for adjudication. Post-approval negotiations may proceed during the York Region's review process, with the opportunity for modifications prior to, and during, any Ontario Municipal Board proceeding.

Submissions Review

Several objectives were used as the basis for analyzing the submissions, made by landowners, public agencies, the development industry, residents and interest groups regarding the West Vaughan Employment Area Secondary Plan. In particular, to ensure that the new Official Plan principles were maintained, that senior level policy direction was conformed to (e.g. Regional Official Plan, Places to Grow), and that sound planning principles were adhered to. In addition, meetings were held with a number of respondents to clarify issues and discuss potential solutions.

The submissions, ranging from comments to suggested amendments to the proposed Secondary Plans, were each considered on their own merit and recommendations made on appropriate responses and actions. In addition, Staff has identified areas where changes should be made to

the Secondary Plan policies, and it is also anticipated that further City-initiated changes will need to be considered prior to Regional approval.

As a tool for the efficient and thorough review of submissions, a matrix was established to set out the content of the submissions and the recommended responses to each of the five proposed Secondary Plans. The summary matrices form the basis of an Attachment to each of the five Committee of the Whole reports on this August 31, 2010 agenda, and present information in tabular form as follows:

PART A: An index of correspondence for Part B, identifying each response by item number, correspondence date, name and subject/location.

PART B: A summary of the response/concerns/requests and staff comments and the related recommended policy and mapping changes.

The summaries in PART B contain the following:

- The Item Number related to the number in the Part A Correspondence Index
- The Submission Date and respondent identification
- The correspondence content, as summarized by Staff
- Staff comment on the submission
- Staff recommendation on the submission

The following approach was applied in the application of each of the summaries:

- Each submission was evaluated on its own merits, and provided with a response
- Multiple submissions pertaining to one property(s) or issue(s), from a person, firm or agent, could be combined to provide a single response
- Submissions pertaining to one property or issue, from more than one person, firm or agent, could be combined or have a single response.

The summary will form part of the public record of comments received on each of the focus areas, and will be forwarded to the Region of York in accordance with the approval process under the *Planning Act*.

Key Policy Areas – Overview of Recommendations

Many of the responses received address key policy areas that are fundamental to the plan. A number of the important policy issues are identified below, along with an overview of staff's recommended approach.

Applicability of Draft Official Plan (Volume 1) Policies to Secondary Plans and Site and Area Specific Amendments (Volume 2)

The new Official Plan (Volume 1) contains current policy planning initiatives (e.g. sustainability and natural heritage policies) that conform to recent Provincial and Regional land use policy directions and are intended to apply to all lands within the City. The secondary plans and site-specific amendments that form Volume 2 is intended to be read and applied together with Volume 1. Where there is a conflict between the two documents, Volume 2 policies will prevail. If there is a policy in Volume 1 relating to an issue that is not included in Volume 2, then the policy in Volume 1 will apply to the lands subject to Volume 2.

Approach to the Transition Period: Post-Adoption – Pre-Approval

In the period between the adoption and final approval of the Official Plan and the West Vaughan Employment Area Secondary Plan, the City will be operating with the official plan policies still in full force. It is expected that applications to amend the existing Official Plan and Zoning By-law 1-88 will continue to be submitted during this period. In evaluating these applications, conformity to the West Vaughan Employment Area Secondary Plan will be taken into consideration. While not in force the Official Plan and Secondary Plan represent the City's most contemporary expression of planning principles, developed over several years through extensive study and public consultation. This approach will help ensure that the integrity of the new Plan is maintained through the transition period.

GTA West Corridor Individual Environmental Assessment (I.E.A)

The Ministry of Transportation is currently conducting an Individual Environmental Assessment (IEA) to establish future transportation infrastructure needs to 2031 within a study area that extends from Highway 400 to Guelph. The IEA will determine the measures needed to provide linkages to the Urban Growth Centres in the Provincial Growth Plan (Places to Grow), particularly between Downtown Guelph and the Vaughan Metropolitan Centre.

The Region of York commented that there is a need to include policies in the new Official Plan to protect for a potential alignment in the north part of Vaughan. In the interim, future development of certain areas may be affected in the City including OPA 637 (The Highway 400 North Employment Lands) and Block 41 New Community Area, bounded by Pine Valley Drive, Teston Road, Weston Road and Kirby Road.

More information will emerge as the Provincial study evolves. The necessary modifications to the plan to accommodate the results of the study will be developed in consultation with the Region of York.

Natural Heritage

Environmental issues raised in the public comments relate largely to mapping the Core Features and Enhancement Area policies that comprise the Natural Heritage Network. Corrections to the Natural Heritage Network map will be made to reflect recent planning approvals. Policies regarding Core Features will be revised to allow for minor modification of the boundaries based on appropriate site-specific evaluations. The Enhancement Area policies will be revised to clarify that there is an underlying land use designation, but that these areas provide opportunities to improve connectivity within the Natural Heritage Network. The policies will also require that appropriate ecological evaluations be undertaken to determine whether portions of Enhancement Areas can be designated as Core Features or other open space designations, as appropriate. Other minor changes to the environmental policies will be made to provide clarity and overall consistency regarding implementation through the development approvals process.

The recommended changes will be incorporated into Volume 1, Section 3.1 "Environmental Management" of the plan.

On-site Landscaping

Respondents expressed concerns that the proposed landscape requirements were too onerous for the General Employment and Prestige Employment Designations. Section 2.5.7. of the draft Secondary Plan (May 2010) requires a minimum level of landscaped open space for Prestige Employment designations of 30% of the lot area; and General Employment designations of 20% of the lot area. New storm water facilities and elements such as green roofs would qualify to be included in the percentage requirements. Currently, the City requires at least 5% of a lot area in an Employment Area Zone, however, this applies only to the landscape setbacks on the ground.

In order to address this concern, staff is recommending a reduction to the proposed minimum landscape requirement for Prestige Employment from 30% to 15%; and General Employment from 20% to 10%. Staff will also undertake further research to address the most appropriate way of providing landscaping for employment area developments that improves on current practices, meets the objectives of *Green Directions* and the intent of the new Official Plan. Any changes will be dealt with through a modification to the Region of York.

Road and Transportation Network

Concerns were expressed about the proposed location and coordination of the road (primary and secondary) and transportation network, including pedestrian and bicycle networks. The transportation network shown on Schedule 1 in the WVEA (Attachment 3), is the preferred network system particularly for primary roads. Policy 2.5.5. in the Secondary Plan provides the opportunity to re-evaluate the secondary (local) streets in detail during the Block Plan process, subject to the Block Plan requirements set out in Section 10.1 of the Official Plan (Volume 1). As such, the secondary (local) road and transportation networks will be refined through the Block Plan process.

The Secondary Plan was prepared in consultation with AECOM, lead consultants on the City-wide Transportation Master Plan. The West Vaughan Employment Area Transportation Plan is ongoing and the transportation network presented in this Secondary Plan will be updated, as necessary, upon completion of the City's Transportation Master Plan.

Commercial Uses in Employment Areas

Concerns were expressed about the amount and type of commercial land use permitted within Employment areas. The new Official Plan permits office uses to a maximum of 7,500m² per lot within the Prestige Employment designation. Ancillary offices, directly associated with another employment use, are permitted throughout the Employment Areas. Large scale retail uses (e.g. retail warehouses) are not permitted in any employment areas.

To protect lands for valuable employment uses, the new Official Plan restricts non-employment uses in Employment Areas and only a limited amount of ancillary retail uses throughout the Employment Areas. Small-scale retail uses, supportive of employment uses and serve the daily needs of employees, visitors and area businesses will be permitted.

Existing and planned commercial-retail uses, immediately north and south of the Secondary Plan area, will serve the general retail needs of business within the WVEA, as such revisions to the Plan have not been made with respect to these policies.

Parkland Dedication

Concerns Park were expressed with respect to a planned District Park in terms of its size and location. The City has identified the need for a district park between Highway 27 and Highway 427 'conceptually' shown on Schedule 3, and discussed in Section 2.4.1. Section 1.7 *Parks* also provide an option for a smaller district park plus a neighbourhood park as an alternative to the 10 ha district park. The Official Plan and Secondary Plan provide that the location and configuration of parkland be ultimately determined through the Block Plan process.

Staff Review – Amendments to Text and Mapping

On-going staff review of the West Vaughan Employment Area Secondary Plan, including any additional comments received as a result of the August 31, 2010 meeting. Comments received by internal departments as a result of internal circulation were incorporated into the draft Secondary Plan prior to the May 25, 2010 public release. All suggested comments have been

incorporated, to the best of knowledge, into the May 25, 2010 version of the West Vaughan Employment Area Secondary Plan where appropriate.

In addition, the Schedules of Volume 1 of the Plan will be amended to reflect the Council approved West Vaughan Employment Area Secondary Plan.

Relationship to Vaughan Vision 2020

The West Vaughan Employment Area Secondary Plan pertains to the section of Vaughan Vision 2020 dealing with "Plan and Manage Growth & Economic Vitality", including the following specific initiatives:

- Complete and Implement the Growth Management Strategy (Vaughan Tomorrow);
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031;
- Support and coordinate land use planning for high capacity transit at strategic locations in the City;
- Prepare an employment area plan for the Vaughan Enterprise Zone and employment lands.

Regional Implications

The Secondary Plan has been prepared in consultation with the Region of York staff and is in conformity with the Regional Official Plan, which was adopted in December 2009 and is currently awaiting approval by the Province. As the approval authority for the Vaughan Official Plan, this report will be forwarded to the Region by the in support of the Secondary Plan upon approval by Council.

Next Steps

The recommended changes to the May 2010 draft of the West Vaughan Employment Area Secondary Plan directed by Committee of the Whole, at this meeting, are anticipated to be ratified by Council on September 7, 2010. In the interim, the Plan will be revised to incorporate the recommended changes to enable Council to consider the adoption of the Secondary Plan at the September 7th meeting. Any further changes resulting from continuing review or issue resolution will be reported on September 7, 2010 by way of an additional information item.

Conclusion

The draft West Vaughan Employment Area Secondary Plan was made available for public review on May 25, 2010. This was followed by a statutory public hearing on June 14, 2010. At the public hearing Committee received the deputations and written submissions and scheduled this Committee of the Whole meeting (August 31, 2010) to consider a report and recommendations regarding for the comments received. Submissions which continued to be received up to August 12, 2010 have also been addressed.

Approximately 21 submissions received from private citizens/landowners, development interests, interest groups and governments and public agencies, have been analyzed and recommendations have been developed to respond to the identified issues. These are set out in detail in Attachment 1. The approach taken to some of the key policy areas have also been highlighted above.

Each request for a change was considered on its merit taking into consideration the principles of the new Official Plan, the need to ensure continuing conformity with senior level policy direction (e.g. the Regional OP and the *Places to Grow* plan) and adherence to sound planning principles.

Therefore, it is recommended that the draft West Vaughan Employment Area Secondary Plan (May 2010) be modified in accordance with the recommendations contained in this report. It is further recommended that staff proceed with the revisions to the plan, incorporating the changes recommended herein, and that the revised plan proceed to Council for adoption at its September 7, 2010 meeting.

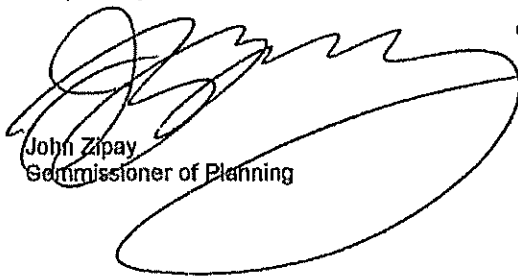
Attachments

1. Summary of Submissions, Staff Comments and Recommendations: Draft West Vaughan Employment Area Secondary Plan, May 2010.
2. Study Area Map
3. Transportation Network (Schedule 1)
4. Natural and Cultural Heritage (Schedule 2)
5. Land Use Schedule (Schedule 3)
6. Correspondence Pertaining to the Draft West Vaughan Employment Area Secondary Plan, (Volume 2) May 2010 (Mayor and Members of Council ONLY)

Report prepared by:

Melissa Rossi, Policy Planner 1, ext. 8320

Respectfully submitted,



John Zipay
Commissioner of Planning



Diana Birchall
Director of Policy Planning

**Attachment 1
PART A: Index of Correspondence for PART B
West Vaughan Employment Area Secondary Plan
Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Date	Respondent	Sub-Location
5B	June 14, 2010	Weston Consulting Group Inc.	10355 HWY 50
6B	June 3, 2010	Weston Consulting Group Inc.	9441 Huntington Road
41	June 8, 2010	KLM Planning Partners Inc.	7050 Major Mackenzie Drive
113A	June 8, 2010	KLM Planning Partners Inc.	Block 59 (Bounded by Rutherford Road, Langstaff Road, Highway 27 and Huntington Road.
120	June 4, 2010	Ontario Realty Corporation (ORC)	West Vaughan Employment Area
126	June 14, 2010	KLM Planning Partners Inc.	Block 60, Lots 16-20, Concession 9
139	June 3, 2010	John Simone	Adjacent to proposed highway interchange for Highway 427 and Rutherford Rd.
148A	June 14, 2010	Richard Ristich Raymond Ristich	Northwest corner of Highway 27 and Langstaff Road
148B	July 5, 2010	Richard Ristich Raymond Ristich	Northwest corner of Highway 27 and Langstaff Road

Attachment 1
PART A: Index of Correspondence for PART B
West Vaughan Employment Area Secondary Plan
Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Date	Respondent	Subject/Location
210	June 11, 2010	Rice Commercial Group	8682 HWY 27
211	May 17, 2010	Metrolinx	West Vaughan Employment Area
212	June 30, 2010	City of Brampton	West Vaughan Employment Area
213	July 8, 2010	Region of Peel	West Vaughan Employment Area
214	June 11, 2010	Bell Canada	West Vaughan Employment Area
215	June 10, 2010	Toronto and Region Conservation Authority (TRCA)	West Vaughan Employment Area
216	July 6, 2010	A. DiMonte & Son Ltd.	Part of east half of lot 16, Vaughan, Pt. 3 P164R3136
319	August 6, 2010	Ministry of Municipal Affairs and Housing	West Vaughan Employment Area

**Attachment 1
West Vaughan Employment Area Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
113A	<p>DATE: June 08, 2010</p> <p>RESPONDENT: KLM Planning Partners Inc.</p> <p>FOR: Block 59 Landowners Group</p> <p>LOCATION: Block 58 (Bounded by Rutherford Road, Langstaff Road, Highway 27 and Huntingdon Road.</p>	<p>1) Concern with the extent of the Natural Area designation shown on Schedule 13-L. What work was relied upon to determine limits.</p> <p>2) Concern with limitations on free standing office space and office accessory to a permitted employment use. Recommend the accessory office space provision undergo further review.</p> <p>3) Request background material used in determining restrictions on retail use in employment area- floor area and locational restrictions.</p> <p>4) Recommend moving the District Park designation to land between HWY 427 and the Hydro Corridor, adjacent to the Community Multi-Use Recreational Pathway. Concerned the current designation is on valuable employment land.</p> <p>5) Concern with new Official Plan requiring studies to be undertaken on the lands within 120 metres of identified features. It is unreasonable to require work to be undertaken outside of area of</p>	<p>1) The delineation of the Natural Heritage Network is described in the background study, Natural Heritage in the City.</p> <p>2) Policy 9.2.2.9 and 9.2.2.10. in Volume 1 permits a limited amount of ancillary office uses within the Employment Areas. Section 5.2.2. (Attracting Office Uses) in Volume 1 sets out the hierarchy of office uses that reinforces Vaughan's intended Urban Structure.</p> <p>3) Background studies initiated by the City as part of the Official Plan review such as the Commercial Land Use Review and Housing and Employment Strategies; discuss retail uses within employment land and area protection.</p> <p>4) Policies 1.7 and 2.4 pertaining to parks, provides the flexibility of providing alternative park dedication such as one smaller district park and one neighbourhood park. The location of the parkland will be determined through the Block Plan process.</p> <p>5) Policy 3.2.4.3 of Volume 1 of the City</p>	<p>12) No change is recommended.</p> <p>1) No change is recommended.</p> <p>2) No change is recommended.</p> <p>3) No change is recommended.</p> <p>4) No change is recommended. Policy 3.2.3.2 addresses the ability to make minor modifications to Core Features. Additional text is provided in relation to Policies 3.2.3.4 to 3.2.3.9 to specify the ability to make minor modifications to Core Features.</p> <p>5) No change is recommended to Policy 3.2.4.3.</p>

**Attachment 1
West Vaughan Employment Area Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
120	DATE: June 04, 2010 RESPONDENT: Ontario Realty Corporation (ORC) FOR: Ministry of Energy and Infrastructure (MEI)	The Ontario Realty Corporation (ORC) and Hydro One Networks Inc. (HONI) have requested a number of changes to the draft Official Plan to ensure the protection of Hydro Corridor lands for their primary intended use for the transmission and distribution of electricity. Issue # 8 in the letter speaks to concerns that consultation with appropriate hydro authority should be included in policy 2.3.4. a) concerning natural heritage 'enhancement' projects in the hydro corridor should be required	Policy 2.3.4. a) should include consultation with appropriate hydro authority with respect to natural heritage 'enhancement' projects or undertakings.	Revise Policy 2.3.4.a) to read: <i>"In consultation with the appropriate hydro authority, portions of the hydro corridor north of Major Mackenzie Drive, which will be prioritized for natural heritage enhancements around an existing stream and associated uses such as recreation trails;"</i>
126	DATE: June 14, 2010 RESPONDENT: KLM Planning Partners Inc. FOR: Block 60 Landowners	1) Concern with the extent of the Natural Area designation shown on Schedule 13-L. Request work that was relied upon to determine limits. 2) Concern with limitations on free standing office space and office accessory to a permitted employment use. Recommend the accessory office space provision undergo further review.	Refer to comments 1), 2) and 3) in item 113A.	See recommendations 1), 2) and 3) in item 113A.

**Attachment 1
West Vaughan Employment Area Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
	of Highway 27 and Langstaff Road		Use <i>Review and Housing and Employment Strategies</i> , discuss employment land and area protection.	
148B	DATE: July 05, 2010 RESPONDENT: Richard Ristich Raymond Ristich LOCATION: Northwest corner of Highway 27 and Langstaff Road	Request subject lands be designated to permit large scale retail uses	See comments for item 148-A	No change is recommended.
210	DATE: June 11, 2010 RESPONDENT: Rice Commercial Group FOR: HWY 27 & Langstaff Limited Partnership, Block 59 Landowners Group LOCATION: 8682 HWY 27	Parkland 1) Proposed location and size of Parkland would take up significant portion of property; approximately 30%. 2) Policy 2.4.2. – requirement for landowners to initiate an agreement to secure a location of a Park. The District Park should not be schematically shown on Schedule 3 until landowners and the City decide upon a site that is mutually agreed upon. 3) Location of a Parkland should	1) Policies 1.7 and 2.4 pertaining to parks, provides the flexibility of providing alternative park dedication such as one smaller district park and one neighbourhood park. The location of the parkland will be determined through the Block Plan process. The size of the District Park was calculated for the entire secondary plan area, based on current parkland dedication rates for non-residential uses according to the <i>Planning Act</i> . In the event that a Park is not provided in this location, the underlying land use will be permitted.	1) No change is recommended. 2) No change is recommended. 3) No change is recommended. 4) No change is recommended. 5) No change is recommended. 6) No change is recommended. 7) No change is recommended 8) See recommendation 5B (4).

**Attachment 1
West Vaughan Employment Area Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
		<p>not be located on such a prestigious and valuable piece of employment land located on Highway 27. Recommend adding a buffer with compatible use such as retail in the location shown as Parkland, if a buffer to residential across the street is intended.</p>	<p>2) The location of the District Park is the City's preferred location; however it is conceptually shown on Schedule 3 of the WVEA as discussed in Policy 2.4.1. Also see Comment 1) above.</p>	<p>9) Revise policy 2.5.8. (e) to read "green" roofs as identified in policy 9.2.3.7.f. (Volume 1).</p> <p>Revise policy 9.2.3.7.f. (Volume 1) to read:</p> <p><i>The rooftop of Employment/Industrial Buildings should include landscaped greenspace, private outdoor amenity space or environmental features such as: solar panels and cool roofs.</i></p>
		<p>Transportation</p> <p>4) The new proposed local street network with the north-south and east-west patterns shown on Schedule 3 do not create the large development parcels noted in the Plan. The north-south road shown on the far west side of site could potentially hinder marketing efforts to attract large-scale users to the property.</p>	<p>3) See Comment 1) and 2) above with respect to adding commercial uses.</p> <p>4) Policy 2.2.5 provides the opportunity to re-evaluate the street network identified in Schedule 1 of the WVEA Secondary Plan through the Block Plan process. However, a system of through block streets is an important objective of the Plan and options are limited with respect to their location.</p> <p>5) See comment 4 above. Access will be determined by the City of Vaughan and York Region, in consultation with the Region of Peel, and City of Brampton.</p>	
		<p>5) Figure 3 – subject lands would be landlocked and not provide direct access to frontage onto Highway 27. Appropriate access to the Secondary Plan area should be located across from Sanremo Court on the east side of Highway 27.</p>	<p>6) Policy 9.2.2.9 and 9.2.2.10. in Volume 1 permits a limited amount of ancillary office uses within the Employment Areas. Section 5.2.2. (Attracting Office Uses) in Volume 1 sets out the hierarchy of office uses that reinforces the Vaughan's intended Urban Structure.</p> <p>7) The City is conducting a District</p>	
	Restricting Major Office	<p>6) Policy 2.1.4. restricts Major</p>		

**Attachment 1
West Vaughan Employment Area Secondary Plan
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
		<p>Office from Secondary Plan Area. Request that Major Office should be included in Secondary Plan Area.</p> <p>District Energy</p> <p>7) Policy 2.3.9.b promotes District Energy, however not beneficial in low density employment area. District Energy more successful in higher density area.</p> <p>Minimum Landscaped Area</p> <p>8) Policy 2.5.7.a) and b) requiring a landscape coverage of 20% and 30% is not acceptable.</p> <p>9) Policy 2.5.8.e. - requiring that landscape requirements should be added to roofs would cause an increase in building cost.</p>	<p>Energy Feasibility Study which will determine whether District Energy Systems are feasible for this area. Policy 2.3.9. (b) also supports the Objective 1.2 (To promote reduction of greenhouse gas emissions in the City of Vaughan), in Council approved <i>Green Directions</i> Vaughan, the City's Community and Sustainability and Environmental Master Plan.</p> <p>8) See comment item 5B (4).</p> <p>9) Policy 2.5.8. (e) should include reference to new Volume 1 policy 9.2.3.7.f respecting rooftop requirements for Employment/Industrial Buildings.</p> <p>Revision to policy 9.2.3.7.f (Volume 1) should be revised to include "cool roofs".</p>	
211	<p>DATE: May 17, 2010</p> <p>RESPONDENT: Metrolinx</p>	<p>1) Policy 2.2.9 – minimizing conflict between truck traffic and other forms of transportation. Suggesting the inclusion of methods for achieving such protection through zoning (setbacks), prescription of required safety/impact mitigation measures.</p> <p>2) A proposed GO station being planned for at Major Mackenzie Drive and Rutherford Road through the GO Transit</p>	<p>1) Details of methods for achieving protection as identified in Policy 2.2.9. will be determined through the Block Plan circulation process where appropriate.</p> <p>2) Policy 2.5.6. should be revised to refer to the location of potential GO Transit Future Station Area. City staff will work in coordination with Metrolinx through the Block Plan process to</p>	<p>1) No change is recommended.</p> <p>2) Policy 2.5.6. should be revised to state that Metrolinx will be consulted on any development applications in that area in order to ensure that the needs of a future station are appropriately accommodated and protected.</p> <p>3) Add policy 2.2.11 (c) to read "support the successful integration of Transit</p>

COMMITTEE OF THE WHOLE – JANUARY 15, 2013

**MODIFICATIONS TO THE VAUGHAN OFFICIAL PLAN – 2010
WEST VAUGHAN EMPLOYMENT AREA SECONDARY PLAN (VOLUME 2)
RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY SUBMISSIONS
FILE 25.5.19
WARD 1 & 2**

Recommendation

The Commissioner of Planning recommends:

1. That the West Vaughan Employment Area Secondary Plan, forming part of Volume 2 of the City of Vaughan Official Plan - 2010, (VOP 2010), adopted September 7, 2010 be modified in accordance with the following:
 - a. Changes originating with the Province of Ontario (Ministry of Municipal Affairs and Housing and Ministry of Transportation) in respect of the GTA West Corridor Individual Assessment, as set out below:
 - i) Modifying Section 1.6 and adding a new subsection 2.2.3. supporting the protection of the GTA West Transportation Corridor Protection Area;
 - ii) Amending the following Schedules to show the “GTA West Transportation Corridor Protection Area”:
 - a) Attachment 5A) Schedule 1, “Transportation Network”
 - b) Attachment 5B) Schedule 2, “Natural and Cultural Heritage”
 - c) Attachment 5C) Schedule 3, “Land Use”
 - b. Changes to the mapping schedules for the West Vaughan Employment Area Secondary Plan respectively:
 - i) Modify Schedule 2 (Attachment 5B) “Natural and Cultural Heritage Network” to identify the subject Built Heritage structure at 10335 Highway 50 in the accurate location and, modify the designation to show it as a “*Listed Heritage Resource (Heritage Registry)*”;
 - ii) That all nomenclature and road right-of-way widths, community bicycle trails, be updated to reflect VOP 2010 and the City’s Transportation Master Plan to Schedules 1, 2 and 3 of the Plan.
 - c. Modify Section 1.6 “Transportation”, paragraph 4 to read as:

The Secondary Plan identifies a minimum basic network providing “primary” north-south and east-west connections. The need for “secondary” streets to complete the network will be reviewed at the Block Plan stage, when a more detailed plan is developed. Implementation of the network will require structures to appropriately cross the valley system and highway, hydro and rail corridors. The City will require all necessary Environmental Assessment approvals to be completed for all street crossings over environmental and physical features including 400 series Highways if they were not originally approved or recognized in the applicable EA (e.g. Highway 427 extension EA).

Furthermore, expanded bicycle and pedestrian infrastructure, both in terms of sidewalks, on-street bike lanes and off-street trails consistent with the Pedestrian and Bicycle Master Plan, will significantly enhance transportation options within the WVEA. A more detailed network will be developed during the Block Plan process.

- d. Modify Section 1.6 “Parks” to include a District Park area requirement to read as follows:

Parkland will be provided in the WVEA to enhance the attractiveness of the area as a setting for business, and will serve the social and recreational needs of area employees, visitors and nearby residents. Where possible, new parkland will be directed to areas adjacent to existing open spaces, including the hydro corridor, natural heritage and or cultural heritage resources and existing and planned trails. It is the objective of the City to secure approximately 10 ha of parkland in the West Vaughan Employment Area. One District Park of *approximately 8 ha* in size in the WVEA east of the Highway 427 corridor will be required. The residual parkland, approximately 2 - 3 ha, may be located elsewhere in the WVEA subject to City approval. Parkland will be acquired by the City through the combined parkland dedication requirements of the whole Secondary Plan area and would be secured through conditions of development and through landowner agreements.

- e. Modify Section 1.6 “Land Use” (second paragraph) to include criteria for small scale ancillary use clusters to read as follows:

To protect lands for employment uses, the new Official Plan restricts non-employment uses in designated Employment Areas, such as the WVEA. Some small-scale, employment-supportive retail uses are permitted to serve the daily needs of employees and visitors to the area businesses, subject to locational and urban design criteria. The small scale ancillary retail use shall be organized in clusters or groupings and be supported by parkland and/or publicly accessible open space, high quality public realm, and located near transit facilities. A concentration of retail-commercial uses are planned for or exist to the immediate south of the WVEA, which will serve the main retail needs of businesses within the WVEA and surrounding communities, by offering a wider range of retail activity than is permitted in the Employment Area.

- f. Delete policy 2.2.3. to protect for lands within the “GTA West Transportation Corridor Protection Area” and replace as follows:

To protect lands within the “GTA West Transportation Corridor Protection Area” for the use of a potential Highway the following policies will apply to all Block Plan and development applications and approvals within the affected portion of the West Vaughan Employment Area Secondary Plan as shown on Schedules 1, 2, and 3 as “GTA West Transportation Corridor Protection Area” (as shown on Attachments 5A, 5B, and 5C).

- a) The City and the Region will continue to work with the Ministry of Transportation (MTO) to assist with the EA process.
- b) As the EA study advances, the Province will formally notify the City and Region in writing when specific lands in the identified area are released from the application of policies c) and d) below. Any amendments to Schedules 1, 2 and 3 of this plan reflecting the release of lands in accordance with this paragraph may occur without amendment to this Plan,
- c) Development within the identified area shall not be approved by the appropriate approval authority. For the purpose of these sections “development” includes the approval of any planning applications (i.e. official plan, site plan, zoning, holding by-laws and subdivisions) as well as block plan approval.

- d) The review of development applications for lands within the identified area shall occur as follows:
 - i) The application is premature unless the Province has provided formal written notice that the lands have been released from the identified area;
 - ii) If the application is premature, the City shall notify the applicant that the application is premature and the application will be held in abeyance until such time as the Province has released the lands from the identified area;
 - iii) If there is any uncertainty or dispute as to whether the lands have been released from the identified area, through consultation with the Province, the Province will confirm whether the lands have been formally released.
 - iv) If there is any disagreement by any affected party about whether the lands should be released, the City, the Region and the Province will consult with each other to resolve that issue as soon as practicable.
- e) A Block Plan for lands outside the GTA West Transportation Corridor Protection Area, within the West Vaughan Employment Area Secondary Plan, shall demonstrate through the submission of a transportation study among other means, to the satisfaction of the City of Vaughan and Region of York that a comprehensive street network, access and servicing plan can be put in place or can be reserved in the Block Plan that will effectively integrate development and accommodate improvements to the internal and external networks.
- f) Should the finalized Highway alignment be located in close proximity to or within the West Vaughan Employment Area Secondary Plan, the Block Plan will be adjusted to accommodate the alignment and establish the appropriate mitigation measures, based on supporting studies to the satisfaction of the City and other pertinent authorities. If the impact of the finalized Highway alignment is so substantial that it compromises the intent and purpose of this Plan, then the City may require an amendment to the Official Plan to reflect the new circumstances prior to or concurrently with the Block Plan approval process.
- g. Delete Policy 2.4.1. and replace with the following to include the minimum area requirement for a District Park and requirement for “urban squares” for any residual parkland dedication:

To apply the parkland dedication policies of Volume 1 of the Official Plan to acquire parkland within the WVEA. Resources secured through parkland dedication process shall be directed toward securing one District Park of approximately 8 ha on the east side of the planned Highway 427 Corridor. A preferred location for a District Park has been identified and is shown on Schedule 3 (Land Use) as “Proposed District Park”. The location of the park may be adjusted without amendment to this plan, subject to facility fit assessments for all alternative sites that shall conform to City standards respecting the design and use of District Parks. Where the District Parkland requirement is less than 10 ha, the residual parkland dedication in the form of a series of “urban squares” of up to a maximum of 1 hectare may be located elsewhere in the WVEA subject to City standards and approval.

- h. Delete Policy 2.5.3. and replace with the following:

To require development in high visibility areas, including those parcels abutting arterial streets, 400 series highways, rail corridors and heritage and natural features, to respond with an approach to design and building orientation that addresses the importance of these strategic locations. Through the Block Plan process each such area will be evaluated and where warranted will be made subject to special zoning standards, including but not limited to, building siting, the amount and location of outside storage if permitted and minimum landscape requirements. Lands abutting and visible to these areas will be subject to site plan control. Urban Design Guidelines will be prepared to provide detailed direction on the creation of an attractive and appropriate City image.

- i. Delete Policy 2.5.8. and replace with:

Urban Design Guidelines for implementation through the Block Plans will be prepared to the satisfaction of the City. Further research will be undertaken to address urban design aspects for employment areas that meets the objectives of Green Directions, VOP 2010 and the “Sustainability Performance of Development” standards and guidelines. Prior to Block approval, the City will prepare Urban Design Guidelines which will address:

- a) Area-wide Design Guidelines:

1. Special Character Areas, including but not limited to “high visibility areas” and “small scale ancillary use clusters”;
2. Open Space;
3. Landscaping;
4. Public Realm (streetscaping, public squares, trails and other);
5. Built Form;
6. Cultural and Natural Heritage;
7. Environmental Sustainability consistent with the “Sustainability Performance of Development ” standards and guidelines; and
8. Parking.

- b) The guidelines will inform the standards provided in the implementing zoning by-law, as they may apply to those matters referenced in “a.” above and any such additional matters as may be determined through the review process;

- c) Such guidelines will inform the preparation of the implementing draft plans of subdivisions and site plan approval applications.

- j. Delete Policy 2.5.12 and replace with:

That regulations and standards governing height and massing, setbacks, landscaping, storm water management, building footprint, outside storage of goods and materials or any other activity not contained within a wholly enclosed building and other considerations shall be implemented.

- k. Add section 2.6.6. “Implementation” to read as:

That the City will require all necessary Environmental Assessment approvals to be completed for street crossings related to environmental and physical features including over any 400 series Highway if they were not originally approved or recognized in the applicable EA (e.g. Highway 427 Extension EA).

2. That all section references to the Vaughan Official Plan – 2010 (Volume 1) be revised to be consistent with Volume 1, as a result of the modifications approved by Council on September 27, 2010, March 20, 2012 and April 17, 2012;
3. That this report and Council minutes be forwarded to the Ontario Municipal Board (OMB) and Region of York as the City of Vaughan's recommended modifications to the West Vaughan Employment Area Secondary Plan of Volume 2 of the Vaughan Official Plan – 2010 and that the Region and OMB be requested to consider the modifications to the West Vaughan Employment Area Secondary Plan as part of the process leading to its approval;
4. That this report and Council minutes be forwarded to the Ministry of Municipal Affairs and Housing to provide for a final review of the new Paragraph 2.2.3 and amended schedules in respect of the GTA West Corridor Protection Area and that the Ministry of Municipal Affairs and Housing forward any further comments to the City of Vaughan and Region of York;
5. That City staff be authorized to make any additional changes to the text and schedules of this Plan, necessary to ensure consistency with the direction provided above; and that staff be authorized to work with the Region, as necessary, to finalize the necessary wording to effect the modifications reflected in this report; and
6. That the Ontario Municipal Board and the Region of York be advised that the Council modifications approved in respect of the West Vaughan Employment Area Secondary Plan, City of Vaughan Official Plan – 2010, Volume 2, meet the requirements of Section 26, (1) (a) (i), (ii) and (iii) of the Planning Act RSO. 1990, C.P. 13, as amended.

Contribution to Sustainability

The new policy directions of the City's Official Plan will also apply to the West Vaughan Employment Area Secondary Plan, including policies related to sustainability, natural heritage protection, built form and transportation demand measures.

The Secondary Plan addresses the City's Community Sustainability and Environmental Master Plan and the following key sustainability initiatives in "Green Directions" as listed below:

- Goals 1 & 5: To demonstrate leadership through green building and urban design policies;
- Goal 2: To ensure sustainable development and redevelopment;
- Goal 3: To ensure that Vaughan is a city that is easy to get around with low environmental impact;
- Goal 4: To create a vibrant community where citizens, business and visitors thrive;
- Goals 5 & 6: An overall vision and policy structure that supports the implementation of Green Directions Vaughan.

Economic Impact

The new Vaughan Official Plan, including the West Vaughan Employment Area Secondary Plan, establishes the planning framework for development throughout the City to 2031. The Plan will have a positive impact on the City of Vaughan in terms of managing growth. It will also foster

employment opportunities while fulfilling the City's obligations to conform to Provincial policies and meet regionally imposed targets for employment growth.

Communications Plan

Notice of this meeting has been communicated to the public by the following means:

- Posted on Vaughan Online at www.vaughan.ca, City Page online and City Update (corporate monthly e-newsletter);
- Mail distribution to properties within 200 metres from the site; including all parties identified in letters directed to the Region of York;
- To the Official Plan Review e-mail list.

Purpose

To report and obtain direction on requested modifications to VOP 2010 (Volume 2) respecting the West Vaughan Employment Area Secondary Plan. The modifications result from the Region of York's circulation to prescribed governments, bodies and agencies as part of the approval process for the plan, as adopted September 7, 2010. The proposed modifications also respond to requests from various landowners and on-going staff analysis. The Council ratified report and the recommended modifications will be forwarded to the Ontario Municipal Board and the Region of York with the request that the modifications be considered in the approval process for the West Vaughan Employment Area Secondary Plan.

Background – Analysis and Options

Location

The lands subject to the West Vaughan Employment Secondary Plan comprise approximately 975 gross hectares, being the northerly extension of the Vaughan Enterprise Zone employment area. The lands are located north of Langstaff Road, between Huntington Road and Highway 27 (Block 59), extending north to Major Mackenzie Drive between the Intermodal Facility and the CP MacTier Rail line (Block 60), and north of Major Mackenzie Drive to Nashville Road between Highway 50 and the Hydro Corridor (Block 66) as shown on Attachment #2.

City of Vaughan Official Plan - 2010

The West Vaughan Employment Area Secondary Plan relies on the policies of Volume 1 of the Vaughan Official Plan – 2010. The Secondary Plan introduces a set of land use designations applicable throughout the Plan area, as shown on Attachment 5C (Schedule 3 - Land Use), and related policies, including built form, public realm, transportation, the environment, and sustainable development specific to this area.

The Secondary Plan identifies lands within the study area that are subject to further detailed planning through the Block Plan process. Policy 10.1 in the new Official Plan (Volume 1) specifies the aspects to be addressed by the Block Plan, including: density, transportation network (including provisions for transit, walking, cycling), servicing and natural and cultural heritage.

Where there is a conflict between the policies of Volume 1 and this Secondary Plan, the policies of the Secondary Plan will prevail.

Secondary Plan Review Process, Government and Agency Consultation

The West Vaughan Employment Area Secondary Plan has undergone a public engagement and consultation process as part of the Official Plan Review. The process involved the following:

- On April 22, 2010, the Policy Planning Department held a Public Open House for the Secondary Plan Study. A presentation was made by the consultants, discussing the background work, and proposed transportation, environmental, urban design and land use policies.
- June 14, 2010 – Statutory Public Hearing.
- August 31, 2010 – Special Committee of the Whole -Technical Report.
- September 7, 2010 – Council ratified the recommendations made at the August 31, 2010 Special Committee of the Whole Meeting. The following was recommended in part:

1) That the recommendation contained in the following report of the Commissioner of Planning, dated August 31, 2010, be approved;

- i. The draft West Vaughan Employment Area Secondary Plan (May 2010) be revised in accordance with the recommendations set out in Attachment No. 1 to this report.
- ii. The revised version of the West Vaughan Employment Area Secondary Plan proceed to Council for adoption at the Council meeting of September 7, 2010 as part of Volume 2 of the new Official Plan; and that the plan reflect the changes approved by the Committee of the Whole at this meeting.

The Plan was forwarded to the Region of York for circulation to the prescribed bodies and public agencies for review and comment as required by the Planning Act.

- April 17, 2012 – Council ratified recommendations made on April 3, 2012 Committee of the Whole that:

“It is Hereby Resolved that the policies of the West Vaughan Employment Area Secondary Plan and the Vaughan Official Plan 2010 be reviewed to ensure that the necessary design measures for the areas abutting Highway 427 are in place to ensure quality urban design and an attractive visual presence along the full length of the proposed Highway 427 save an except for the lands subject to Zoning File Z.11.031”;

Public and Agency Comments Received Prior to the Adoption of the Plan

The draft West Vaughan Employment Area Secondary Plan was made available for public comment on May 25, 2010, in advance of the statutory public hearing. Policy planning staff continued to accept submissions until August 12, 2010 until the final draft of the August 31, 2010 “West Vaughan Employment Area Secondary Plan”, Response to Public, Government and Agency Submissions report was completed. A total of seventeen (17) responses were received and addressed in the report to the Special Committee of the Whole meeting. The respondents represented a cross-section of interests including ratepayers, landowners, development interests and their representatives, utilities, and other public agencies and City departments. Staff provided analysis and recommendations on the modification requests. Those approved by Council were incorporated into the plan that was adopted by Council on September 7, 2010.

Policy Context

i) Provincial Policy

a. Provincial Policy Statement (2005)

The policies in the West Vaughan Employment Area Secondary Plan are consistent with the PPS in encouraging the protection of environment and public health and safety, and to facilitate economic growth through intensification and the protection of employment areas.

b. Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The Growth Plan was approved in 2006 and provides more refined policies that build on the Provincial Policy Statement requiring prescribed intensification targets and for the identification and protection of employment lands. Under the Growth Plan, population and employment will be accommodated through compact development, intensification and directing growth within built-up areas, and identification and protection of employment lands. Density targets in employment areas (and non-employment areas) are also defined. The policies in the Secondary Plan conform to the Growth Plan.

c. Highway 427 Transportation Corridor Environmental Assessment

A technically preferred route for the extension of Highway 427 has been identified by the Province and is reflected in the Secondary Plan. The Highway 427 Transportation Corridor Environmental Assessment has been completed. A timeline for the construction of the Highway has not been determined by the Province.

ii) Regional Policy

The Region of York Official Plan was adopted December 19, 2009 and approved by the Ministry of Municipal Affairs and Housing on September 7, 2010. The Region of York Official Plan was subject to appeal and was given partial approval by the Ontario Municipal Board in July 2012. The Region Official Plan designates the subject lands as "Urban Area". Portions of the lands form part of the "Regional Greenlands System", which are to be identified, protected and restored where possible. The Region of York Official plan requires that Regional Greenlands Systems within Urban Areas be identified, specifically in local official plans and secondary plans, and be integrated in community design (s. 2.1.9). Plans for the Regional Greenlands System must contain policies that support system remediation and enhancement opportunities.

The lands are also subject to Regional Official Plan Amendment No. 19 (ROPA 19), re-designating the lands to "Urban Area" in the Regional Official Plan. ROPA 19 also requires the preparation of local secondary plans to identify detailed land use, infrastructure, and environmental requirements, prior to development. Figure 2 of the Regional Official Plan identifies the Secondary Plan area as "strategic employment lands", which are to be protected for employment use subject to the policies in Section 4.3. The policies in the Secondary Plan conform to the Regional Official Plan.

iii) Overview of the West Vaughan Employment Area Secondary Plan

Official Plan Designations

The adopted Secondary Plan maintains the "Prestige" and "General" land use designations consistent with the land use designations set out in Section 9.2.2.10 and 9.2.2.11 of VOP 2010 (Volume 1). The Prestige Employment designation accommodates limited office uses as well as light industrial, manufacturing and warehousing uses that do not produce significant noise and emissions and do not require outside storage. These uses are located in highly visible and accessible areas, and often act as buffers to General Employment Areas, and are subject to higher built form and urban design criteria. The General Employment designation accommodates industrial, manufacturing and warehousing uses that are often incompatible with other uses due to noise, emissions, outdoor storage and other factors.

Zoning

The zoning provisions of By-law 1-88 will remain in effect until they are updated or replaced by zoning which is consistent with the Vaughan Official Plan – 2010, including the WVEA Secondary Plan. Initial work on the preparation of a new by-law is currently underway.

Recommended Modifications to the Council Adopted Vaughan Official Plan – 2010

a) GTA West Transportation Corridor Protection Area

The Ministry of Transportation is currently conducting an Individual Environmental Assessment (IEA) to establish future transportation infrastructure needs to 2031 within a study area that extends from Highway 400 to Guelph. This study area affects the northwest quadrant of the City. The IEA is intended to identify measures that will provide for improved highway linkages to the Urban Growth Centres identified in the Provincial Growth Plan.

The IEA is being conducted in 2 stages. Stage 1 has been filed for public review. Once the report has been finalized it will be forwarded to the Minister of Transportation for decision. Stage 2 will examine the route location for the new 400-series Provincial Highway / Transitway through the “Preliminary Route Planning Study Area”. The timing of this stage of the study has not yet been determined.

The Ministry of Transportation proposes to work with the Ministry of Municipal Affairs and Housing and the municipalities to protect the land for the new transportation corridor from encroaching development to the end of Stage 2 of the IEA.

The Preliminary Route Planning Study Area was established to maximize opportunities for route generation so that a number of alternatives can be developed. These considerations include: Meeting MTO Geometrics Design Standards, minimizing impacts on key natural features; avoiding built-up areas; providing sufficient area adjacent to crossings of key natural features to provide for alternative crossings; minimizing impacts to approved municipal plans; and providing connections to existing and planned transportation facilities.

The Preliminary Route Planning Study Area has an impact on a large portion of the northwest quadrant of the City, extending from Highway 400 on the east to Highway 50 on the west.

The Ministry of Transportation has identified a “GTA West Transportation Corridor Protection Area”. One of the areas affected by the Protection Area is the northern portion of Block 66. Currently, the WVEA does not have policies providing for the protection of the Corridor. The Ministry of Municipal Affairs and Housing recommended, through the Province’s “One Window” comments on VOP 2010 – Volume 1, language for inclusion in Volume 1 that addressed the need for such protective policies. It would provide for the City (pertinent portion underlined):

To work with York Region and the Province to plan for and protect corridors and rights-of-way for transportation and transit facilities, as shown on Schedule 9 (VOP 2010 – Volume 1) to meet current and projected needs; and not permit development in such planned corridors that could preclude or negatively affect the use of the corridor for the purpose (s) for which it was identified or actively being planned. To this end, secondary plans or official plan amendments shall include more detailed official plan policy and mapping to provide corridor protection. Such amendments shall be

prepared in consultation with Region of York and the Province. Policies shall ensure that development applications neither preclude nor predetermine the Environmental Assessment process and after a final alignment is determined. Where Environmental Assessments are being undertaken by the Province, these policies and mapping shall be prepared to the satisfaction of the Province.

To provide a consistent approach, the same policies in the WVEA have been applied to lands within OPA 637 (Highway 400 Employment Area Secondary Plan) and the North Kleinburg-Nashville Secondary Plan, with necessary adjustments. It is set out in Attachments 5A) – 5C). It is recommended that this policy be incorporated into the West Vaughan Employment Area Secondary Plan by:

- Deleting subsection 2.2.3. and replacing it with policies that protect lands within the “GTA West Transportation Corridor Protection Area”;
- Amending the following Schedules to show the “GTA West Transportation Corridor Protection Area” on:
 - Attachment 5A): Schedule 1, “Transportation Network”
 - Attachment 5B): Schedule 2, “Natural and Cultural Heritage”
 - Attachment 5C): Schedule 3, “Land Use”

On-site Landscaping and Urban Design Guidelines

Respondents expressed concerns that the proposed landscape requirements were too onerous for the General Employment and Prestige Employment Designations. Section 2.5.7. of the Council approved Secondary Plan (September 2010) requires a minimum level of landscaped open space for Prestige Employment designations of 15% of the lot area; and General Employment designations of 10% of the lot area. New storm water facilities and elements such as green roofs would qualify to be included in the percentage requirements. Currently, the City requires at least 5% of a lot area in an Employment Area Zone, however, this applies only to the landscape setbacks on the ground.

On April 17, 2012 Council resolved that:

The Policies of the West Vaughan Employment Area Secondary Plan and the Vaughan Official Plan 2010 be reviewed to ensure that the necessary design measures for the areas abutting Highway 427 are in place to ensure quality urban design and an attractive visual presence along the full length of the proposed Highway 427 save and except for the lands subject to Zoning File Z.11.031 [not located within the WVEA Secondary Plan Boundary].

Staff is recommending that the minimum landscape requirements in the West Vaughan Employment Area Secondary Plan be implemented through the Zoning By-law and Urban Design / Landscape Guidelines. Staff will also undertake further research to address the most appropriate way of providing landscaping for employment area developments that improves on current practices, meets the objectives of *Green Directions*, the intent of the new Official Plan, and the “Sustainability Performance of Development Standards”.

It is recommended that the following policy be incorporated into the West Vaughan Employment Area Secondary Plan by deleting Policy 2.5.7. and replacing it with:

Prior to Block Plan approval, the City will prepare Urban Design Guidelines which will address:

- a) Area-wide Design Guidelines:

1. Special Character Areas, including but not limited to “high visibility areas” and “small scale ancillary use clusters”;
 2. Open Space;
 3. Landscaping;
 4. Public Realm (streetscaping, public squares, trails and other);
 5. Built Form;
 6. Cultural and Natural Heritage;
 7. Environmental Sustainability consistent with the “Sustainability Performance of Development ” standards and guidelines; and
 8. Parking.
- b) The guidelines will inform the standards provided in the implementing zoning by-law, as they may apply to those matters referenced in “a.” above and any such additional matters as may be determined through the review process;
- c) Such guidelines will inform the preparation of the implementing draft plans of subdivisions and site plan approval applications.

Parkland Dedication

The City has identified the need for a district park between Highway 27 and Highway 427, as discussed in Section 2.4.1. Section 1.7 *Parks* also provide an option for a smaller sized district park of approximately 8 ha in size, plus a series of urban squares of up to 1 ha throughout the secondary plan area as an alternative to the desired 10 ha District Park. The Official Plan and Secondary Plan provide that the location and configuration of parkland be ultimately determined through the Block Plan process. The updated Plan includes the City’s preferred location as shown on Attachment 5C) Schedule 3: “Land Use”.

Concerns regarding the conceptual location of the required 10 ha District Park were expressed subsequent to Council adoption of the Secondary Plan on September 7, 2010. The Parks Development Department has conducted further analysis including facility fit scenarios in consultation with the Block 59 Landowners Group (where the District Park is proposed). The City requires 10 ha of total parkland dedication within the WVEA Secondary Plan. Based on facility fit scenarios, the Parks Development Department has confirmed that a District Park of approximately 8 ha is required within Block 59 Highway 27 and Highway 427, and the residual alternative parkland requirement (in the form of a series of ‘urban squares’ of up to a maximum of 1 ha) can be accommodated elsewhere in Blocks 60 or 66 within the WVEA Secondary Plan, subject to City standards and approval.

It is recommended that the following modifications be made to the WVEA Plan:

- Modify Section 1.6. “Parks” to include an approximate District Park requirement:

Parkland will be provided in the WVEA to enhance the attractiveness of the area as a setting for business, and will serve the social and recreational needs of area employees, visitors and nearby residents. Where possible, new parkland will be directed to areas adjacent to existing open spaces, including the hydro corridor, natural heritage and or cultural heritage resources and existing and planned trails. It is the objective of the City to secure, approximately 10 ha of parkland in the West Vaughan Employment Area. One District Park with an approximate area of 8 ha in the WVEA east of the Highway 427

corridor will be required. The residual parkland, approximately 2 - 3 ha, may be located elsewhere in the WVEA subject to City approval. Parkland will be acquired by the City through the combined parkland dedication requirements of the entire Secondary Plan area and would be secured through landowner agreements

- Delete Policy 2.4.1. and replace with the following to include the requirement for a District Park and requirement for "urban squares" for any residual parkland dedication:

To apply the parkland dedication policies of Volume 1 of the Official Plan to acquire parkland within the WVEA. Resources secured through parkland dedication process shall be directed toward securing one District Park with of approximately 8 ha on the east side of the planned Highway 427 Corridor. A preferred location for a District Park has been identified and is shown on Schedule 3 (Land Use) as "Proposed District Park". The location of the park may be adjusted without amendment to this plan, subject to alternative sites conforming to City standards respecting the design and use of District Parks. Where the District Parkland requirement is less than 10 ha, the residual parkland dedication in the form of a series of "urban squares" of up to a maximum of 1 hectare may be located elsewhere in the WVEA subject to City standards and approval.

Transportation Network

Adequate access is key to a successful employment area. Access in the area will be challenging due to crossings of valleys, other natural features, CPR rail and hydro corridors and the proposed 427 highway. Concerns were expressed about the proposed location and coordination of the streets (primary and secondary) and the overall transportation network, including pedestrian and bicycle networks. Therefore, Policy 2.2.6. in the Secondary Plan provides for the opportunity to re-evaluate the transportation network in detail during the Block Plan process, subject to the Block Plan requirements set out in Section 10.1 of the Official Plan (Volume 1). A key objective of the City is to create a mid-block street network, and continue to maintain the north-south and east-west connections to the existing and proposed street network to assist in maintaining connectivity in and beyond the employment area. North-south connections that parallel Highway 27 and Huntington Road are of particular importance to the City and Region due to the uncertainty of timing related to the construction of Highway 427 extension.

Concerns were also expressed about the potential impacts of new street crossings over Highways in the area that were not previously recognized by other government agencies through previously approved EA's (e.g. Highway 427 EA).

CPR has recently expressed some concerns with a crossing of the main line leading to the intermodal yard. Accordingly the Plan is proposed to be amended to reflect the need for further review of the street network.

The Secondary Plan was prepared in consultation with AECOM, lead consultants on the City-wide Transportation Master Plan (TMP). The Transportation Master Plan and Transportation Study were adopted by Council on October 18, 2011. The plan generally reflects the TMP.

Therefore it is recommended that:

- All nomenclature and road right-of-way widths, pedestrian and bike trails be updated to reflect VOP 2010 and the City's Transportation Master Plan to Schedules 1, 2, and 3 of the Plan; and
- The City will require all necessary Environmental Assessment approvals to be completed for crossings related to environmental and physical features including over 400 series Highways if they were not originally approved or recognized in the applicable EA (e.g. Highway 427 extension EA).

Relationship to Vaughan Vision 2020

The West Vaughan Employment Area Secondary Plan pertains to the section of Vaughan Vision 2020 dealing with “Plan and Manage Growth & Economic Vitality”, including the following specific initiatives:

- Complete and implement the Growth Management Strategy (Vaughan Tomorrow);
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031;
- Support and coordinate land use planning for high capacity transit at strategic locations in the City;
- Prepare an employment area plan for the Vaughan Enterprise Zone and employment lands.

Regional Implications

The report and resulting Council minutes will be forwarded to the Region of York for its consideration in the preparation of its report on modifications to the West Vaughan Employment Area Secondary Plan as part of Volume 2 of VOP 2010 as part of the Official Plan approval process.

Conclusion

Staff has previously reported on proposed modifications to Volume 1 and Volume 2 of the VOP 2010. This is the second report on one of the five secondary plans that were adopted on September 7, 2010 as part of the new Official Plan 2010. The West Vaughan Employment Area Secondary Plan relies on VOP 2010 – Volume 1 as the source of underlying policy. However, where the policies of the West Vaughan Employment Area Secondary Plan conflict with those of Volume 1, the policies of the West Vaughan Employment Area Secondary Plan shall prevail.

Currently, three (3) OMB appeals related to the WVEA have been received. The modifications recommended in this report do not represent a substantial departure from the policies of the Council adopted plan. The proposed revised policies seek to address issues raised in the appeals and by stakeholders and agencies. However, some areas of contention remain, particularly with the requirement of the District Park to be located east of Highway 427 in Block 59. City staff will continue to work with landowners in an effort to resolve concerns. With the first pre-hearing conference on Volume 1 of the VOP 2010 having been held on November 14, 2012 and second pre-hearing Scheduled for February 5, 2013, it will be important to continue to work to resolve outstanding issues while advancing the process for all other elements of the Secondary Plan.

Therefore it is recommended that this report and the resulting Council minutes be forwarded to the Ontario Municipal Board and the Region of York as the City of Vaughan’s recommended modifications to the West Vaughan Employment Area Secondary Plan of Volume 2 of the Vaughan Official Plan – 2010 for consideration part of the Official Plan approval process.

Attachments

1. Location Map and Context Plan
2. Schedule 1: “Transportation Network” (as adopted September 7, 2010)
3. Schedule 2: “Natural & Cultural Heritage” (as adopted September 7, 2010)
4. Schedule 3: “Land Use” (as adopted September 7, 2010)
5. A) Schedule 1: “Transportation Network” (revised November 2012)
B) Schedule 2, “Natural & Cultural Heritage Network” (revised November 2012)
C) Schedule 3, “Land Use” (revised November 2012)
6. West Vaughan Employment Area Secondary Plan (*modified as of November 2012*)

Report prepared by:

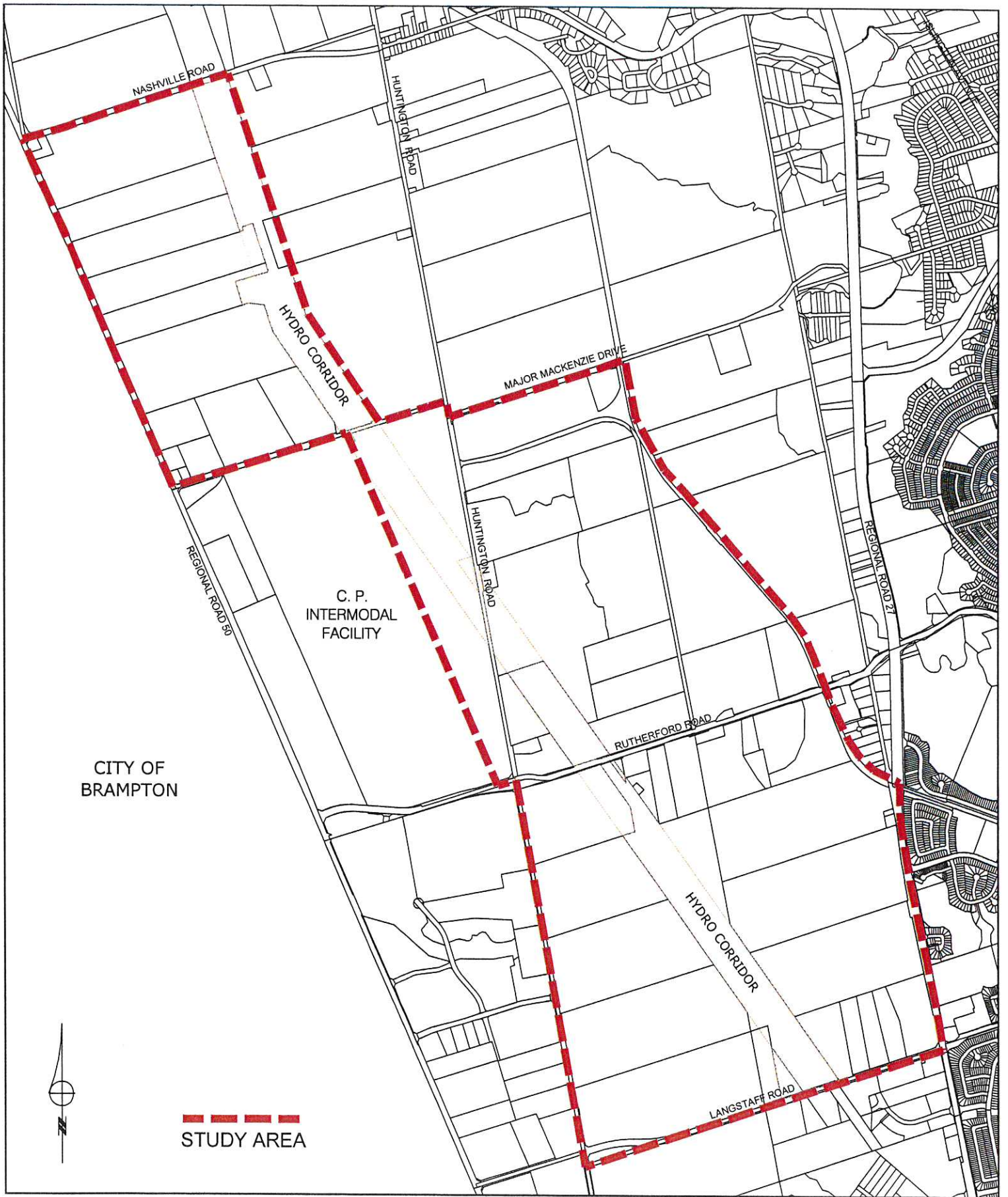
Melissa Rossi, Senior Policy Planner, ext. 8320
Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,

John MacKenzie
Commissioner of Planning

Diana Birchall
Director of Policy Planning

/lm



Location Map /
Context Plan

APPLICANT(S): City of Vaughan
 LOCATION: Part of Lots 10 - 26,
 Concessions 9 & 10

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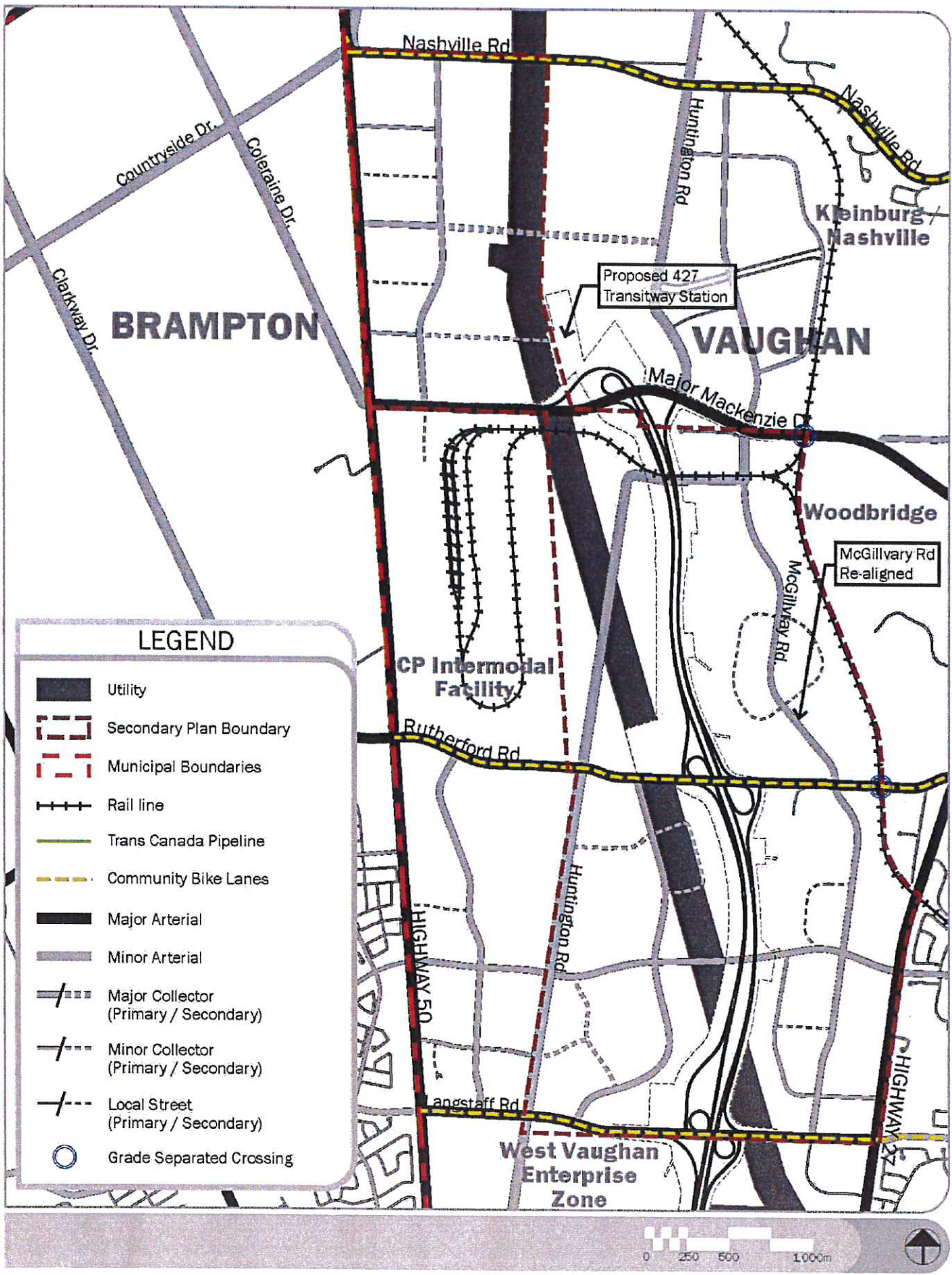
Policy Planning Department

Attachment

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DATE:
January 15, 2013





Schedule 1: "Transportation Network"
 (as adopted September 7, 2010)

APPLICANT(S): City of Vaughan
 LOCATION: Part of Lots 10 - 26,
 Concessions 9 & 10

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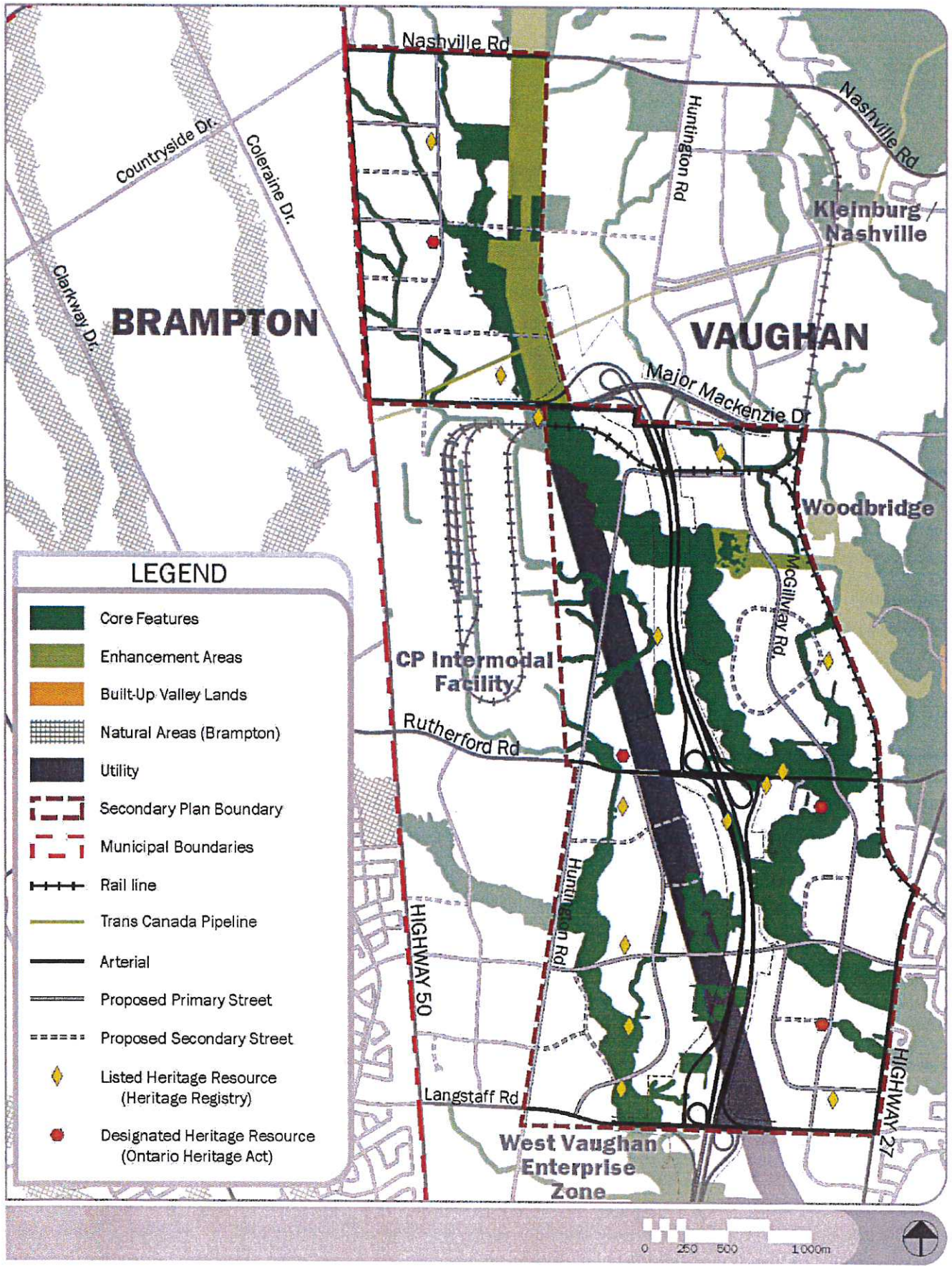
Policy Planning Department

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DATE:
January 15, 2013

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*Schedule 2: "Natural & Cultural Heritage"
(as adopted September 7, 2010)*



Policy Planning Department

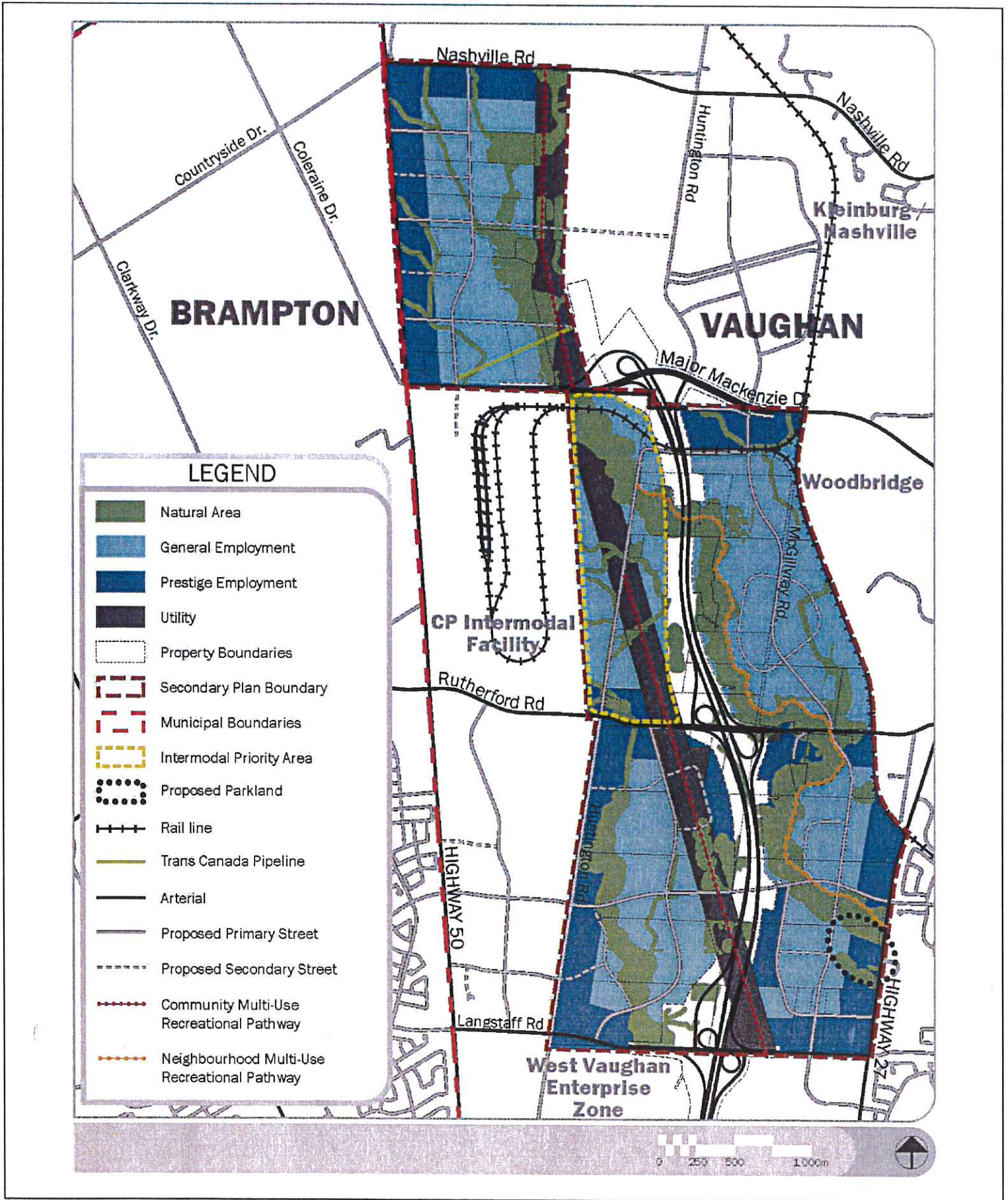
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APPLICANT(S): City of Vaughan
LOCATION: Part of Lots 10 - 26,
Concessions 9 & 10

DATE:
January 15, 2013



Schedule 3: "Land Use" (as adopted September 7, 2010)



Policy Planning Department

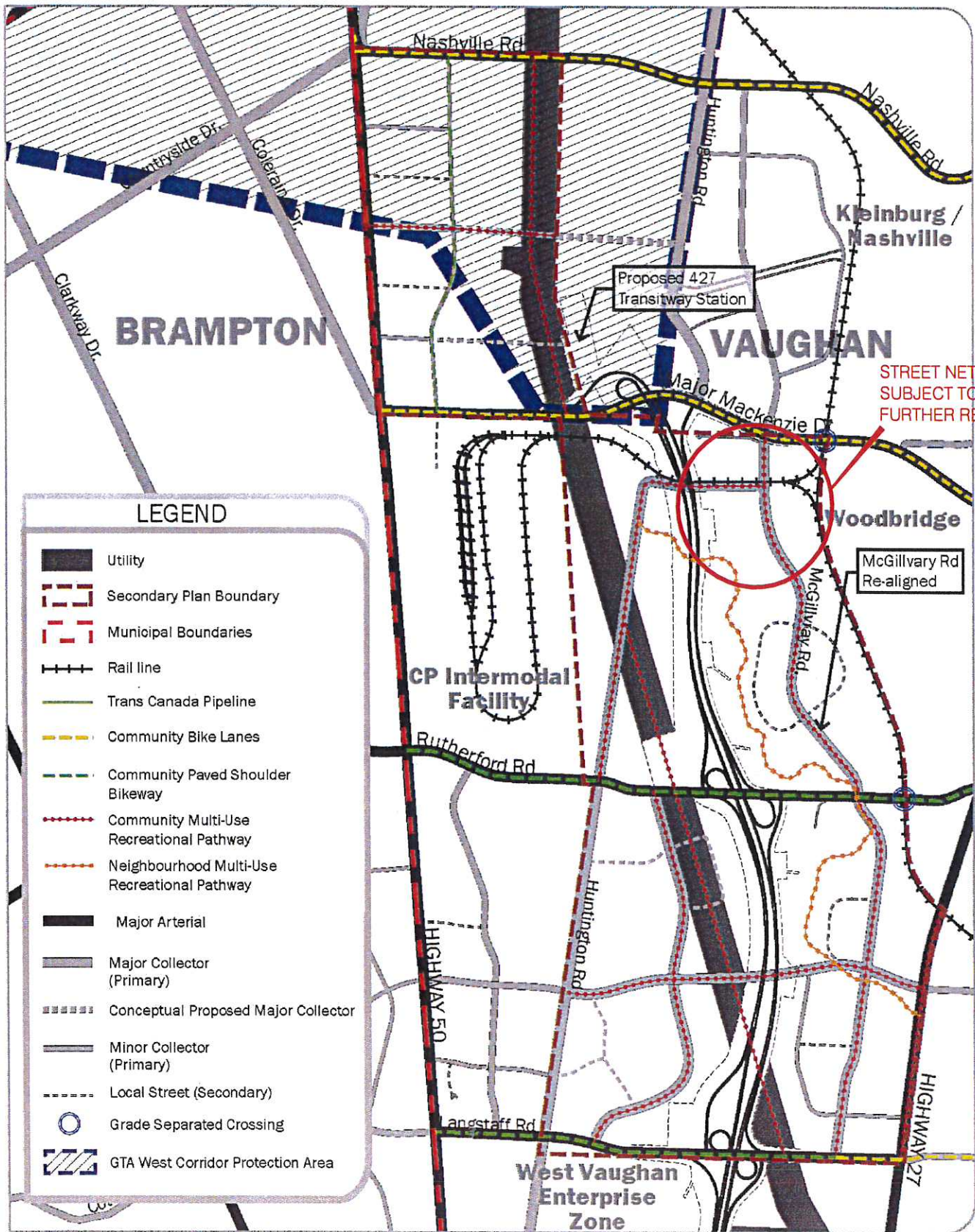
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APPLICANT(S): City of Vaughan
LOCATION: Part of Lots 10 - 26, Concessions 9 & 10

DATE:
January 15, 2013



Schedule 1: Transportation

Schedule 1: "Transportation Network" (revised December 2012)



Policy Planning Department

Attachment

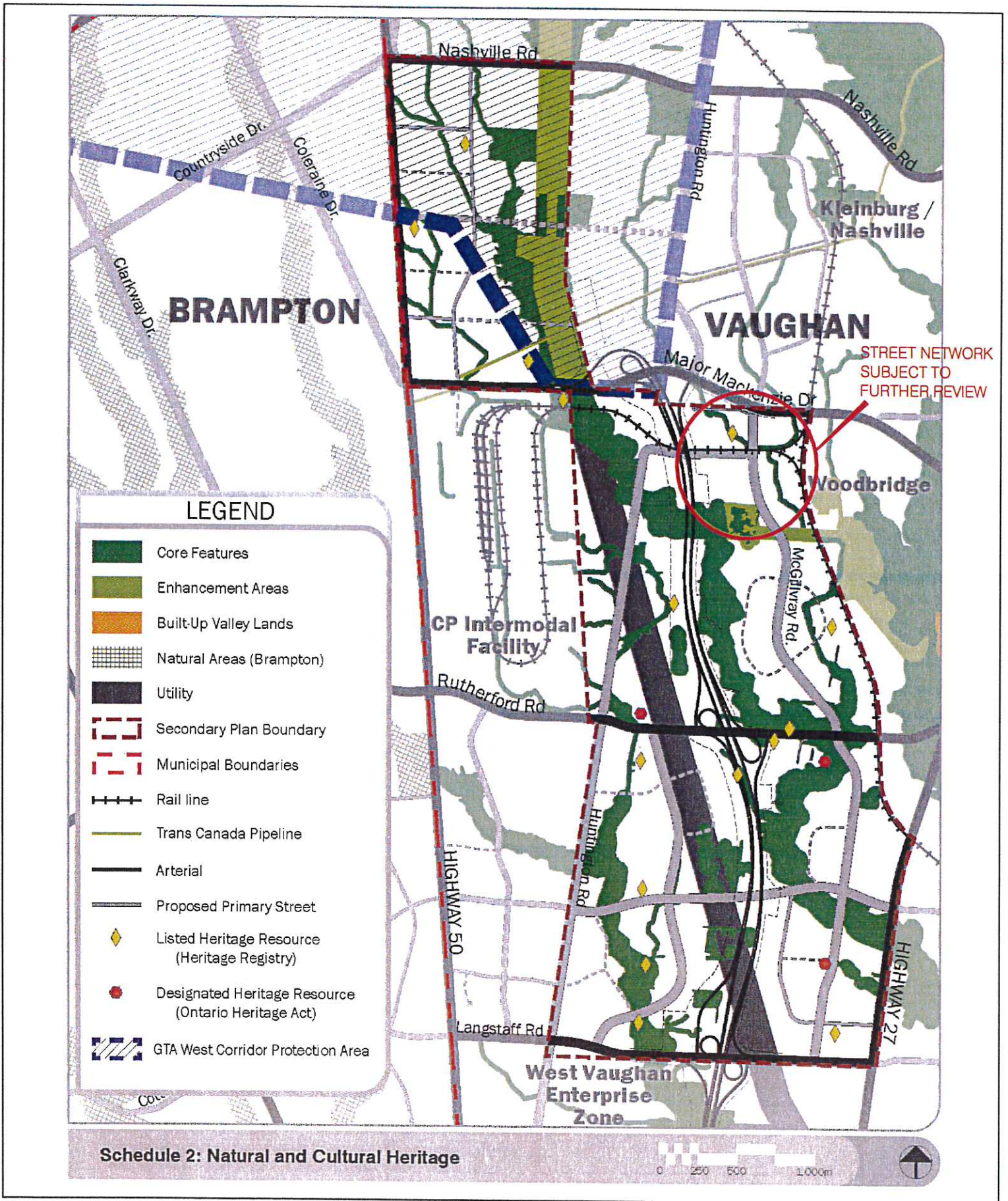
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APPLICANT(S): City of Vaughan
LOCATION: Part of Lots 10 - 26, Concessions 9 & 10

DATE:
January 15, 2013

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Schedule 2: "Natural & Cultural Heritage Network" (revised December 2012)

APPLICANT(S):
City of Vaughan

LOCATION: Part of Lots 10 - 26,
Concessions 9 & 10

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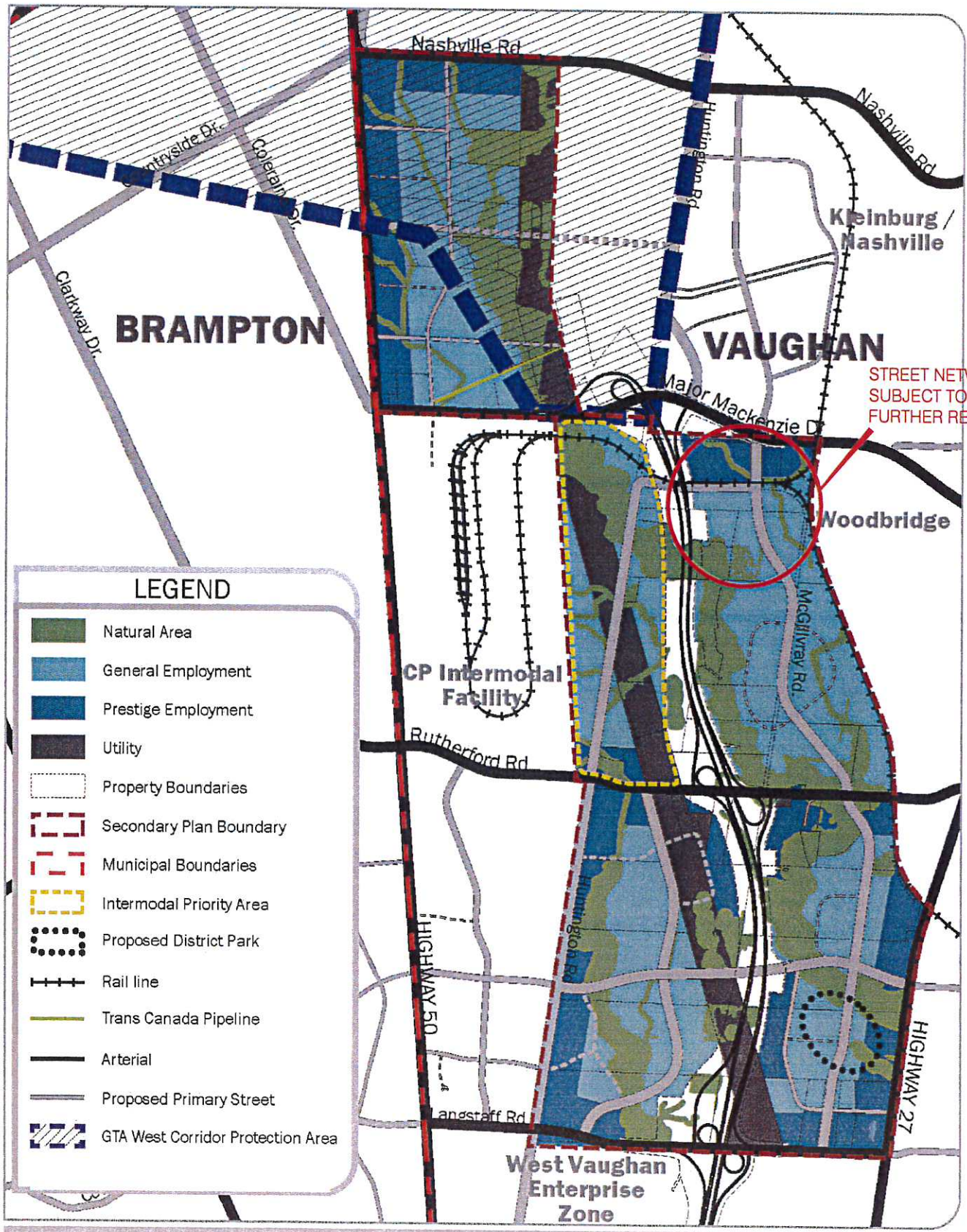
Policy Planning Department

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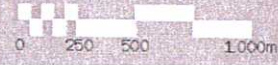
DATE:
January 15, 2013



LEGEND

	Natural Area
	General Employment
	Prestige Employment
	Utility
	Property Boundaries
	Secondary Plan Boundary
	Municipal Boundaries
	Intermodal Priority Area
	Proposed District Park
	Rail line
	Trans Canada Pipeline
	Arterial
	Proposed Primary Street
	GTA West Corridor Protection Area

Schedule 3: Land Use



Schedule 3: "Land Use"
(revised December 2012)



Attachment

FILE:
25.5.19

5c

APPLICANT(S): City of Vaughan
LOCATION: Part of Lots 10 - 26, Concessions 9 & 10

Policy Planning Department

DATE:
January 15, 2013

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Part 1: Background to the Secondary Plan

1.1 Introduction and Background

In 2002, OPA 600 designated lands east of Highway 50 and west of the Woodbridge and Kleinburg-Nashville communities for employment uses. This employment area is referred to as the Vaughan Enterprise Zone. While the southern part of this employment area has developed, the lands north of Langstaff Road, known as the West Vaughan Employment Area (the WVEA) have not proceeded because of uncertainty around the proposed Highway 427 extension. As the preferred alignment for the Highway 427 extension has been identified through the Environmental Assessment process, further planning and development of these lands can now be undertaken.

In 2007 the City initiated Vaughan Tomorrow, a comprehensive growth management strategy. A key outcome of this strategy is the new Official Plan, which will guide growth and development for the entire city and will ensure conformity with the province's Growth Plan for the Greater Golden Horseshoe, including the Growth Plan's 2031 population and employment projections. Given that the Highway 427 Extension Environmental Assessment process was near completion and identified a preferred highway alignment, it was decided that this was an appropriate time to initiate the Secondary Plan for the West Vaughan Employment Area (WVEA) as part of the growth management process.

As part of the Official Plan development process, a series of background reports were prepared to provide land use planning direction. Hemson Consulting prepared a background report entitled "Housing Analysis and Employment Land Needs", April 2010, that shows the WVEA lands are necessary for the City to meet its 2031 employment forecasts. The new Official Plan continues to recognize the WVEA as a key component of the City's designated employment land supply.

~~1.2~~ While the new Official Plan provides the base policies for these and other employment lands, this Secondary Plan will provide further detail for the WVEA, including direction regarding land use, built form and urban design, and other planning considerations.

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1.2-1.1.1 Area Description and Context

The WVEA comprises 975 gross hectares and is the northerly extension of the employment area known as the Vaughan Enterprise Zone. The Secondary Plan comprises lands north of Langstaff Road, between Huntington Road and Highway 27, extending north to Major Mackenzie between the Intermodal Facility and the CP MacTier Rail Subdivision and, the lands between Highway 50 and the hydro corridor between Major Mackenzie and Nashville Road. Block 64, bounded by Highway 50, Huntington Road and Langstaff Road, is not included in the WVEA because it has already been planned through a separate Block Planning process.

Most of Block 65 is not included because it has already been developed with the Intermodal Facility and associated employment uses.

The lands to the south of the WVEA include existing and planned employment uses that form the southern portion of the Vaughan Enterprise Zone. To the east is the residential community of Woodbridge, including a newly designated residential area immediately east of the rail line between Major Mackenzie and Rutherford Road. To the north is the Kleinburg-Nashville community, including the recently planned Nashville Heights area.

The CP Intermodal Facility lies immediately west of the WVEA. The CP Intermodal Facility is connected by a spur line to the CP MacTier Subdivision which generally runs north-south along the eastern boundary of the WVEA. The CP Intermodal Facility is the largest rail-truck terminal in the CPR network and via the MacTier Subdivision, provides service across the country and North America, and has an annual lift capacity of 664,000 containers.

Immediately west of the WVEA and the Intermodal Facility is the City of Brampton. The area south of Castlemore Road (the extension of Rutherford Road in Brampton) is designated as a new residential community in the Bram East area with a concentrated Business Corridor at Castlemore Road and Highway 50. It is intended that the Business Corridor be developed for office uses. North of Castlemore Road is Brampton's planned Highway 427 Industrial Secondary Plan Area, which extends to that City's northern boundary at Mayfield Road (between Kirby and Nashville Roads in Vaughan). These lands are still rural in nature but planning for the Industrial Zone has recently begun.

Today, the WVEA consists mainly of rural/agricultural uses with some small-scale non-agricultural uses which have been permitted through site specific amendments such as a truck terminal and recycling facility. The WVEA is traversed by the Natural Heritage Network including tributaries of the Humber River. A high-voltage hydro transmission corridor runs generally from the south east to the north west of the WVEA. The Lorna Jackson Transformer station is located south of Rutherford Road, on the west side of the hydro corridor.

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~~1.3~~ 1.2 Current Initiatives

~~Three~~ important initiatives are currently underway, independent of but related to the WVEA Secondary Plan process, that ~~will~~ may significantly improve the viability of the WVEA as an employment location of choice.

427 Transportation Corridor Environmental Assessment

Currently, Zenway Boulevard, just north of Highway 7, forms the northern terminus of Highway 427 corridor. The 427 Transportation Corridor Environmental Assessment (the 427 Corridor EA) has identified a technically preferred route for the extension of Highway 427 to a new terminus at Major Mackenzie Drive. The assessment is near completion and the technically preferred alternative was submitted in January 2010 to the Ontario Ministry of the Environment for review and approval.

~~A timeline for commencement of construction has not been determined for this initiative and it has not been identified by the Province.~~

Western Vaughan Transportation Improvements Individual Environmental Assessment

The Region of York is currently undertaking a study to identify improvements to the regional road system in Vaughan west of Highway 400. This process, which includes the WVEA in its study area, has identified a number of potential transportation improvements that may have an impact on the WVEA. The current findings propose a series of improvements to parts of Major Mackenzie Drive, Rutherford Road and Highway 27, including expanding to 6 lanes of traffic to accommodate additional vehicular traffic, two high-occupancy vehicle lanes, bicycle lanes and sidewalks. The environmental assessment is also assessing the potential to eliminate the jog in Major Mackenzie Drive at Highway 27.

GTA West Corridor Individual Environmental Assessment (I.E.A)

The Ministry of Transportation is currently conducting an Individual Environmental Assessment (IEA) to establish future transportation infrastructure needs to 2031 within a study area that extends from Highway 400 to Guelph. The IEA will determine the measures needed to provide linkages to the Urban Growth Centres in the Provincial Growth Plan (Places to Grow), particularly between Downtown Guelph and the Vaughan Metropolitan Centre.

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1.4-1.3 ~~1.4~~ Policy Framework

A number of policies provide direction for the development of this Secondary Plan.

Growth Plan for the Greater Golden Horseshoe

The Province of Ontario's Growth Plan for the Greater Golden Horseshoe (the Growth Plan) provides specific direction for the identification and protection of employment lands. The Growth Plan also establishes specific density targets to be achieved in employment (and non-employment) areas. The WVEA Secondary Plan conforms to the Growth Plan.

York Region Official Plan

The York Region Official Plan was adopted by Regional Council in December 2009. Figure 2 of the Regional Official Plan identifies the WVEA as “strategic employment lands”, which are to be protected for employment use. The WVEA Secondary Plan conforms to the Regional Official Plan.

Vaughan Official Plan

The Vaughan Official Plan identifies the WVEA as Employment Area on Schedule 1 Urban Structure. It further states that a secondary plan must be completed for the lands to address area specific needs.

The Official Plan includes two land use designations appropriate for application to the WVEA: General Employment and Prestige Employment. The General Employment designation is intended to accommodate employment uses such as industrial, manufacturing and warehousing that due to their need for outside storage and their possibility of producing noise, odour or other emissions are not compatible with other uses and therefore cannot be accommodated within other designations. The Prestige Employment designation is intended to accommodate light industrial, manufacturing and warehousing uses that do not produce noxious emissions and that do not require outside storage. The Prestige Employment designation also often acts as an interface and buffer between other, more sensitive, community areas of the City and the heavy industrial areas of the General Employment designation.

In order to protect designated employment lands for employment uses that are not compatible with other areas of the City, the Official Plan also has significant restrictions on the amount of non-employment uses that are permitted. *Retail* and office uses that are ancillary to a primary industrial, manufacturing and warehousing use are permitted with certain size restrictions. *Retail* and office uses that are not directly related to an otherwise permitted employment use are only permitted in Prestige Employment areas subject to size and in the case of *retail*, locational constraints. *Retail* uses in particular are only permitted if they are small in scale and intended to serve the daily needs of the employees and visitors of the area businesses.

The WVEA Secondary Plan implements the policies of the Vaughan Official Plan and provides additional direction for the effective development of the WVEA lands.

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1.5-1.4 ~~1.5~~-WVEA Planning Goals

A series of planning goals were developed to guide the preparation of the Secondary Plan. The objectives provide a means for directing development in the WVEA to maximize its potential for employment activity.

In the GTA and City-Wide contexts, the WVEA provides a distinct product

The WVEA provides a distinct product within the context of the employment areas in Vaughan and across the GTA. Large tracts of greenfield employment land are increasingly rare in the context of the GTA-wide employment land supply. Within Vaughan the new Highway 427 Corridor provides an additional supply of large sites with excellent highway access. The employment area at the centre of the City, primarily east of

Highway 400 and north of Highway 7, is built out and constricted from expansion by surrounding development. The new Highway 400 North Employment Area provides a larger proportion of prestige development sites and sites for office campus-type development which will garner high land values. Only the WVEA can accommodate both the prestige development and a significant supply of lands for land-intensive industrial, manufacturing and warehousing uses that require large parcels, excellent transportation facilities and relatively lower land costs.

The CP Intermodal Facility is an asset to be leveraged

The CP Rail Intermodal Facility located just east of Highway 50 between Rutherford Road and Major Mackenzie Drive is the main intermodal facility in the GTA and one of only two such facilities in Ontario. Over 20 trains per day with up to 24 cars per train depart the Intermodal facility for points across North America providing significant logistics and shipping service to many GTA companies. While the Intermodal facility is heavily used, the City of Vaughan sees little economic benefit from users located elsewhere in the GTA who pick up or drop off goods at the facility. Lands in the WVEA surrounding the Intermodal facility provide the opportunity to attract businesses that may make use of the Intermodal facility to cut down truck-to-train transportation time, while creating jobs and tax revenue for Vaughan.

A Variety of Parcel Sizes will make the WVEA Attractive and Adaptable

Large parcel sizes mean that the WVEA will retain the ability to attract a wide variety of users, especially those in the growing warehousing sector that require large, flat sites, and those which like the existing Sears and Fast Freight warehouses, take advantage of proximity to the Intermodal Terminal. While the Secondary Plan does not propose minimum lot sizes, the proposed block pattern anticipates retaining larger sites and discourages ~~future additions to the local road~~ a fine-grained street network that would facilitate significant subdivision of the lands while at the same time ensuring connectivity.

High Quality Urban Design ~~That Maintains Affordability~~

Employment areas are the places where major investors in the City and contributors to its tax base may choose to locate. ~~and Employment areas needs to offer a pleasant and safe experience for employees and visitors alike, without creating a set of requirements that would unduly impede its attractiveness as ability to be a highly attractive and accessible employment location in the GTA, and so should appear attractive.~~ The WVEA will develop with urban design characteristics that make it attractive, pedestrian friendly and transit oriented as well as accessible to cars and trucks, ~~among employment areas offering a more pleasant experience for employees and visitors alike, without creating a set of requirements that would unduly impede its attractiveness as a highly attractive and accessible location in the GTA.~~

Sustainable Design Principles from the Beginning

Design of sites and buildings that pay close attention to water, energy and land efficiency are more environmentally sustainable. It is always more economical to build such measures ~~in from at~~ the planning stages ~~planning stages~~. Simple but effective approaches to green design will be required and more extensive ones will be strongly encouraged. The public realm will also contribute to sustainable active transportation by being transit supportive and pedestrian and cycling friendly.

1.6-1.5 ~~1.6~~ Opportunities and Constraints

The WVEA includes various features, including large infrastructure corridors and natural heritage features, each of which act as both constraints and opportunities. The major features are:

- The CP rail line, which also serves the adjacent Intermodal Facility;
- A major high voltage electricity corridor (the hydro corridor);
- The Highway 427 extension; and
- Elements of the Natural Heritage Network.

While each of these features may attract businesses to the WVEA by providing improved access, attractive locations, or opportunities for a trail network, they also create challenges for organizing the development of the area. For example, the highest visibility parcels where Prestige Employment designations are typically applied are generally those parcels lining a 400 series highway. In the WVEA, the Highway 427 extension has been aligned to fit between the hydro corridor and Rainbow Creek tributary. As a result, through most of the WVEA, the closest parcels to the 427 Extension are actually separated from it by either the hydro corridor or the Natural Heritage Network. The Highway 427 extension corridor, hydro and rail corridors, extensive Natural Heritage Network and local topography also present significant constraints and challenges to establishing an efficient road network.

1.6 WVEA Policy Objectives

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~~1.14~~ 1.7 WVEA Policy Objectives

Transportation

The WVEA's existing transportation infrastructure is limited primarily to arterial streets with few connections through the concession blocks. This is a legacy of its former and current use for primarily agricultural activities. The transportation network providing access to and through the area will be both significantly improved and constrained-improved as a result of the extension of Highway 427 to Major Mackenzie and the proposed improvements to the major arterial roads that bound the area the natural features and hydro corridor implementation of the network of required infrastructure to appropriately cross the valley system and the hydro and rail corridors.

This Plan recognizes the importance of protecting the Future GTA West Transportation Corridor and its associated interchanges and access. This Plan also recognizes the interests of the Province and neighbouring municipalities to ensure that the development of the WVEA secondary plan does not preclude

or predetermine the findings and requirements of the ongoing Environmental Assessment, the potential routing of the corridor and future location of interchanges and other access.

Through this Secondary Plan, a new local street network will be developed to connect to the arterial roads streets and provide efficient access to the highway network thereby reducing the need for local traffic to travel extensively on area arterials.

The Secondary Plan identifies a minimum basic network providing “primary” north-south and east-west connections. ~~Additional “secondary” streets roads are also will be identified and required to provide access to sites. potential smaller lot areas which may not support large parcels because of topographic or natural heritage constraints. The need location for these “secondary” roads streets may will be reviewed at the block plan stage, subject to transportation analysis and justification, when a more detailed understanding of development potential is kn~~ The need for “secondary” streets to complete the network will be reviewed at the Block Plan Sstageown, whenre a more detailed understanding of development is knownplan is developed. Implementation of the ~~network proposed local street network~~ will require structures to appropriately cross the valley ~~system and highway system and highway, hydro and~~ rail corridors. The City will require anall necessary Environmental Assessment approvals to be completed for all roadstreet crossings related to environmental and physical features including over any 400 series Highways if they were not originally approved or recognized in the applicable EA (e.g. Highway 427 Extension EA).

Furthermore, expanded bicycle and pedestrian infrastructure, both in terms of sidewalks, on street bike lanes and off-street trails consistent with the Pedestrian and Bicycle Master Plan, will significantly enhance transportation options within the WVEA. A more detailed network will be developed during the Block Plan process.

GO Transit is investigating opportunities to provide peak period commuter service to Bolton in CP MacTier subdivision rail corridor which may result in a station in the WVEA, or nearby. At such times as further details are known about potential GO commuter rail service, additional studies should be undertaken to identify appropriate station locations, or re-examine land use permissions in the vicinity of the station.

Environment

A large network of tributaries of the Humber River forms the basis of the Natural Heritage Network in the WVEA, which also includes *wetlands* and *woodlands*. These natural heritage resources provide a variety of ecosystem functions that should be preserved and enhanced through new development, as stated in Volume 1 of the Official Plan. The presence of natural features should be characterized as an asset to the area providing attractive settings for business and enabling the City’s trail network. Impacts on the Natural Heritage Network as a whole, and on any specific local features, will be minimized through on-site environmental enhancement, including Low-Impact Development techniques (LID) for stormwater management, and landscaping. Other urban design and built form initiatives, such as green roofs, on-site green energy generation, and other means, could provide further environmental enhancement benefitting both the natural environment and businesses. The detailed development limits against all natural heritage

features and hazards will be determined at the Block Plan stage. This level of analysis should include the most recent relevant information [from external agencies](#) such as the February 2010 release of the “Recovery Strategy for Redside Dace (*Clinostomus elongatus*) in Ontario”, [and any findings from the City’s Natural Heritage Network Study](#).

As a new employment area, the WVEA can be positioned in the marketplace to support eco-industrial networks. Eco-industrial networks are clusters of industries which develop synergistic relationships to maximize resource efficiency and therefore improve both financial and environmental performance. In many cases, the waste products of one operation is found to be the input for another business. This could also be extended to waste energy such as heat in the form of hot water or steam. The design of eco-industrial areas often also incorporates sustainable physical design approaches including high standards for stormwater infiltration, on-site alternative energy production, district-energy or co-generation. Both the potential for production efficiencies and the more attractive and sustainable physical form of the eco-industrial area often attract green industries which feel such a location is supportive of their overall ethos.

Parks

Parkland will be provided in the WVEA to enhance the attractiveness of the area as a setting for business, and will serve the social and recreational needs of area employees, visitors and nearby residents. Where possible, new parkland will be directed to areas adjacent to existing open spaces, including the hydro corridor, natural heritage and or cultural heritage resources and existing and planned trails. It is the objective of the City to secure, ~~at a minimum, one District Park of approximately 10 ha of parkland in the West Vaughan Employment Area, east of the Highway 427 corridor. Alternatively, the City may seek one smaller District Park and one Neighbourhood Park. These parks would be acquired by the City through the combined parkland dedication requirements of the whole Secondary Plan area and would be secured through landowner agreements. One District Park with an approximate area of 8 ha in the WVEA east of the Highway 427 corridor will be required. The residual parkland, approximately 2 - 3 ha, may be located elsewhere in the WVEA subject to City approval. Parkland will be acquired by the City through the combined parkland dedication requirements of the whole Secondary Plan area and would be secured through landowner agreements.~~

Cultural Heritage

As a result of its agricultural history, this area of Vaughan contains a number of cultural heritage resources that should be recognized and *conserved*, including resources designated under the Ontario Heritage Act and also resources listed on the City’s *Heritage Register*. Existing structures should be retained on a site, and opportunities for adaptive reuse explored. Existing cultural and built heritage features and landscapes should be *conserved* and integrated within the overall design strategy and structure of any area development. As development occurs in the WVEA additional properties and lands may be evaluated for cultural heritage significance according to the processes provided for in Volume 1.

Land Use

The new Vaughan Official Plan includes two [primary employment](#) land use designations appropriate for the WVEA. The General Employment designation accommodates industrial, manufacturing and warehousing uses that are often incompatible with other uses due to noise, emissions, outdoor storage and other factors. The Prestige Employment designation accommodates limited office uses as well as light industrial, manufacturing and warehousing uses that do not produce significant noise and emissions and do not require outside storage. These uses are located in highly visible and accessible areas, often act as buffers around General Employment areas, and are subject to higher built form and urban design criteria.

To protect lands for employment uses, the new Official Plan restricts non-employment uses in designated Employment Areas, such as the WVEA. Some small-scale, employment-supportive retail uses are permitted to serve the daily needs of employees and visitors to the area businesses, subject to locational [and urban design criteria](#)~~constraints~~. [These small scale ancillary retail uses shall be organized generally in clusters or groupings and be supported by parkland and / or publicly accessible open space; and a high quality public realm, and located near transit facilities. A concentration of R-retail-commercial clusters uses](#) are planned for or exist to the immediate ~~north and~~ south of the WVEA, which will serve the main retail needs of businesses within the WVEA and surrounding communities, by offering a wider range of retail activity than is permitted in the Employment Area.

Part 2:

Part 3:

Part 2:

Part 4:

Part 2: The West Vaughan Employment Area Secondary Plan Policies

2.1 General Policies

It is the policy of Council:

2.1.1 That the West Vaughan Employment Area (the WVEA), identified on Schedule 1, will accommodate a significant portion of Vaughan's employment growth in industrial, manufacturing and warehousing to 2031 by taking advantage of:

- a. a large supply of vacant employment lands;
- [a.b.](#) the WVEA's strategic location within the Greater Toronto Area;
- [a.c.](#) existing and planned railway and highway infrastructure; and,
- [a.d.](#) significant open space and natural heritage resources.

2.1.2 That the policies of Volume 1 of the Official Plan apply to the WVEA. Where there is a conflict between this Secondary Plan and Volume 1 of the Official Plan, the policies of the WVEA Secondary Plan shall prevail.

2.1.3 To establish a minimum target of 40 jobs per hectare for the WVEA in accordance with the York Region Official Plan.

2.1.4 That the WVEA shall provide opportunities to accommodate and attract industrial, manufacturing, warehousing and limited office employment uses by:

- a. providing for large development parcels;
- a-b. leveraging significant existing and planned transportation infrastructure; and,
- a-c. restricting non-employment land uses, including residential, *major office* and *major retail*, from the WVEA.

2.1.5 To attract industries to the WVEA that will take advantage of the CP Intermodal Facility by:

- a. supporting the retention of large development parcels throughout the WVEA and in particular in the vicinity of the Intermodal facility, as attractive locations for industries dependent on intermodal shipping; and,
- a-b. establishing transportation patterns that support efficient access to the Intermodal Facility.

2.1.6 To require a comprehensive transportation network, including highways, streets, transit infrastructure, and bicycle and pedestrian facilities, including any necessary grade-separated rail crossings, to facilitate access to, from and within the WVEA.

2.1.7 To protect and enhance the Natural Heritage Network and prioritize sustainable design, including a treatment train approach and/or at-source controls, in new development to minimize adverse impacts on the natural environment.

2.2 Transportation

-
It is the policy of Council:

2.2.1 To implement the local transportation network and support implementation of the Regional street and Provincial highway networks, as identified on Schedule 1.

2.2.2 To support the early implementation of the planned Highway 427 Corridor, including the 427 Corridor transitway, as identified in the 427 Transportation Corridor Environmental Assessment.

2.2.3 To protect lands within the “GTA West Transportation Corridor Protection Area” for the use of a potential Highway. ~~The following policies will apply to all Block Plan and development applications and approvals within the affected portion of the West Vaughan Employment Area Secondary Plan as shown on Schedules 1, 2, and 3 as “GTA West Transportation Corridor Protection Area”.~~

- a. The City and the Region will continue to work with the Ministry of Transportation (MTO) to assist with the EA process.;
- b. As the EA study advances, the Province will formally notify the City and Region in writing when specific lands in the identified area are released from the application of policies c) and d) below. Any amendments to Schedules 1, 2 and 3 of this plan reflect the release of lands in accordance with this paragraph may occur without amendment to this Plan.;
- c. Development within the identified area shall not be approved by the appropriate approval authority. For the purpose of these sections “development” includes the approval of any planning applications (i.e. official plan, site plan, zoning, holding by-laws and subdivisions) as well as block plan approval.;
- d. The review of development applications for lands within the identified area shall occur as follows:
- i) The application is premature unless the Province has provided formal written notice that the lands have been released from the identified area;
 - ii) If the application is premature, the City shall notify the applicant that the application is premature and the application will be held in abeyance until such time as the Province has released the lands from the identified area;
 - iii) If there is any uncertainty or dispute as to whether the lands have been released from the identified area, through consultation with the Province, the Province will confirm whether the lands have been formally released;;
 - iv) If there is any disagreement by any affected party about whether the lands should be released, the City, the Region and the Province will consult with each other to resolve that issue as soon as practicable.
- e. A Block Plan for lands outside the GTA West Transportation Corridor Protection Area, within the West Vaughan Employment Area Secondary Plan, shall demonstrate through the submission of a transportation study among other means, to the satisfaction of the City of Vaughan and Region of York that a comprehensive roadstreet network, access and servicing plan can be put in place or can be reserved in the Block Plan that will effectively integrate development and accommodate improvements to the internal and external networks.
- f. Should the finalized Highway alignment be located in close proximity to or within the West Vaughan Employment Area Secondary Plan, the Block Plan will be adjusted to accommodate the alignment and establish the appropriate mitigation measures, based on supporting studies to the satisfaction of the City and other pertinent authorities. If the impact of the finalized Highway alignment is so substantial that it compromises the intent and purpose of this Plan, then the City may require an amendment to the Official Plan to reflect the new circumstances prior to or concurrently with the Block Plan approval process.

5.2.3

2.2.3-2.2.4 To support arterial street improvements by York Region, as proposed in the Western Vaughan Transportation Improvements Individual Environmental Assessment, including enhancements to Rutherford Road, Major Mackenzie Drive and Highway 27. Specifically, Vaughan supports the development of high-occupancy vehicle lanes and bicycle lanes within the street right-of-way.

2.2.4-2.2.5 To develop a grid-like street network with north-south and east-west mid-block collectors that:

- a. efficiently serves the transportation needs of local users, including servicing and shipping needs;
- a.b. maximizes connectivity within the employment area;
- a.c. achieves a balanced street network that efficiently distributes traffic;
- a.d. accommodates local car and truck traffic and truck access to the planned Highway 427 extension to reduce vehicular conflicts and capacity issues on arterial streets;
- a.e. minimizes crossings of the Natural Heritage Network; and,
- a.f. —minimizes encroachments into the Natural Heritage Network.

2.2.5-2.2.6 That the street network identified on Schedule 1 identifies both primary and secondary streets forming a spine for the local street network. While the primary street network must be implemented generally as identified on Schedule 1, the need for the network for secondary streets network needed to effectively service development parcels may re-evaluated during the Block Plan Process, subject to transportation analysis prepared by the Block Plan proponents, to the satisfaction of the City.

2.2.6-2.2.7 That the precise alignment of streets (shown on Schedule 1), including Regional streets and Provincial highways, and the feasibility of crossings of the Natural Heritage Network, shall be determined in the development of Block Plans, having regard for:

- a. maximizing the size of large development parcels for employment uses, while also effectively serving them;
- a.b. ensuring efficient street networks and minimizing conflicts with highway and rail corridors;
- a.c. protecting and enhancing the Natural and Cultural Heritage Network, including wildlife corridors, natural heritage features, cultural landscape and built heritage; and,
- a.d. ensuring connected and continuous street network through and beyond the Plan area, that accommodates the employment functions as well as providing support for non-auto transportation modes.

2.2.7-2.2.8 To work with landowners and other appropriate agencies to identify appropriate locations for, and secure the provision of, grade separated crossings of the rail corridor, where appropriate.

2.2.8-2.2.9 To plan for and protect, in consultation with appropriate provincial agencies, for transportation corridors, rights-of-way for transportation and associated transit facilities to meet current and projected needs, including:

- a. supporting the long term protection of the rail corridor and intermodal facility for goods movement, employment related uses, and future commuter rail opportunities including potential for future GO Transit stations; and,

a.b. protecting lands from development that could preclude or negatively affect the use of transportation corridors, rights-of-way and associated facilities for the purposes they are identified, or for which they are actively being planned.

2.2.9-2.2.10 To minimize conflict between truck traffic and other forms of transportation by:

a. ensuring a complete network of streets within the WVEA that minimizes truck travel on arterial streets; provides for safe and comfortable co-existence for pedestrians, cyclists and vehicles on both collector and local streets; and provides efficient access to the planned Highway 427 corridor, the Intermodal Facility and other local destinations;

a.b. minimizing at-grade rail crossings; and,

a.c. enhancing the trail/path network to support pedestrian and bicycle traffic.

~~5.2.11~~ That street connections to Highway 50 in Block 66, the portion of the WVEA north of Major Mackenzie Drive, shall be coordinated with proposed street connections across Highway 50 in Brampton.

2.2.11 To work with the appropriate agencies to support effective transit service to the WVEA, and to:

a. support the implementation of rapid and regional transit on Major Mackenzie Drive, Rutherford Road, Highway 27 the planned Highway 427 corridor and transitway, and the proposed Bolton GO Transit corridor;

a.b. support the successful integration of local transit with future rapid and regional transit as identified in policy 2.2.8.(a) above; and,

a.c. support the successful integration of transit oriented development and travel demand management as identified in Sections 4.2.2 and 4.3.3 of Volume 1 of the Official Plan.

2.2.12 To promote, encourage and facilitate bicycle and pedestrian activity to and within the WVEA, including:

a. requiring the provision of sidewalks on both sides of all local and collector streets;

a.b. maximizing pedestrian and bicycle connections to existing and planned trails within and adjacent to the WVEA;

a.c. providing bicycle lanes on collector streets that, where appropriate, connect with proposed arterial bicycle lanes;

a.d. requiring direct pedestrian pathways-linkages between the street and public sidewalks to, parking areas, and primary building entrances and through parking areas, especially where a property abuts is near a transit stop; and,

a.e. requiring the provision of bicycle parking facilities as per City policy.

2.2.13 To implement an off-street trail network, shown conceptually on Schedule 3, to provide recreational and commuter transportation options that complement the planned network of sidewalks and bicycle lanes while minimizing impacts to the Natural Heritage Network by:

a. prioritizing the implementation of Vaughan's Pedestrian and Bicycle Master Plan, including the development of:

i. a Community Multi-use Recreational Pathway along portions of the hydro corridor; and,

- ii. a Neighbourhood Multi-use Recreational Pathway east of the hydro corridor that follows the Natural Heritage Network extending from Huntington Road south of Major Mackenzie Drive to near the terminus of Martin Grove Road at Highway 27; and,
- b. identifying strategic connections to ensure an efficient trail network, including potential connections to the rail corridor trail in Block 61 West, from the hydro corridor to the trail on parts of the TransCanada Pipeline and a direct and efficient link from the proposed hydro corridor trail north of Major Mackenzie Drive to its southern continuation east of Huntington Road.

5.3

2.3 Environment

It is the policy of Council:

2.3.1 That the environment policies of Chapter 3 of Volume 1 of the Official Plan apply, including protection of the Core Features of the Natural Heritage Network and the naturalization and enhancement of the Enhancement Areas.

2.3.2 To protect and enhance Vaughan's Natural Heritage Network in the WVEA as identified on Schedule 2 Natural Heritage, including enhancing biodiversity, protecting wildlife corridors, enhancing water quality in the Humber River watershed and enhancing ecosystem functions.

2.3.3 The precise limits of mapped natural heritage features shall be determined through appropriate study to the satisfaction of the City and the Toronto and Region Conservation Authority, prior to any development approvals.

2.3.4 That Enhancement Areas identified on Schedule 2 provide an opportunity to protect, enhance and grow/enlarge/expand the Natural Heritage Network. The Addressing two Enhancement Areas in the WVEA shall include:

- a. ~~in consultation with the appropriate hydro authority portions, of the hydro corridor north of Major Mackenzie Drive, which will be~~ prioritized for natural heritage enhancements around ~~an~~ existing streams and associated uses, such as recreational trails for portions of the hydro corridor north of Major Mackenzie Drive in consultation with the appropriate hydro authority for portions of the hydro corridor north of Major Mackenzie Drive; and,
a.b. appropriate studies to determine an east-west natural heritage linkage across the rail corridor south of Major Mackenzie Drive, which forming a connection between two tributaries of the Humber River.

2.3.5 That the sustainable development policies of Section 9.1.3 of Volume 1 of the Official Plan apply, including the requirement that, until the City develops Green Development Standards, proponents for development submit a Sustainable Development Report identifying how the development is addressing sustainability. In

addition to the green development elements of Volume 1 policy 9.1.3.2, the following additional green development approaches shall be considered:

- a. requiring on-site and shared stormwater management approaches and infrastructure that contribute to and are integrated with the Natural Heritage Network, where appropriate;
- a-b. minimizing stormwater-runoff through on-site approaches including extensive landscaping, rainwater harvesting and porous paving materials where appropriate;
- a-c. implementing a treatment train approach and/or at-source controls to protect water quality; and,
- a-d. on-site energy production, such as solar electricity, solar hot water and small scale wind energy.

2.3.6

To require stormwater management facilities in naturalized settings and encourage that such facilities be:

- a. located adjacent to the Natural Heritage Network to enhance naturalization around the Natural Heritage Network; and,
- a-b. incorporated into the design, grading and landscaping of surface parking lots such as bio-swales, or other parking area landscaping features.

2.3.7

That the design and location of stormwater management facilities shall be determined at the Block Planning stage. At such time, the following priorities for stormwater design shall be addressed:

- a. minimizing the size of required stormwater facilities through on-site retention, infiltration, and evaporation options including increased landscaping, green roofs, rainwater harvesting and porous paving materials;
- a-b. developing minimum requirements for mitigating stormwater runoff volume increases; and,
- a-c. encouraging localized sharing of stormwater facilities among adjacent development parcels, where possible;

2.3.8

That, where development is planned *adjacent* to the Natural Heritage Network, it shall complement the natural heritage features and provide views and pedestrian access to such features by:

- a. appropriately designing, locating and orienting buildings and landscaped open space, including buffer areas as necessary;
- a-b. landscaping abutting areas in a manner that enhances the Natural Heritage Network;
- a-c. locating streets to protect views and access; and,
- a-d. locating parks, trails and other public facilities near or adjacent to natural heritage features.

2.3.9

To support and encourage the development of eco-industrial networks, which foster synergistic relationships among businesses within a defined area to optimize resource use and reduce economic and environmental costs, in the development of Block Plans for the WVEA. Such networks and relationships will seek to:

- a. minimize transportation and shipping demands and distances by locating related industries in proximity to one another;
- a-b. minimize energy consumption through conservation practices, and co-generation, and potentially the promotion-use of district energy systems;
- a-c. reduce waste and encourage the re-use of industrial by-products; and,
- a-d. encourage resource sharing.

2.3.10 That employment uses within the portion of the WVEA located within a *Wellhead Protection Area*, as identified on Schedule 11 of Volume 1 of the Official Plan, shall conform to the wellhead protection policies of Volume 1 of the Official Plan and the York Region Official Plan.

2.4 Parks and Open Space

It is the policy of Council:

~~5.6.1~~

~~2.4.1 - To apply the parkland dedication policies of Volume 1 of the Official Plan to acquire parkland within the WVEA. Resources secured through parkland dedication process shall be directed toward securing one District Park with of approximately 8 ha on the east side of the planned Highway 427 Corridor. A Two Preferred locations for a District Park have been identified and is are shown on Schedule 3 (Land Use) as "Proposed District Park". The location of the park may be adjusted without amendment to this plan, subject to facility fit assessments for alternative sites and must conforming to City standards respecting the design and use of District Parks. Where the District Parkland requirement is less than 10 ha, the residual parkland dedication in the form of a series of "urban squares" of up to a maximum of 1 hectare may be located elsewhere in the WVEA subject to City standards and approval.~~

~~To apply the parkland dedication policies of Volume 1 of the Official Plan to acquire parkland within the WVEA. Resources secured through parkland dedication process shall be directed toward securing at minimum one District Park on the east side of the planned Highway 427 Corridor, in the conceptual location shown on Schedule 3.~~

~~2.4.1-2.4.2~~ To initiate a landowners agreement among all the landowners within the WVEA in order to secure a location and lands for new parkland in the WVEA and to coordinate parkland dedications.

2.4.3 That the District Park shall be located adjacent to and integrated with the Natural Heritage Network and cultural heritage resources, where appropriate, and shall maximize connectivity to trail networks and nearby residential communities and employment uses.

2.4.4 To support the use of the Natural Heritage Network and other open spaces, where appropriate for trail development and trail connections to surrounding communities.

~~5.6.5 To recognize the cultural heritage resources within the WVEA and to the extent possible:~~

- ~~a. encourage the integration of cultural heritage resources with the Natural Heritage Network, parks and other open spaces;~~
- ~~b. establish appropriate buffers, including landscape and distance buffers, between cultural heritage resources and adjacent employment uses; and,~~
- ~~c. seek to actively conserve and utilize built heritage resources through adaptive reuse and other means.~~

2.5 Land Use & Built Form

It is the policy of Council:

2.5.1 That the land use designations, including **Prestige Employment** and **General Employment**, are identified on Schedule 3 Land Use. The detailed land use permissions and building types and development criteria identified in Volume 1 of the Official Plan shall apply to the WVEA.

~~2.5.1~~ **2.5.2** To support the retention of large, consolidated parcels of land that can accommodate large scale employment uses particularly in the Intermodal Priority Area by:

- a. minimizing lot severance and subdivision;
- ~~a.b.~~ minimizing additions to the local street network identified through the Block Plan or Plan of Subdivision processes that would serve to support the subdivision of larger parcels;
- ~~a.c.~~ requiring that the detailed street network is implemented to maintain the viability of large development parcels; and,
- ~~a.d.~~ encouraging smaller scale employment activities that require smaller development parcels to locate in areas where natural heritage and topography may limit the development of large industrial buildings and where small scale ancillary use clusters are located.

~~5.7.3~~ To require development in high visibility areas, including those parcels abutting arterial roads, and the Highway 427 and rail corridors and natural heritage features, to respond with an approach to design and building orientation that addresses the importance of these strategic locations. Urban design guidelines will be prepared to provide detailed direction on the creation of an attractive and prominent City image including:

2.5.3 To require development in high visibility areas, including those parcels abutting arterial roads streets, and 400 series highways, rail corridors, and and -heritage and natural features, to respond with an approach to design and building orientation that addresses the importance of these strategic locations. Through the Block Plan process each such area will be evaluated and where warranted will be made subject to special zoning standards, including but not limited to, building siting, the amount and location of outside storage if permitted and minimum landscape requirements. Lands abutting and visible to any 400-series highway these areas will be subject to site plan control and shall be consistent with MTO Highway Corridor policies and standards. Urban Design Guidelines will be prepared to provide detailed direction on the creation of an attractive and prominent appropriate City image.

~~a.~~ presenting a 'front' or primary facade to both the abutting street and any other publicly accessible viewing area;

~~5.7.4~~ locating outdoor storage and loading areas away from and/or attractively screening them from publicly accessible viewing areas; and,

~~5.7.5~~ the extent and form of the required landscape and topographical relationships to these areas.

~~5.7.6~~

~~5.7.7~~ To require that development on the north side of Major MacKenzie Drive, west of the Highway 427 terminus, be set back from the front property line in order to provide a substantial landscaped area and berm, sufficient to screen the activity on the site. The zoning by-law will establish the minimum setback. Urban design guidelines will be prepared to provide detailed direction on the extent and form of the required landscape and topographical relationships to Major Mackenzie Drive.

2.5.4 To require that development on the north side of Major MacKenzie Drive, west of the Highway 427 terminus, be set back from the front property line in order to provide a substantial landscaped area and berm, sufficient to screen the activity on the site. The zoning by-law will establish the minimum setback. Urban design guidelines will be prepared to provide detailed direction on the extent and form of the required landscape and topographical relationships to Major Mackenzie Drive.

~~5.7.9~~

2.5.5 To recognize the cultural heritage resources within the WVEA and to the extent possible:

- a. encourage the integration of cultural heritage resources with the Natural Heritage Network, parks and other open spaces;
- b. establish appropriate buffers, including landscape and distance buffers, between cultural heritage resources and adjacent employment uses; and,
- c. seek to actively conserve and utilize built heritage resources through adaptive reuse and other means.

~~5.7.10~~

~~2.5.5~~ **2.5.6** To support the expansion of intermodal uses in the Intermodal Priority Area, as identified on Schedule 3, by:

- a. encouraging the use of the Intermodal Priority Area for large scale employment uses that are heavily dependent on goods movement and on having direct connections to the Intermodal Facility;
- ~~a.b.~~ encouraging the development of industries that employ the Intermodal Facility for shipping and receiving; and,
- ~~a.c.~~ supporting, where appropriate, the development of an internal circulation network throughout the Intermodal Priority Area to ensure efficient access to the Intermodal Facility and to allow for the effective use of specialized vehicles that are not permitted on public streets.

~~2.5.6~~ **2.5.7** To require that Metrolinx is consulted in the development of Block Plans for the Secondary Plan area to ensure that the needs of a future GO and/or intermodal station are appropriately accommodated and protected for.

~~5.7.13~~ Urban Design Guidelines for implementation through the Block Plans will be prepared to the satisfaction

2.5.8 Urban Design Guidelines for implementation through the Block Plans will be prepared to the satisfaction of the Urban Design Guidelines for implementation through the Block Plans will be prepared to the satisfaction of the City. Further research will be undertaken to address urban design aspects for employment areas that meets the objectives of Green Directions, VOP 2010 and the "Measuring Sustainability Performance of New Development Standards in Brampton, Richmond Hill and Vaughan" standards standards and guidelines.

~~The Urban Design Guidelines will address~~ Prior to Block Plan approval, the City will prepare Urban Design Guidelines which will address:

a. Area-wide Design Guidelines:

1. Special Character Areas, including but not limited to “high visibility areas” and “small scale ancillary use clusters”;
2. Open Space;
3. Landscaping;
4. Public Realm (streetscaping, public squares, trails and other);
5. Built Form;
6. Cultural and Natural Heritage;
7. Environmental Sustainability consistent with the “Measuring Sustainability Performance of New Development” in Brampton, Richmond Hill and Vaughan” Standards” ; standards and guidelines; and
8. Parking.

b. The guidelines will provide the binform asis for the standards addressing such matters in the implementing zoning by-law inform the standards provided in the implementing zoning by-law, as they may apply to those matters referenced in “a.” above and any such additional matters as may be determined through the review process;

c. Such guidelines will inform the preparation of the implementing draft plans of subdivisions and site plan approval applications.

~~5.7.14~~ ____ That the following minimum landscaped open space requirements shall apply to all development in the WVEA:

~~5.7.15 Prestige Employment~~ designations — 15% of the lot area

~~5.7.16 General Employment~~ designations — 10% of the lot area

~~5.7.17~~

~~5.7.18~~ That the required minimum landscaped open space shall be directed to the following areas:

~~5.7.19~~ street frontages;

~~5.7.20~~ surface parking areas;

~~5.7.21~~ landscaped buffers of parking and outdoor storage areas visible from the street;

~~5.7.22~~ areas adjacent to the Natural Heritage Network, where applicable;

~~5.7.23~~ green roofs to a maximum of 20% of the requirement in policy 2.5.7 above; and,

~~5.7.24~~ on-site naturalized stormwater management facilities.

~~5.7.25~~

2.5.9 That parking areas shall be paved with hard surfaces to promote dust control and good air quality. Permeable paving alternatives shall be encouraged and supported to minimize runoff and contribute to on-site stormwater management.

2.5.9-2.5.10 To encourage development to occur in a manner that is capable of supporting employment *intensification* and change over time. This may include:

- a. Designing buildings to accommodate future expansion; and,

~~a.b. Identifying a streets and block structure to anticipate future locations for additional buildings, sites in the siting and orientation of proposed buildings, parking areas, open space and other considerations.~~

- 2.5.11** To encourage the coordination of shared parking, ~~and~~ driveways and laneways between adjacent parcels to:
- a. Minimize curb cuts on streets;
 - ~~a.b.~~ Minimize paved surfaces;
 - ~~a.c.~~ Achieve higher parking efficiencies; and,
 - ~~a.d.~~ Maximize areas for landscaping.

~~5.7.29~~ :

~~2.5.12~~ That regulations and standards governing height and massing, setbacks, building footprint and other considerations shall be identified through the Block Plan process and the zoning by-law.

~~2.5.13~~ That regulations and standards governing height and massing, setbacks, landscaping, storm water management, building footprint, outside storage of goods and materials or any other activity not contained within a wholly enclosed building and other considerations shall be implemented.

~~That regulations and standards governing height and massing, setbacks, building footprint, outside storage of good and materials or any other activity not contained within a wholly enclosed building and other considerations shall be implemented.~~

~~2.6~~

~~2.6~~

2.6 Implementation

It is the policy of Council:

2.6.1 That the preparation of detailed Block Plans shall be required for all areas of the WVEA to implement the Secondary Plan, in accordance with the policies of Section 10.1.4 of Volume 1 of the Official Plan. The precise location and boundaries of each Block Planning Area shall be identified by the City in consultation with landowners and the Toronto and Region Conservation Authority.

~~2.6.1-2.6.2~~ That the Transportation Master Plans required in the preparation of Block Plans shall be completed to the satisfaction of the City of Vaughan, York Region and the Ministry of Transportation, and in consultation with the Region of Peel, City of Brampton and Town of Caledon.

~~2.6.1-2.6.3~~ That where changes are proposed to the detailed road network established in the Block Plan, a revised Transportation Master Plans shall be submitted to the satisfaction of the City of Vaughan and York Region.

~~2.6.1-2.6.4~~ To require comprehensive landowner agreements for infrastructure planning in the WVEA to ensure the effective provision of infrastructure and services and to ensure there are no adverse financial impacts to

the City's [financial capability](#). In addition to the policies identified in Chapter 10 of Volume 1 of the Official Plan, landowner agreements shall provide direction regarding the location, funding and implementation of:

- a. the local street network;
- [a.b.](#) grade separated crossings of the planned Highway 427 corridor, [valley systems](#) and the rail corridor;
- [a.c.](#) parkland, [open space and heritage preservation](#); and,
- [a.d.](#) shared stormwater management facilities, where appropriate.

2.6.5 That prior to the final approval of any Block Plan, Site Plan or Plan of Subdivision, and in addition to any requirements identified in Chapter 10 of Volume 1 of the Official Plan the following shall be prepared to the satisfaction of the City of Vaughan, and York Region, and in consultation with the Toronto and Region Conservation Authority, where appropriate:

- a. a comprehensive development phasing plan related to the timing of infrastructure improvements;
- [a.b.](#) a heritage conservation plan if the site contains heritage resources; and,
- [a.c.](#) comprehensive urban design guidelines and a streetscape master plan.

2.6.6 That the City will require ~~an~~ all necessary Environmental Assessment approvals to be completed for all roadstreet crossings related to environmental and physical features including over any 400 series Highway if they were not originally approved or recognized in the applicable EA (e.g. Highway 427 Extension EA).