

**BASS PRO MILLS DRIVE, FROM HIGHWAY 400 TO WESTON ROAD MUNICIPAL CLASS
ENVIRONMENTAL ASSESSMENT**

Appendix A Socio-Economic Environment Memorandum

**Appendix A SOCIO-ECONOMIC ENVIRONMENT
MEMORANDUM**



To:	Diana Addley Whitby, Ontario	From:	Stephanie Bergman, Moira Davidson London, Ontario
File:	160540006 – Bass Pro Mills Extension Municipal Class EA	Date:	August 27, 2020

Reference: Socio-Economic Environment Memorandum**EXISTING CONDITIONS**

This memorandum has been prepared to provide an overview of applicable planning policy and direction and existing socio-economic conditions to be considered as part of the Bass Pro Mills Extension Municipal Class EA (MCEA). The study area for this assignment is situated between Weston Road and Highway 400, within the City of Vaughan.

POLICY CONTEXT**Provincial Policy Statement, 2020**

The 2014 Provincial Policy Statement (PPS) was amended on May 1, 2020, and is the guiding document that provides overall policy directions on matters of provincial interest relating to land use planning and development in Ontario. Local Official Plans are the primary mechanism for implementing the policies of the Official Plan, and in accordance with the Planning Act, decisions affecting planning matters shall be “consistent with” the PPS.

The amended PPS includes additional policy direction for municipalities with respect to economic development and land supply. In the context of the Bass Pro Mills MCEA study, additional policy guidance is provided to promote the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimizing transit investments and standards to minimize land consumption and servicing costs (PPS 2020).

The Bass Pro Mills Extension MCEA supports matters of provincial interest as it aims to create an efficient intermodal transportation system that safely facilitates the movement of people and goods. The extension of Bass Pro Mills also promotes economic development and competitiveness by ensuring necessary road infrastructure is provided to allow access to the planned employment area on the west side of Hwy 400, which will assist in addressing the projected employment needs of both the City and Region. As part of the Bass Pro Mills Extension MCEA, efficient use will be made of existing servicing and transportation infrastructure, and consideration will be made to already planned infrastructure in order to minimize unnecessary public expenditures. Through the use of this MCEA and other city- and region-led transportation demand management strategies, efficient land development patterns will be developed within Vaughan and the surrounding area in order to provide the necessary employment areas to support current and projected needs.

This MCEA study will support the policy direction in the PPS by supporting the development of, and coordination with, land uses identified within the local Official Plans.

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Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan for the Greater Golden Horseshoe (GPGGH) was updated in 2019 to assist in the expansion of economic opportunities for the growing number of people expected to reside within the GGH over the next 20 years.

It is a goal of the GPGGH to develop an integrated transportation network that will allow people choices for easy travel both within and between urban centres throughout the region. Specifically, the transportation system will offer a balance of transportation choices that reduces reliance upon the automobile and provides multimodal access to jobs. As land development and transportation are interconnected, areas with high employment densities shall be planned to be better connected to transit and vacant/underutilized employment lands shall be used more effectively and efficiently.

This MCEA study will support the objectives within the GPGGH through the identification of an efficient transportation network to support growth and development within the Vaughan Metropolitan Growth Centre.

York Region Official Plan, 2010

The York Region Official Plan was enacted in 2010 and guides the economic, environmental, and community building decisions that assist in the coordination and management of growth within the Region. The study area for this MCEA study is designated as an Urban Area within the Regional structure, with a regional street (i.e., Weston Road) and highway (Hwy 400) spanning along the eastern and western boundaries of the MCEA study area. The regional street network is composed of a system of urban and rural streets, with various north-south and east-west connections. It is, however, recognized that there are more north-south connections than there are east-west connections, and for this reason, it is a goal of the Region to investigate establishing continuous alternative east-west corridors in the central part of the region.

While not designated within the regional street network, the extension of Bass Pro Mills will provide an east-west connection to existing north-west regional roads, such as Weston Road, allowing for the efficient movement of people and goods throughout the urban and rural transportation system. The proposed extension of Bass Pro Mills supports the transportation goal for a connected regional transportation network.

City of Vaughan Official Plan, 2010

The City of Vaughan Official Plan (VOP 2010) was approved by Council in 2010 and is part of an overall Growth Management Strategy that will shape the future of the City and guide its continued transformation into a vibrant, beautiful and sustainable City. One of the main goals of the VOP 2010 is to create a sustainable transportation network that compliments sustainable development. VOP 2010 recognizes that land use and transportation are inextricably linked, and that a sustainable transportation network is critical to supporting the City's approach to growth and development.

Within the VOP 2010, the study area is comprised of Prestige and General Employment lands. A stream regulated by the Toronto and Region Conservation Authority is located within the west portion of the study area, is designated as being under consideration for "Core Feature" additions, "Core Feature" deletions, or classification as an Enhancement Area shown on Schedule 2 of the VOP 2010. The existing Bass Pro Mills Drive is designated as a Major Collector street and the proposed extension is shown on Schedule 9 of the VOP 2010 as a proposed new Major Collector Road Link. As a Major Collector street, the Bass Pro Mills extension shall be planned to carry moderate traffic volumes and should be continuous to facilitate efficient traffic flow and provide effective routing for transit vehicles, bicycles and pedestrians. The street network

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within the City of Vaughan should also be developed to support a connected and continuous grid-like pattern, with multiple connections to collector and arterial streets.

The City's transportation system will continue to evolve over time with the addition of missing links. The incorporation of these links, such as the Bass Pro Mills extension, will assist in supporting the City's goal of achieving a connected and continuous grid-like pattern. The Bass Pro Mills MCEA process will need to consider these transportation goals and policies to ensure the City's vision for a connected transportation network is met.

City of Vaughan - Vaughan Mills Secondary Plan

The study area is located within the heart of the Vaughan Mills Centre Secondary Planning (VMCSP) Area, which provides the land use concept, urban design principles, transportation guidelines, and other area-specific policies. The VMCSP was adopted by Municipal and Regional Council in 2014, however, is currently subject to appeals at the Ontario Municipal Board relevant to the lands abutting the north end of the proposed Bass Pro Mills extension area.

The VMCSP operates within the policy framework provided by the City of Vaughan Official Plan 2010 (VOP), Region of York Official Plan 2020, TRCA regulations, and other applicable Provincial policy including the GPGGH. The Study Area for this MCEA study includes primarily employment uses (Prestige Office Employment and Prestige Employment), the Black Creek and associated Greenway Public Open Space (SP Schedule C) and identifies Employment Frontage along the Bass Pro Mills Drive extension (Schedule D). These land use designations are intended to encourage high quality urban design and architectural treatments and provide an appropriate interface with the surrounding community. The land use, transportation and urban design policies within the SP are all intended to support a connected live-work environment that encourage a shift from the dependency of vehicular use to walking, cycling, and transit. Planned Land uses within the VMCSP are shown on Figure 1 attached.

The VMCSP provides specific direction for the Bass Pro Mills Drive extension westward, which includes an expanded public boulevard (multi-use pathway) along the north edge for enhanced landscaping and separation from employment uses to the south (Section 4.2.4.2-3). It notes that the extension will generally help to distribute east-west traffic in the area, and that existing and future highway crossings should be pedestrian and bike friendly (Section 4.2.7.3.3). A revised ramp entrance is proposed to the existing partial interchange at Bass Pro Mills Drive via a new intersection at the proposed east-west collector road and the proposed north-south collector parallel to Highway 400 (Section 4.2.7.3). The VMCSP also contains important direction relating to the Black Creek Corridor and associated Public Open Space areas, which encourage the restoration and enhancement of these important public assets, as well as support for greater public access and view corridors for development adjacent to these areas (Section 5.3.3.2 and Schedule E).

The VMCSP also provides a projected population and job estimates associated with the various development areas within the area. For the Vaughan Mills Centre Business District (identified on Schedule A of the VMCSP) the estimated target for employment is 7,590 jobs. The extension of Bass Pro Mills Drive will support the employment and intensification plans for this area to alleviate existing east-west corridors and accommodate future traffic needs that come from these additional jobs. The MECA will build upon the recommendations within this VMCSP to assist in guiding growth for this area up to 2031 and 2041 planning horizons.

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City of Vaughan Zoning By-law

The current Zoning By-law zones the land within the study area as a mixture of Agricultural (A), Employment (EM1), and Commercial (C1). These zones permit a variety of uses, heights, and densities. The Agricultural zone requires larger lot sizes and low densities while the employment and commercial zones promote a more urban form.

It is expected the existing zoning for the study area will need to be realigned to accommodate the future density proposed by the VMCSPP. The rezoning may be undertaken by the City, or be addressed as part of future plans of subdivision. This realignment of the zoning will need to be considered during the MCEA process to ensure the Bass Pro Mills Drive extension and the development of the surrounding employment lands can be developed to meet the needs of both current and future residents.

City of Vaughan Transportation Master Plan (2012)

The City of Vaughan Transportation Master Plan (VTMP) was first completed in 2012 and identified key transportation issues for the City at the time, such as an auto-oriented urban structure.

However, the City has subsequently become one of the fastest-growing municipalities in Canada and has become one of the major Urban Growth Centers within the Greater Golden Horseshoe. To address this growth, the City is undertaking many strategic Master Plan updates, including updates to the VTMP. The new VTMP study aims to support current and future residents, businesses and visitors by providing high-quality, attractive and sustainable travel choices.

The existing VTMP makes reference to there being discontinuities in the existing road grid, impacting the efficiency of travel within the City. The missing Bass Pro Mills Drive connection to the collector road network west of Highway 400 was identified as a major gap in the grid network.

SOCIO-ECONOMIC CONTEXT

Local Business Assessment

The extension of Bass Pro Mills Drive west to Weston Road and implementing the SP vision of an employment area will significantly change the existing nature of the study area from the low-density scale of the current uses. The MCEA study area, along with lands south of Rutherford Road, are the only remaining agricultural designated lands within this area of Vaughan. The surrounding area to the west is mostly low-rise residential, with the areas to the north, south, and east a mixture of chain commercial, service commercial, and industry/office uses.

Within the study area, there are a number of location businesses that may serve as important stakeholders through the MCEA study. In addition to the Vaughan Mills Mall to the east of the study area, the Vaughan Mills Garden Centre and Storage Mart properties are located at the future connection to Weston Rd (see Figure 1 attached). The MCEA study will need to continue discussions with these property owners and businesses held through the SP and VOP planning processes, to provide clear rationale and justification through the decision-making process.

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Proposed/Future Development

While there are currently no active developments within the study area, there are a number of key municipal projects ongoing adjacent to the study area that this MCEA will need to consider. The key ongoing municipal project are as follows.

The City recently constructed the extension of Bass Pro Mills Drive easterly to Jane Street. The extension consists of four lanes, with active transportation facilities, and a signalized intersection with Jane Street.

The Weston Downs Community Traffic Study (2016, draft) was initiated by the City to help address the concerns of residents in the Weston Downs area (west side of Weston Road, between Rutherford Road and Langstaff Road) who felt that high volumes of regional traffic were infiltrating the neighborhood to bypass traffic on regional roads. A number of alternative solutions were reviewed, and the preferred solution was to have no exit movements from Weston Road to Rutherford Road through Astona Boulevard, Valeria Boulevard and Green Park Boulevard between, 4:30 pm-8:00 pm. Similar restrictive movements on Langstaff Road and Rutherford Road were also established.

York Region has an ongoing MCEA for Langstaff Road between Weston Road and Dufferin Street which includes widening the road from four to six lanes, a full moves interchange at Highway 400, transit, active transportation facilities, intersection improvements, the replacement or widening of an existing bridge east of Keele Street, the grade separation of the Barrie GO rail line, and a crossing at the CN Macmillan Rail Yard to address the missing link between Credit Stone Road and Keel Street. It should be noted that the design for the interchange improvements at Langstaff Road and Highway 400 could impact the Bass Pro Mill Drive partial interchange due to their close proximity. Additionally, MTO has plans to add HOV lanes to Highway 400 in this area. No design for the Langstaff Road interchange has been made public at this time. The City is being informed as decisions are made regarding this project.

The City is currently preparing The Vaughan Mills Centre Public Realm and Streetscape Plan, which should be finalized by the end of 2020. The plan includes streetscape plan/schematic design of all streets within the VMCSPP, including existing Bass Pro Mills Drive. The streetscape plan for this study should be informed by the VMC Public Realm and Streetscape Plan. Other potential Regional road widenings in the area, mainly to support transit and active transportation initiatives includes Weston Road, Rutherford Road and Jane Street.

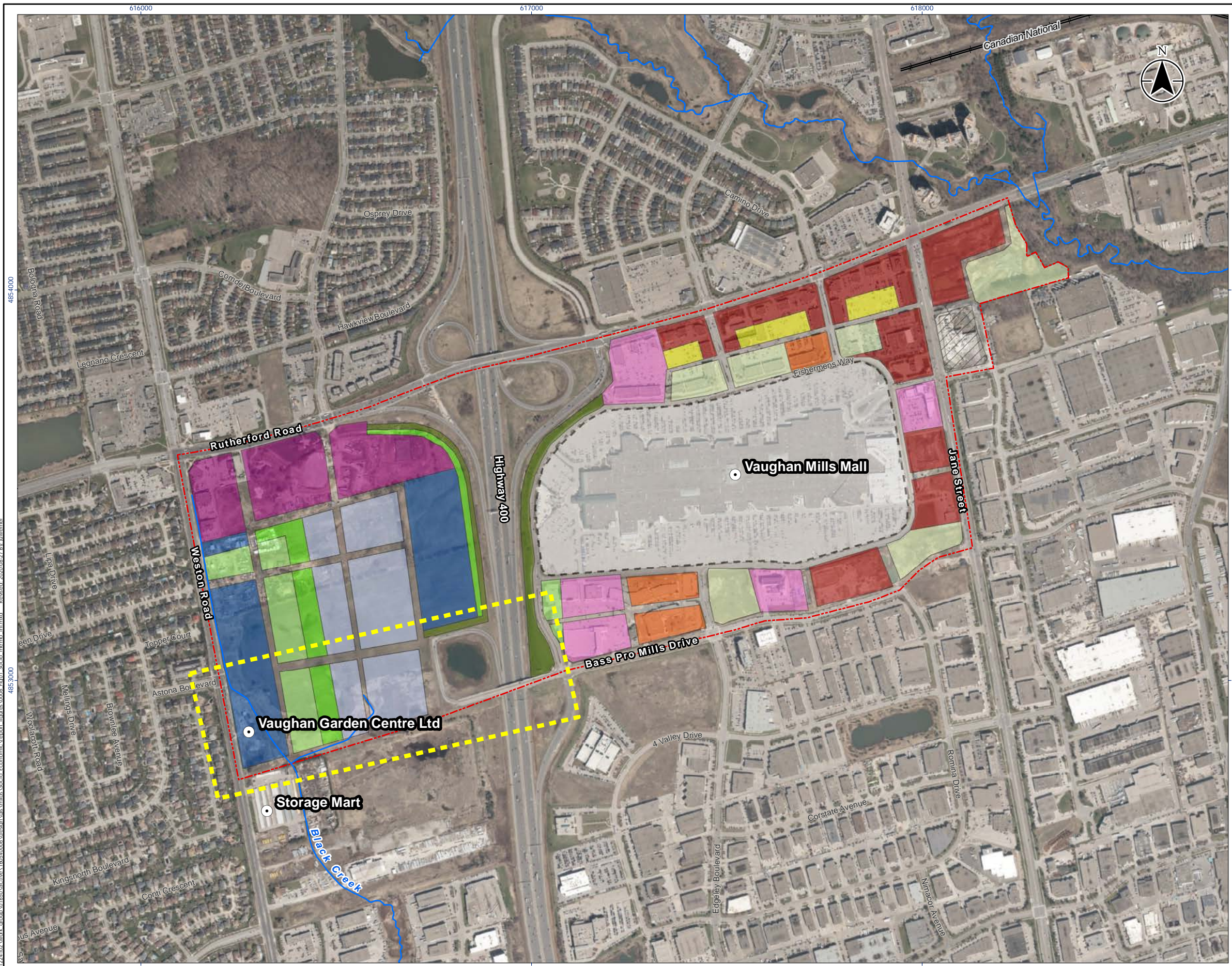
Stantec Consulting Ltd.



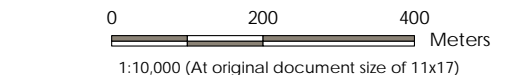
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- Legend**
- Business
 - Study Area
 - Vaughn Mills Centre Secondary Plan Area Boundary
- Land Use Designation**
- High-Rise Mixed-Use
 - Mid-Rise Mixed-Use
 - Low-Rise Residential
 - Community Commercial Mixed-Use
 - Prestige Employment
 - Employment Commercial Mixed-Use
 - Prestige Office Employment
 - Neighbourhood Park
 - Public Square
 - Greenway Public Open Space
 - Green Buffer Area
 - Area Requiring Tertiary Plan
 - Lands Subject to Current Ontario Municipal Board Hearing
 - Railway
 - Watercourse (Permanent)



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2019.
 3. Orthoimagery obtained from © First Base Solution, 2020. York Region 2019.
 4. Secondary Plan Land Use Designations data digitized from Vaughan Mills Centre Secondary Plan, September 2014.

Project Location: City of Vaughan
 160540006 REV1
 Prepared by JW on 2020-08-27

Client/Project:
 CITY OF VAUGHAN
 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
 BASS PRO MILLS DRIVE FROM HWY 400 TO WESTON

Figure No. 1

Title:
 Socio-Economic Environment
 Memorandum