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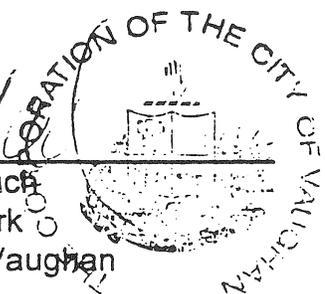
**Amendment Number 450 to the
 Official Plan of the City of Vaughan
 Planning Area (as of January 17, 1997)**

**EMPLOYMENT AREA
 GROWTH AND MANAGEMENT
 PLAN**

I, JOHN D. LEACH, City Clerk of the Corporation of Vaughan in the Regional Municipality of York, do hereby certify that the attached is a true copy of Amendment Number 450, which was partially approved with modifications with a number of deferrals and one referral to the Ontario Municipal Board, on the 3rd day of May, 1996, and December 12, 1996. The deferral was partially approved by the Ministry of Municipal Affairs and Housing on January 17, 1997. The attached incorporates modifications to the text which are typed in bold.



J.D. Leach
City Clerk
City of Vaughan



DATED at the City of Vaughan
this 4th day of April, 1997.

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 298-94

A By-law to adopt Amendment Number 450 to the Official Plan of the Vaughan Planning Area.

NOW THEREFORE the Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 450 to the Official Plan of the Vaughan Planning Area, consisting of the attached text, and Schedules "1", "2", "2A", "2B", "2C", "3", "4", "5", "6", "7", "8" and "9" is hereby adopted.
2. AND THAT the City Clerk is hereby authorized and directed to make application to the Ministry of Municipal Affairs for approval of the aforementioned Amendment Number 450 to the Official Plan of the Vaughan Planning Area.
3. AND THAT this By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST, SECOND and THIRD time and finally passed this 3rd day of October 1994.

"L.D. Jackson"

L. D. Jackson, Mayor

"J.D. Leach"

J. D. Leach, City Clerk

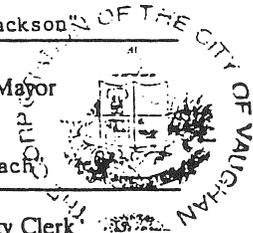


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MODIFICATION #2
section 2.2.76 deleted

MODIFICATION #3
wording change

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<p>MODIFICATION #4 wording change</p>
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- Schedule 8 Transportation - Recommended Transit Network
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- APPENDIX 1: Record of Council Action
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Amendment Number 450 to the Official Plan of the Vaughan Planning Area

The following text and Schedules "1", "2", "2a", "2b", "2c", "3", "4", "5", "6", "7", "8" and "9" to Amendment Number 450 to the Official Plan of the Vaughan Planning Area constitute Amendment Number 450.

MODIFICATION #1
wording added

Also attached hereto but not constituting part of the Amendment are Appendix 1 and Appendix 2.

PART A

1.0 Introduction

1.1 Purpose

MODIFICATION #7
wording added

To amend the Official Plan of the City of Vaughan Planning Area in order to implement a comprehensive set of land use policies which will apply to the City's employment areas. The policies implement a strategy designed to guide the use of and development of employment areas in the City of Vaughan for the next ten years **while designating sufficient lands for the City's employment needs for the next 20 years.**

1.2 Location

The lands subject to this Amendment include those areas now designated for industrial and service commercial purposes by the City of Vaughan Official Plan. These lands are shown on Schedule "1" to this Amendment.

1.3 Application

MODIFICATION #8
wording added

The policies contained in this Amendment shall apply to all lands shown as "Employment Area" on Schedule "1" hereto. Except as otherwise provided herein, the policies contained in this Amendment shall supersede the policies of any other **area or site specific** Official Plan Amendment which is in force in the City on the date of the approval of this Amendment.

1.4 Basis for the Preparation of the Plan

a) The Vaughan Employment Area in the Regional and Local Context:

Over the past twenty-five years Vaughan has evolved from a predominantly rural township to a city, offering housing and employment opportunities to a significant proportion of the population of the Greater Toronto Area. Current projections indicate that population and employment growth in Vaughan will continue for the foreseeable future. It is expected that the number of jobs in Vaughan will increase from 65,000 in 1991 to 184,000 in 2021.

The employment lands are an important component of the City's overall urban structure. They are distributed along the Highway No. 7 corridor from Steeles Avenue north to Rutherford Road. There are two main concentrations. The largest extends from Dufferin Street to Weston Road and a second area, still largely undeveloped, is focused around the intersection of Highway No. 7 and Highway No. 427. These areas provide the City with a sound economic base, a source of assessment and employment opportunities for the resident population.

In a regional context the employment areas are strategically located in the north central part of the Greater Toronto Area. This location, in conjunction with outstanding access to an expanding regional and provincial road network, provides opportunities for a wide range of businesses and industries. This allows for the easy flow of goods and materials within the Greater Toronto Area and beyond. Further, the road network establishes a framework for a public transit system which can be upgraded to meet the needs of the workers commuting to the area. In recognition of its prominence, the Greater Toronto

Area - Municipal Urban Form Working Group identified two potential intermediate nodes in the employment area. The Regional Official Plan designates the area around the intersection of Highway No. 7 and No. 400 as a "Regional Centre". This serves to acknowledge the role these areas will play in shaping the future of Vaughan, the Region of York and the Greater Toronto Area.

b) Reasons for Developing an Employment Area Strategy:

One of the corporate strengths of the City of Vaughan is the large expanse of land now designated for industrial development. This provides the City with the opportunity to attract new employment and assessment in an orderly and well planned manner. However, in recent years there has been growing concern over the adequacy of the policies governing industrial development, as embodied in the official plan and zoning by-law. The focus of concern is that current policies and standards may not properly reflect the economics of the 1990's and the contemporary needs of business and industry. There are two facets to this concern. These issues are discussed below.

i) Planning Policy Should Reflect the Economic Realities of the 1990's:

Policies governing industrial development in the City were added incremental over the years as the industrial areas were expanded. Each new amendment largely reflected the needs and expectations of the era in which it was drafted. Large expanses of the City were designated industrial in the 1960's the 1970's and 1980's. Policies in the later amendments were based on conditions that were operative in the late 1970's and early 1980's. These conditions have clearly changed. Both the national and local economies have been undergoing restructuring in order to address the challenges of the 1990's. Current trends indicate that traditional industrial districts are becoming "employment areas" featuring an increasing number of non-industrial jobs.

In order for Vaughan to attract businesses and industries, which reflect the "new" economy development policies must be pro-active, in the sense that they must permit the uses, as-of-right, that will characterize the emerging economic situation. In addition, the policies must be sensitive to the needs of the existing businesses and industries. To establish the appropriate uses and standards for the City's employment areas, an understanding of the forces shaping employment growth is required. This understanding would form the basis of new policies and standards which would allow Vaughan to embrace new development rather than reacting to it on the basis of dated policies.

ii) Administrative Constraints:

Industrial policy in the City of Vaughan is vested in numerous official plan amendments. Generally, the older areas are subject to Official Plan Amendment No. 4 (1961) as amended; there are areas subject to major freestanding amendments such as the Vaughan 400 Industrial Estates (OPA No. 107) and the Pine Valley Business Park (OPA No.

135); and there area are under OPA No. 250 (Vaughan Industrial Strategy 1986) and its various secondary plans. In addition the Woodbridge Community Plan (OPA No. 240) has separate industrial policies. As such, policies across the city are not consistent. This makes it difficult for a business or industry wishing to locate in Vaughan to clearly ascertain municipal intent. This situation is also a problem administratively as it is difficult to track the number of amendments now in effect. It is therefore desirable to have a comprehensive plan dealing with all employment areas.

All of the industrial areas are now under the provisions of the City's comprehensive zoning by-law, By-law 1-88. However, most areas are the subject of site specific exceptions, reflecting the fact that By-law 1-88 was a consolidation of previously existing by-laws which applied to specific areas. This has been compounded by the fact that further exceptions, mainly for additional uses on individual lots, have been layered onto the existing area wide exceptions. Because of this situation, the by-law contains an array of standards which have varying degrees of relevance to today's conditions. This makes the by-law cumbersome to administer and it is increasingly difficult to provide clear information to the public and business community. Further it can result in amendments to the by-law that are necessary only to rectify an inappropriate or dated provision.

c) Municipal Response:

In June 1993, Vaughan Council directed Staff to prepare terms of reference for the Vaughan Employment Area Growth and Management Study. The Terms of Reference were approved in July of 1993. The goals of the study were:

- i) To develop a land use strategy in the context of the City's corporate goals and objectives, including the City's Economic Development Strategy, which will place the City in a position to capitalize on emerging economic and development trends through the enhancement of its comparative advantages and the remediation of deficiencies relating to its employment areas;
- ii) To implement the strategy through a simplified regulatory framework.

The study had three main objectives. The first was to produce a study document providing: a statistical profile of the existing employment areas; a review of trends that will shape the future of the employment areas; a monitoring strategy to identify emerging trends; an analysis of employment area land needs for the next twenty years; and a comprehensive strategy to guide the use and development of Vaughan's employment areas for next ten years. The second objective was the preparation of a comprehensive official plan amendment to implement the land use strategy. The final objective called for the preparation of a zoning amendment that would implement the new official plan policies.

On November 15, 1993 Council authorized the firm Coopers & Lybrand to prepare the City of Vaughan Employment Area Growth and Management Strategy.

- d) **Findings of the Employment Area Growth and Management Study:**
Coopers & Lybrand submitted the study specified by the terms of reference on June 24th, 1994. Entitled the "Employment Area Growth and Management Study, Phase 1 - Economic Analysis". It was presented in two volumes. The first volume sets out the background information pertaining to the character of the employment area and the challenges facing it, along with the recommended policy responses.

Volume 2 contains background papers emerging from the research conducted by the consultant.

The following information summarizes the findings of the study pertaining to the character of the employment area as of 1994 and its outlook for the future.

i) Employment Area Profile

- ❖ The Employment Area has two concentrations of land situated in the southern portion of the City comprising 26 separate Business Parks.
- ❖ In total, the Employment Area contains 8,300 acres of which some 4,000 acres is currently vacant and available for future use. Most of this vacant land is situated in the Highway 427 area and in a northern (toward Rutherford Road) Employment Area districts.
- ❖ A major strategic advantage of the Vaughan Employment Area is strong transportation infrastructure including expressway, regional road, rail and air services.
- ❖ Planned infrastructure improvements such as the new Highway #407 and upgrading of Highway 400 will further enhance this strategic advantage.
- ❖ Some 51,000 people currently work within Vaughan's Employment Area with manufacturing, wholesale trade and construction being the dominant sectors.
- ❖ The current employee density level in the Employment Area (12 workers per acre), is relatively low in comparison to other GTA employment districts as well as future expectations for Vaughan.
- ❖ Vaughan is dominated by small business with over 90% of firms employing under 50 employees.
- ❖ Businesses recently commencing operation in Vaughan have been focused on distribution and manufacturing functions.

- ❖ The Vaughan office sector is characterized by relatively small buildings and the City is not recognized as a major corporate office market in the GTA. At this time, approximately 42% of Vaughan office space, situated in the Employment Area, is vacant.
- ❖ Over 50% of all retail establishments in Vaughan are situated in the Employment Area.

ii) **Demographic and Employment Growth Characteristics**

- ❖ Vaughan's population growth in the past has been very substantial and the continuation of this trend is anticipated as a 260% increase over the 1991 population is forecast for the year 2021, i.e. 290,000 persons.
- ❖ In 1991, some 65,000 jobs existed in the City, an increase of 150% over the previous 10 years.
- ❖ Vaughan has substantially maintained its employment base over the recent recession.
- ❖ Vaughan's economy is dominated by the Manufacturing and Wholesale Sectors at this time.
- ❖ Vaughan's Service Sector is relatively small (under 20% of total employment) and is particularly weak in the business services area including technical and professional services typically found in office space.
- ❖ Vaughan is projected to accommodate 184,000 workers by the year 2021, representing over 29% of the total York Region employment forecast.
- ❖ In the future, Vaughan will continue to represent one of the Greater Toronto Area's key manufacturing and warehousing centres.
- ❖ Local population growth will also create pressures for assorted services, and the expansion of the GTA envelope will afford opportunities for some office development which is consistent with local market need.
- ❖ This outlook will influence the amount and type of employment lands required to accommodate future economic development.

e) **Economic and Market Issues Shaping the Future of Vaughan's Employment Area:**

New planning policy must be based on an understanding of the factors which will drive economic change over the next decade. While largely beyond municipal control an understanding of their implications will be necessary to direct the preparation of land use policy. These factors can be categorized as follows:

- i. Global trends such as corporate restructuring and competitiveness, global shifting of manufacturing functions, formation of regional trading blocks, and a contained inflation environment.
- ii. Canadian economic trends such as the reorganization of traditional corporate entities, restructuring of the economy from traditional to new growth sectors, redesign of the workplace and dramatic government restructuring.
- iii. Greater Toronto Area trends including greater economic emphasis on the service sector, relocation of manufacturing to outlining jurisdictions such as Vaughan, knowledge-based sector growth, cost structures in the regional and local governments and fiscal constraints/jurisdictional issues.

These broad economic drivers will result in a range of forces which will require a policy response. These forces include:

- i. In order to attract new business and maintain the existing base, the City's infrastructure, services and cost structures must remain competitive with other jurisdictions.
- ii. Competitive pressures will lead business to locate where they can produce at a cost structure which allows them to compete internationally.
- iii. These competitive pressures are changing the look and design of the workplace and planning policy must acknowledge this fact.
- iv. Significant infrastructure developments in Vaughan such as Highway No. 407 will require that City policy strategically designate land uses and provide the infrastructure improvements necessary to take advantage of such developments.
- v. Vaughan's supply of greenfield locations as well as its affordable occupancy costs have driven substantial business relocation to its Employment Area, however, as the GTA becomes more a knowledge-intensive economy, this source of growth will be increasingly displaced.
- vi. Given the strength of its business infrastructure, Vaughan is especially well placed to benefit from the North America Free Trade Agreement (NAFTA), which will focus on the GTA in the future.

f) **Recommendations for Employment Area Planning Policy:**

Based on the analysis contained in the report, a number of important issues have to be addressed in any future planning policy adopted for the Employment Area. The following constitute the recommendations of the study.

- i. Business must be accommodated by flexible but consistent planning policy.

- ii. Planning policy must also be sensitive to the needs of existing Employment Area occupants.
- iii. Policy changes must guard against adding any costs as a result the development process or the cost of space.
- iv. A variety of space opportunities must be available to meet the basic needs of small business.
- v. Mid to large business space users will also be important and will require an adequate supply of land.
- vi. Distinct areas within districts for mid-size and large space users must also be made available.
- vii. Some businesses, regardless of the industry sector, will require space in prestige zones.
- viii. Vaughan can act as a location for small or medium sized businesses operating from office space as well as business services focusing on a local market area.
- ix. Subject to adequate parking, office users are appropriate for industrial districts (multi-unit buildings).
- x. Higher office or retail components should be permitted in manufacturing and warehouse buildings.
- xi. Flexibility in the amount of ancillary outside storage permitted should be exercised for districts other than prestige zones.
- xii. Where outside storage is the primary function, it should be accommodated in a special zone. The provision of "dry industrial" land in Vaughan will increase Vaughan's attraction for business, i.e. provide a greater range of location options. The analysis suggests a market for between 400 and 500 acres of land to accommodate dry industrial uses.
- xiii. Most service commercial uses should be located on major arterial, key collector road intersections and gateway locations. Uses exhibiting a particularly strong convenience function for businesses and employees can be considered for other locations, subject to adequate consideration of parking needs and implications.
- xiv. Retail warehousing should be confined to key sites providing high standards of access, visibility and traffic capacity.
- xv. Highway 427 lands represent a strategic opportunity for Vaughan to pursue activities, such as knowledge-based businesses, which require superior accessibility and visibility. In addition, the lands have the potential to develop into a key employment concentration in the Greater Toronto Area.

These recommendations provide the basis for the policies established by this plan.

1.5 Relationship to Amendment No. 400 to the Vaughan Official Plan

Amendment No. 400 to the Vaughan Official Plan constitutes the City's long term community development strategy to the year 2021. A modified version of OPA No. 400 was adopted by Council on August 31, 1994. OPA No. 400 identifies three new urban development envelopes, which will be primarily devoted to residential uses. Amendment No. 400 also provides policies to guide the use and development of these lands as well as the rural areas located in the northern and western parts of the City. When taken in conjunction with the existing amendments which govern Thornhill (OPA No. 210), Maple (OPA No. 350), Kleinburg (OPA No. 160) and Woodbridge (OPA No. 240) Amendment No. 400 will substantially define the City's urban structure. The last major component of the urban structure is the Employment Area, which is currently subject to a number of industrial official plan amendments.

It is the intent of OPA No. 450 to make the employment areas an integral part of the City's overall urban structure in both a physical and policy sense. In developing a City wide perspective, this plan will identify a hierarchy of constituent elements focusing on centres and prestige areas which will play a broader role in the community and the Greater Toronto Area. This will support the goal of enhancing the image of Vaughan as a municipal entity while maintaining strong communities.

While Amendments No. 400 and No. 450 are separate documents, they are complimentary. Each deals with specific aspects of Vaughan's urban structure and the City's long term growth plan. To as great a degree possible, policies will be harmonized in order to ensure that consistent development policies are applied as broadly as possible. In this regard the treatment of the environment will be consistent in that both plans will use the "ecosystem" approach and the policies of OPA No. 400 will be adopted for use in this plan where appropriate.

1.6 The Development Strategy

In order to implement the recommendations of the Employment Area strategy a revised development framework will be necessary. The framework is embodied in this official plan amendment and will serve to guide the use and development of the employment area lands for the next decade. One of the key elements is the ability of the plan to accommodate evolving situations over its effective lifespan. This is essential given the rapidly changing economic climate and the need to respond quickly to unforeseen events. As such, this plan is focused on providing a long term vision for the Employment Area. The vision is based on a flexible structural concept that provides broad policy guidance as to the uses are permitted. The detailed use provisions will be established in the zoning by-law. Any use that can be considered to implement the structural concept may be included as a permitted use in the zoning by-law. Various uses will be permitted subject to a zoning amendment, provided that the proposed use conforms to a set of policy criteria identified in the plan.

Quality urban design will continue to be a priority under this plan. Council is provided with a range of tools which will allow it to ensure that development is both aesthetically pleasing and functionally efficient. Comprehensive environmental policies, consistent with those included in OPA No. 400, will ensure that development occurs in a manner which preserves the natural environment.

This plan is designed to accommodate a diversity of situations. Its policies apply to lands that are already developed; lands that have been approved for development; and lands for which no approvals have been obtained. Therefore, it must have sufficient flexibility to deal with all these situations. Policy guidance is provided to the level of a secondary plan. The underlying distribution of land uses is reflected on Schedule "2" to the amendment which sets out the structural concept. Schedules "2a", "2b" and "2c" provide greater detail and show the valley and stream corridor system. In order to facilitate orderly development the plan provides for the use of Block Plans which will deal with development matters such as the location and distribution of major land uses, environmental protection, transportation and phasing. These plans will be required for new development and major redevelopment. The Block Plans will form the basis for the submission of the implementing zoning and subdivision applications.

1.7 The Structural Plan

1.7.1 The Structural Concept

The Employment Area covers a large part of the City. As such, each developed and undeveloped area has different attributes. While many uses and functions are appropriate to all areas, some are better suited to specific locations. This diversity provides the business community with a wide range of locational opportunities, together with choices as to their accommodation, in terms of lot size and building form. To reflect this diversity it is necessary to give some articulation to the employment area, primarily in terms of relating function to location.

It is intended that the plan provide an organizational basis for the optimal allocation of land uses in the Employment Areas. The proposed structure plan is based on the principles set out below. These principles are fundamental to the implementation of the recommendations contained in the Employment Area Growth and Management Strategy and the Goals and Objectives set out in Subsection 2.1.

a) **Flexibility:**

The plan is intended to be flexible enough to accommodate all uses appropriate to any structural element of the employment area without an amendment to the plan.

b) **Diversity of Opportunity:**

Accommodation for many different employment area uses will be provided. These include industrial uses such as manufacturing, warehousing and processing with or without outside storage; commercial uses directed to serving the business community and its employees; offices; and other uses appropriate to an employment area environment as opposed to those more appropriately located in a residential community.

c) **Compatibility:**

Incompatible uses should not be located in close proximity. Uses should be physically and visually compatible with their location and adjacent uses in order to protect existing businesses and industries and to ensure attractive streetscapes and efficient function.

1.7.2 Components of the Structure

d) Accessibility:

Areas that are most accessible to the road network and public transit system should provide for the highest order of uses and the highest urban design standards.

e) Public Policy Goals and Objectives:

The structure and governing policies of the Employment Area should foster the City's economic development goals. The development policies will also contribute to orderly growth in the context of a hierarchy of communities and major centres, which play a broader role in York Region and the Greater Toronto Area.

Schedule "1" identifies the lands that are subject to this amendment. These lands are designated "Employment Area". Schedule "2" illustrates the structural plan, which gives definition to the employment areas in terms of the conceptual distribution of major land use elements. This plan in conjunction with the policies contained in the text of the amendment will govern the use and development of the Employment Area. The major structural elements and their individual roles are set out below.

a) The Employment Area:

The Employment Area designation provides a framework for establishing the planned concentration of industries and businesses in the City. This designation establishes the limits of these areas and places them in the context of the City's overall urban structure. It provides the basis for establishing broad land use and development policies which apply to the entire employment area. The employment area is further differentiated by structural elements which serve to accommodate more particular needs.

b) Centres:

Three centres of Regional importance have been identified in the City of Vaughan, two of which are located in the Employment Area. One centre, the **Vaughan Corporate Centre Secondary Plan Area** is focused on the intersection of Highway No. 7 and Highway No. 400. The other Employment Area centre will be located in the area of the Highway No. 7 and Highway No. 427 intersection. Both can be expected to provide a wide range of industrial and commercial employment opportunities. Given their location and accessibility, they have the potential to play a defining role in the urban structure of the Greater Toronto Area. In concert, they will be major forces in shaping the City's corporate image. The third centre, the **Vaughan Centre Secondary Plan Area** as defined by OPA No. 400 is located north of Rutherford Road, outside of the Employment Area.

c) Prestige Areas:

Prestige Areas are characterized by their high visual profile and their accessibility. They can occur in broader nodes such as in the Highway No 7 and Highway No. 427 area. More commonly they are located along provincial highways and arterial roads. Generally, these areas will be expected to accommodate a wide range of users requiring higher visibility. Quality design will be essential in these areas and some restrictions on uses will be applied to secure attractive streetscapes.

MODIFICATION #5
wording change

MODIFICATION #6
wording change

d) **Employment Area General:**

The Employment Area General is located in the interior of employment lands beyond view from provincial highways and arterial roads. Not having the visual exposure of higher profile areas, they can accommodate a broad range of uses, many of which require outside storage. Subject to requirements for the screening of outside storage these areas can provide an attractive working environment combined with flexibility in terms of use, lot size and building type.

e) **Service Nodes:**

While not shown on Schedule "2", Service Nodes will form an important part of the structural hierarchy. These nodes will provide for the day to day needs of businesses, industries and their employees. Generally, they will be located at prominent sites in employment areas such as the intersections of arterial roads and the intersections of arterial roads and collector roads. In lieu of the designation of these sites, the plan will establish locational and development criteria which will be implemented through the zoning by-law.

f) **Other Structural Components:**

In several instances, large expanses of land are given over to uses with unique characteristics. Due to their size and location, the CN MacMillan Classification Yards and the CP Rail Intermodal Facility are acknowledged on the structural plan. Policies are provided regarding their use and development should the railway uses cease.

g) **Uses Requiring Specific Policies:**

It is recognized that certain uses, because of their nature, do not fall within a particular structural class or require special controls in respect of their location or development. Policies will be provided in the plan to deal with these situations. An example of such a use would be retail warehousing.

PART B

- 2.0 The Amendment** The Official Plan of the City of Vaughan Planning Area is hereby amended by:
- a) Adopting Amendment No. 450 to the Vaughan Official Plan.
 - b) Deleting Schedule "A" Land Use to Amendment No. 4 as amended and substituting therefor the Schedule "A" attached hereto as Schedule "3".
 - c) i) Deleting Schedule "A" Land Use to Amendment No. 240 (Woodbridge Community Plan) as amended and substituting therefor the Schedule "A" attached hereto as Schedule "4", and making the corresponding boundary adjustment to Schedule "C".
ii) Deleting paragraphs 5.2.5 i), 5.2.8 and 5.2.9 from Section 5.0, *Industrial Areas* of the OPA No. 240.
 - d) Deleting the CP Rail Intermodal Yard from the OPA No. 400 Amendment Area.

2.1 Goals & Objectives

2.1.1 General

To provide for the implementation of a land use strategy, in the context of the City's corporate goals and objectives, which will place the City in a position to capitalize on emerging economic and development trends through the enhancement of its comparative advantages and the remediation of deficiencies relating to its employment areas. The following goals and objectives will be pursued:

- a) To provide for the development of an employment area which compliments the overall structure of the community, encourages economically viable, functional and efficient land use elements and acknowledges the role of business and industry as one of the City's key communities.
- b) To provide employment opportunities for the residents of the community and surrounding areas in an environment that is pleasant, satisfying and convenient;
- c) To direct industrial development to areas where it will not conflict with existing and future residential uses, and other non-compatible land uses;
- d) To maximize the development potential of strategic locations;
- e) To recognize and maximize the benefits occurring from the existing and planned provincial highway system;
- f) To ensure the orderly allocation of available water and sewer capacities of developing industrial areas;
- g) To provide a long-term planning framework to guide the installation and sizing of hard services.

2.1.2 Economic

It is the intention that this amendment contribute to the creation of an economic environment which will:

- a) Reflect the City's desire to support the initiatives of business and industry;
- b) Enhance the City's reputation as a desirable place to do business;
- c) Support the City's efforts to attract and maintain business and industry;
- d) Accommodate a variety of business and industry types;
- e) Contribute to the creation of a balanced assessment base.

2.1.3 Land Use

- a) To designate sufficient lands to provide for the City's employment needs for the next twenty years.
- b) To develop a structural approach to the distribution of land uses that will be flexible while ensuring the compatibility of uses.
- c) To identify areas which, by virtue of their use, location or other characteristic require special recognition in terms of land use, servicing and urban design.
- d) To provide for the service and convenience needs of businesses and their employees.

2.1.4 Urban Design

- a) To provide for quality physical design throughout the Employment Area;
- b) To co-ordinate land use, transportation infrastructure and urban design in a mutually complimentary manner supporting and encouraging pedestrian and transit friendly development;
- c) To provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas;
- d) To encourage innovative urban design and built form;
- e) To ensure that strategic or high profile areas or sites are designed and developed in a manner commensurate with their importance;
- f) To encourage the use of urban design plans and master landscape plans as a means of achieving comprehensive or thematic designs over large areas;
- g) To ensure that development compliments the natural landscape, and conserves the natural land forms of areas having prominent physical features.

2.1.5 Environment, Open Space & Heritage Resources

- a) To ensure that development is undertaken in a manner which minimizes the impact on the natural environment;
- b) To maintain, **enhance, or restore**, wherever possible quality landscape features including **valley and stream corridors**, woodlots and environmentally **significant areas**;

MODIFICATION #9
wording added

- c) To provide for the protection of features which have historical, architectural or archaeological importance;
- d) To encourage wherever possible processes which minimize waste production through reuse, reduction and recycling;
- e) To encourage wherever possible the efficient use of energy in designing for the built environment.

2.1.6 Transportation

- a) To ensure that employment areas are efficiently served by regional and local roads and transit systems;
- b) To ensure that the operational needs of the road network and transit system are considered during the development review process;
- c) To support wherever possible, measures which will provide for the upgrading of transit facilities and a resultant shift in the modal split to transit use;
- d) To encourage measures that will make employment areas readily accessible to employees by both road and public transit facilities;
- e) To ensure through the development review process, that on-site circulation, loading and parking facilities are provided.

2.1.7 Servicing

- a) To provide for a long term framework for the planning of sewage collection, water distribution and storm water management facilities;
- b) To ensure that adequate water, sewer and storm water management facilities will be provided in accordance with acceptable engineering practices to the satisfaction of Regional and Municipal authorities;
- c) To ensure that storm water management systems minimize the impact of storm water through the use of best management practices, where appropriate;
- d) To ensure that development proceeds in accordance with phased improvements to the servicing systems and the availability of servicing capacity.

2.1.8 Administration

- a) To ensure that the policies of this plan provide the flexibility needed to attract and maintain a wide range of uses while achieving an efficient and attractive working environment;
- b) To ensure that all implementing actions are processed expeditiously;
- c) To provide policies that are easily understandable to both the public and private sectors.
- d) To provide for consultation with other regulatory agencies.

2.2 The Structural Plan

2.2.1 The Employment Area

Location

The lands subject to the Employment Area designation are shown on Schedule "1" to this plan.

Purpose

1. To establish the main focus for business and industrial development and to place it in the context of the City's overall urban structure.
2. To provide broadly based policies that will apply throughout the Employment Area.
3. To provide the basis for more specific land use and development policies.

Development Policies

1. Land Use
 - a) A wide variety of uses shall be permitted in the Employment Area. These may include the full range of industrial uses, such as manufacturing, warehousing and processing with or without outside storage; transportation and construction uses; commercial uses directed to servicing the business community and its employees; offices; civic, community service, entertainment and recreational uses; and other uses that are particularly suited to an employment area environment. The range of uses shall be reflected in the zoning by-law.
 - b) Any use which serves to implement the structural concept established in this plan shall be deemed to be a permitted use. In evaluating whether a use is considered appropriate to the Employment Area and a specific structural element, the following criteria shall be used:
 - ❖ the use must be functionally compatible with those uses in the same or neighbouring designation;
 - ❖ the use must be physically compatible with adjacent uses and the resulting built form and land use will not conflict with the urban design or streetscape character of the area;
 - ❖ the operation of the use must not result in a nuisance or adverse effect on neighbouring uses by virtue of the emission or discharge of noise, dust, odour or other contaminants;
 - ❖ the use must be appropriate to an employment area setting and the specific structural designation. Any use which is more appropriately located in the commercial hierarchy of a residential community or in another structural designation of the Employment Area should not be permitted.
 - c) **Council shall strive to achieve compatibility between land uses both within and adjacent to the Employment Area. Measures including but not limited to distance separations, shall be applied where appropriate, in accordance with the Guidelines of the Ministry of the**

MODIFICATION #10
new policy added

Environment and Energy. Distance separations, or the imposition of alternative measures, will vary depending on the scale and intensity of the proposed use.

- d) A variety of lot sizes shall be encouraged in order to accommodate a wide range of businesses and industries. Specific areas may be identified through the Block Plan process or the subdivision review process where larger lots will be required. Council, where it deems appropriate may enact by-laws to exempt blocks in plans of subdivision from the part lot control provisions of the Planning Act, in order to provide for flexibility in lot sizes.

2.2.2 Centres

MODIFICATION #5
wording change

Location

Two centres are shown on Schedule "2" to this plan. The first is described as the **Vaughan Corporate Centre Secondary Plan Area** and is focused on the intersection of Highway No. 7 and Highway No. 400. The second centre is located at the intersection of Highway No. 7 and Highway No. 427.

MODIFICATION #5
wording change

Purpose

1. To permit the development of major concentrations of business, industrial, corporate, civic, and community service activity at locations featuring high visibility and accessibility to major transportation links.
2. To provide for the development of the **Vaughan Corporate Centre Secondary Plan Area** in the immediate term while supporting the development of the Highway No. 7 and No. 427 intersection area as a centre of regional significance in the longer term.
3. To provide a focus for business activity in the City and to encourage the development of the Highway No. 7/Highway No. 407 corridor as a major transportation and transit artery connecting regionally important centres of activity in the south part of York Region.

REFERRAL #1
site specific
Approved by OMB
December 2, 1996

Development Policies

1. Land Use
 - a) **The Vaughan Corporate Centre Secondary Plan Area is identified on Schedules "2", "2b" and "2c". This area is subject to goals, objectives and policies established in OPA No. 400 which include the requirements for the preparation of a Secondary Plan. Prior to the approval of the Secondary Plan as defined in OPA No. 400, the lands within the Vaughan Corporate Centre Secondary Plan Area shall be subject to the Prestige Area and related policies of OPA No. 450, on an interim basis. The following policies shall apply to interim development in the Vaughan Corporate Centre Secondary Plan Area:**
 - i) **interim development on lands adjacent to Highway No. 7 and the arterial road corridors shall not be permitted except in locations where it can be clearly demonstrated that the road frontages cannot provide a transit-supportive, pedestrian friendly environment.**

- ii) interim development shall be directed to those areas which are immediately adjacent to the Highway No. 7/No. 400 and Highway No. 400/No. 407 interchange areas or other peripheral areas where the potential pedestrian activity will be minimized due to distance from transit routes and lower quality pedestrian environments.
- iii) interim development, in terms of physical form, size or use shall:
 - ❖ ensure that opportunities for comprehensive designs for the secondary plan area which will emerge from the completion of the Corporate Centre Study are not compromised. Interim development proposals shall include as supporting information a long term development concept defining how the interim (first phase) development could ultimately integrate with a longer term vision for the Corporate Centre. Such a conceptual assessment shall give consideration as to how the various elements of the Corporate Centre may ultimately be integrated with the interim (phase one) use, including a complementary and supportive residential component.
 - ❖ ensure the highest level of quality of urban design within the City reflective of its status in the City's Corporate Centre and the privilege of proceeding in advance of the Corporate Centre Secondary Plan.
- iv) no application for interim development shall deal with the approval of a development scheme which anticipates long term implementation, in advance of the approval of the secondary plan. The maximum time horizon of any development considered under this section should not exceed three years, from time of application to issuance of a building permit. In this regard the City may use the Holding Zone provisions of the Planning Act.
- v) major retail uses, conforming to the interim use policies of this section, may be permitted within the Vaughan Corporate Centre Secondary Plan Area prior to the approval of the secondary plan subject to fulfilling the following criteria:
 - ❖ a major retail use shall have a minimum gross floor area of 9,290 sq.m. (100,000 sq. ft.) in a single unit or single building;
 - ❖ the completion of a market study fulfilling the general requirements of Section 2.2.7.1, paragraph e) targeted specifically to the retail use. The study shall demonstrate that the approval of a proposed major retail use will have little or no impact on the planned function of the various elements of Vaughan's commercial hierarchy.

vi) in submitting development applications under this section, applicants shall justify how the criteria identified in paragraphs i) through v) have been addressed."

b) The centre located at the intersection of Highway No. 7 and Highway No. 427 shall be subject to the development policies prescribed for the "Prestige" designation. This centre is shown conceptually on Schedule "2". Its extent shall be established at the time of consideration of the implementing Block Plan.

2.2.3 Prestige Areas

Location

Prestige Areas are located adjacent to provincial highways and arterial roads. In addition, the Centre located at the intersection of Highway No. 7 and Highway No. 427 is subject to the policies of this designation. Prestige Areas are shown on Schedule "2".

Purpose

1. To provide locational opportunities for activities which require high visual exposure, good accessibility and an attractive working environment.
2. To define areas where it is appropriate to restrict uses which, by nature of their operating characteristics, would not contribute to attractive streetscapes.
3. To provide opportunities for employment intensive uses that will take advantage of and support the transit system.

Development Policies

1. Land Use
 - a) Prestige Areas shall generally be developed with larger lots. Minimum unit sizes, or other measures may be required in order to support the prestige environment.
 - b) A wide range of industrial, office, business and civic uses shall be permitted. No outside storage of goods or materials shall be permitted in this designation. The zoning by-law shall establish the permitted uses and development standards.
 - c) Vehicular access to lots abutting arterial roads and provincial highways shall generally be from the internal road network. Access to the provincial or arterial road systems shall be subject to the approval of the appropriate authority.
 - d) In instances where through lots are provided, buildings shall be designed so that all elevations facing a street present a "front" elevation. Loading areas are not considered appropriate in any yard facing a street. The location of loading areas will be controlled in the zoning by-law.

2.2.4 Employment Area General

MODIFICATION #11
wording change

MODIFICATION #12
wording change

MODIFICATION #13
wording change

Location

The Employment Area General is located in the interior of the Employment Area as shown on Schedule "2".

Purpose

1. To accommodate uses that do not require higher profile locations.
2. **To provide locational opportunity for industrial development which may require outside storage or be undertaken outdoors.**
3. To provide opportunities for a broad range of lot sizes and a diversity of building forms in order meet the needs of any size business or industry.

Development Policies

1. Land Use
 - a) In addition to uses that would be permitted in the Prestige Area, the Employment Area General shall permit uses which require outside storage or which would be undertaken outdoors. These uses would include the full range of processing, warehousing and storage operations and transportation and distribution facilities. The range of uses shall be specified in the zoning by-law.
 - b) The standard applicable to the outside storage of goods and materials or any other activity not contained within a wholly enclosed building shall be implemented in the zoning by-law. Storage areas, or other external activities, shall not be permitted abutting a street. Screening will be required and the percentage of lot area devoted to such uses will be specified. Site specific zoning exceptions, in respect of such standards will be evaluated on their merits, in accordance with the policies of this plan.

2.2.5 Service Nodes

Location

Service nodes are to be located at the intersections of arterial and or collector roads.

Purpose

1. To provide for the day to day convenience and service needs of businesses, industries and their employees.
2. To ensure that service opportunities are provided at convenient, easily accessible locations throughout the Employment Area.
3. To ensure that these facilities are comprehensively designed in order maximize functional efficiency and visual amenity.

Development Policies

1. Land Use

- a) Service nodes are not shown on Schedule "2" to this plan. Acceptable sites will be identified and zoned either through site specific zoning amendment applications or through the Block Plan process.
- b) Service nodes shall generally be located at intersections of arterial and or collector roads. Other areas that are conveniently located or are predominantly devoted to another use, such as an office complex, a hotel or retail warehousing may also be considered.
- c) Prior to approving an application to permit a service node, the approval of an urban design plan and traffic impact study may be required.
- d) The maximum area of a service node shall be approximately 1.2 ha. A service node may exceed 1.2 ha if the site is to be developed in conjunction with a predominant use such as an office complex, hotel or retail warehousing.
- e) Uses permitted shall provide for the day to day convenience and service needs of businesses, industries and their employees. Retail uses which service the convenience needs of employees (ie. convenience retail store or pharmacy) and the needs of business (ie. business supplies) are considered to conform. The detailed range of uses shall be established in the zoning by-law.
- f) Any site designated "Service Commercial" by an official plan amendment in effect at the time of adoption of this plan shall be deemed to conform to the use and locational criteria set out above.

2.2.6 Other Structural Elements

2.2.6.1 Railway Facilities

Location

Major railway facilities include the CN MacMillan Classification Yard located in Concord and the CP Rail Intermodal facility located north of Rutherford Road, east of Highway No. 50. These areas are shown on Schedule "2" to this plan.

Purpose

1. To acknowledge two major employment generating land uses in the structural plan.
2. To provide policies governing the use of these lands should railway and related uses cease.

Development Policies

1. Land Use

- a) Railway uses are regulated by federal statutes and are not subject to municipal planning controls.

- b) Should railway and related uses cease on lands at the periphery of this designation, the lands may be developed in accordance with the policies of the adjacent Employment Area land use designation where applicable, subject to a Block Plan being approved by Council.
- c) Should a large portion of the lands designated Railway Facilities be released for development, then development shall only occur on the basis of an amendment to this plan.

2.2.7 Policies Respecting Specific Uses

2.2.7.1 Retail Warehousing

- a) A retail warehouse for the purpose of this plan means a business or enterprise that engages in the retailing and/or wholesaling of goods or products which by nature of its size, market area or sales format, is not readily located in neighbourhood and community oriented shopping centres. The zoning by-law shall provide a specific definition for retail warehouses.
- b) A retail warehouse shall only be permitted on the basis of a site specific amendment to the zoning by-law.
- c) Retail warehousing shall generally be directed to locations characterized by high visibility and accessibility. Retail warehousing should be located in comprehensively planned groups or centres. In evaluating applications to permit retail warehouses the following criteria shall be assessed:
 - ❖ availability of access to the arterial road system by way of an existing or planned signalized intersection with an internal feeder or collector road
 - ❖ the traffic impacts on adjacent land uses
 - ❖ the adequacy of proposed accesses and the impact of the proposed use on the operation of the regional and local road system
 - ❖ the degree of compatibility with adjacent land uses including residential uses in proximity to the proposed use
 - ❖ the urban design impacts of the proposed use on neighbouring lands
- d) In considering an application for a retail warehouse, the following studies may be required prior to approval:
 - ❖ a traffic impact study
 - ❖ an urban design plan
 - ❖ landscape master plan
 - ❖ a comprehensive development plan when dealing with a centre composed of two or more buildings

- e) Prior to the approval of an application to permit a retail warehouse, a market impact study shall be submitted for review by the City. The requirement for a market study may be waived if the scale of the development is minor or it can be clearly demonstrated that the commodities to be offered for sale are of a type that would not normally be offered at the community or neighbourhood shopping centre.

The market impact study shall:

- ❖ provide a definition of the trade area indicating where the consumer support would originate and where any market impact would be expected;
- ❖ identify the current and future market support in terms of consumer expenditures, recognizing the anticipated store types;
- ❖ identify and measure the existing competition within the trade area and vicinity which will compete with the proposed development for a share of market potential;
- ❖ prepare an impact statement which evaluates the sales impact implications for the existing retail facilities and structure as well as planned (designated) retail facilities;

The impact statement shall demonstrate that the proposed retail warehouse development will not result in a reduction in the level of service to consumers or in a loss of physical amenity to the community.

- f) Individual direct accesses to arterial roads shall be discouraged. Building setbacks from arterial road frontages shall be minimized and parking areas shall be directed to less visible areas.
- g) Any site designated "Special Purpose Industrial" by an official plan amendment in effect at the time of adoption of the plan shall be deemed to conform to the use and locational criteria set out above.

2.2.7.2 Waste Recycling

DEFERRAL #1
entire section
and site specific

- a) A "waste recycling establishment" means an operation that collects, stores and/or processes recyclable and compostable materials for the purpose of creating new products or raw materials, and includes a waste transfer station, material recovery facility and composting facility.
- b) A "waste recycling establishment" shall only be permitted in the Employment Area General and shall not be permitted on lands abutting an arterial road and an existing or planned provincial highway.
- c) Waste recycling establishments shall be developed in accordance with the following criteria:
- i) General Provisions

1. **Waste recycling establishments shall be operated in a manner that does not result in a nuisance or a hazard to the health and safety of the natural environment and persons.**
 2. **Approval of proposed waste recycling establishments shall not be given until the following matters are acceptable to the City of Vaughan, Region of York, and other appropriate authorities:**
 - ❖ **water supply;**
 - ❖ **sewage disposal;**
 - ❖ **storm water management;**
 - ❖ **transportation system; and**
 - ❖ **landscaping and urban design.**
 3. **Waste recycling establishments shall provide a high level of site design including substantial landscaping in order to ensure compatibility with development on adjacent lands.**
 4. **The total gross floor area, site layout, and building and landscape design standards shall be in accordance with the zone requirements and provisions set out in the zoning by-law.**
- ii) Operations in Enclosed and Free-Standing Buildings**
1. **A waste recycling establishment shall be permitted to operate within a wholly enclosed building or structure that is free-standing. Accessory outside storage shall be permitted in designations that permit such use.**
 2. **A waste recycling establishment may be permitted to operate within a multi-unit industrial building, subject to a site specific amendment to the zoning by-law, provided it can be demonstrated that such use:**
 - ❖ **shall be sensitively integrated on the site and be compatible with other uses in the building and with surrounding development;**
 - ❖ **shall ensure that the function and intensity of the use does not detrimentally impact upon other users in the building, particularly with regard to fugitive emissions (smoke, noise, dust and odour), process upsets, breakdown or malfunction of technical controls and/or spills, vibration, truck traffic, and the potential attraction of nuisance factors such as vectors (eg. insects) and vermin (eg. rats), among other similar matters;**
 - ❖ **shall ensure the proper functioning of the site, having regard for adequate internal traffic circulation, sufficient parking and loading spaces, and other similar matters of concern; and**

❖ shall not detract from the visual aesthetics of the site.

iii) Outside Storage

- 1. The outside storage of materials shall be accessory to a permitted waste recycling establishment and shall be allowed only in designations that permit outside storage.**
- 2. Outdoor storage shall not be permitted on any lot unless there is an existing building located on the property. The total gross floor area and location of such building shall be in accordance with the standards of the zoning by-law.**
- 3. Outdoor storage areas shall not be permitted on corner lots or in any yard adjacent to a street and shall be restricted to rear and/or interior side yards.**
- 4. Outside storage areas shall be completely enclosed by a stone or masonry wall, chain link fence, or preferably by a solid fence. The minimum height of such enclosure shall generally not be less than 2.5 metres, or shall be of a height acceptable to the Ministry of the Environment. All fencing shall comply with the City's Fence By-law.**
- 5. Landscaped buffer areas shall consist of trees, berms and other landscaping materials, which shall be provided along the exterior of all walls and fences surrounding outside storage areas. The minimum width(s) of the landscaped buffer areas shall be set out in the zoning by-law.**
- 6. All materials stored outdoors shall be placed in sturdy containers, bins or enclosures which are covered, secured, and maintained in good condition, or shall be baled or pelletized.**
- 7. All materials shall be required to be placed on top of an impermeable pad of concrete, asphalt or compacted clay. Materials shall be placed so as to not have an adverse impact on site drainage or storm water management facilities.**

iv) Management and Operations

The City, when reviewing site plan applications and Ministry of the Environment Certificate of Approval or Provisional Certificate of Approval ("permit-by-rule") applications for waste recycling establishments, shall be satisfied that:

- 1. No waste materials shall be received at a waste recycling establishment that cannot be managed or is incompatible with the processing equipment and systems or storage capabilities.**
- 2. All waste residues generated from waste recycling establishments including waste materials that are presently not recyclable shall be sent to an approved waste disposal site.**

3. Steps shall be taken to mitigate potential obnoxious qualities relating to noise, odour, air quality, ground and surface water quality, vectors (eg. birds and insects), vermin (eg. rats), and liquid discharges to sewers, which may adversely impact surrounding land uses.
4. The best management practices and technologies shall be incorporated into the design and maintenance of waste recycling establishments with consideration given to in-draft ventilation systems with filtering of exhaust air, dust control systems equipped with particulate filters which are capable of removing dust from inside operations, and regular equipment maintenance, among other similar matters in an effort to minimize potential site problems.
5. Sites shall be maintained free of litter and other undesirable materials. Owners shall perform daily site clean-up and establish vector and vermin control programs, among other similar matters.

v) **Noxious Uses**

In order to minimize possible impacts to residential communities, the following policy shall apply to the Employment Area:

"Uses which, because of the nature of materials used are considered a noxious trade, business or manufacture under the Health Protection and Promotion Act or related regulations, shall not be permitted. Outside storage of goods and materials shall be strictly controlled in accordance with the provisions of the zoning by-law."

vi) **Transportation**

1. The City, when considering applications for waste recycling establishments, may request from the applicant, a traffic study, which will identify the traffic to be generated, the impact on the existing road network and additional transportation improvements that may be required to accommodate the development of a waste recycling establishment.
2. The surface of all driveways, loading areas, parking spaces and manoeuvring areas shall be paved with hot-mix asphalt or concrete and be accessible to customer, employee, service and emergency vehicles.
3. On-site parking and loading facilities shall be made available in accordance with the standards set out in the zoning by-law. Parking and service areas shall be screened to minimize adverse visual effects, and where practical, directed to rear and/or side yard locations.

vii) Landscaping

Substantial and appropriate forms of landscaping and buffering, including but not limited to berming, planting and fencing, shall be required to act as a natural buffer and visual screen in areas where outside storage, parking and service areas are provided.

viii) Distance Separation (Proximity to Sensitive Land Uses)

1. Given the extent of the Employment Area and the opportunities to locate waste recycling operations, it is a policy of the City to establish a substantial separation distance between waste recycling operations and existing and planned residential, institutional and parkland uses. Such separation distance is intended to minimize any adverse affects, such as noise, dust, traffic and visual impacts.
2. The zoning by-law will establish a substantial separation distance in order to provide an effective buffer between a waste recycling establishment and existing and planned residential, institutional and parkland uses.
3. A minimum setback requirement shall be established in the zoning by-law, which will act as an effective buffer between outside storage areas that are accessory to a waste recycling establishment and open space valleylands that are zoned OS1 Open Space Conservation Zone.

2.2.7.3 Adult Entertainment Parlours

- a) For the purpose of this plan an "Adult Entertainment Parlour" means any building (or part thereof) where a business operates providing goods or services intended to appeal to erotic or sexual appetites or inclinations.
- b) An adult entertainment parlour shall only be permitted in accordance with the policies of Amendment No. 265 to the Vaughan Official Plan, as amended by Amendment No. 394.

2.2.7.4 Banquet Halls

- a) Generally, banquet halls will only be permitted in freestanding or single unit buildings.
- b) Banquet Halls may be permitted in multi-unit buildings subject to the following conditions being met.
 - ❖ Parking on the site can be provided in accordance with the requirements of the zoning by-law;
 - ❖ access to and from the site is sufficient to accommodate the expected traffic;
 - ❖ the banquet hall is compatible with other uses in the building and the design of the site;
 - ❖ an amendment to the zoning by-law is required.

2.2.7.5 Accessory Uses

- a) An accessory use means a use naturally and normally incidental, subordinate to and devoted exclusively to the main use on the same lot.
- b) It is the intent of this plan to permit accessory uses where feasible. The zoning by-law shall establish the types of accessory uses to be permitted together with specific development standards governing each accessory use.

MODIFICATION #14
section 2.2.76 deleted

2.3 Policies Applying Throughout the Employment Area

2.3.1 Urban Design

- a) Throughout the Employment Area high quality urban and landscape design shall be required in order to enhance the corporate image of both the resident firms and the City of Vaughan.
- b) Transit supportive urban design shall be employed wherever feasible.
- c) Urban design measures which foster a safe and convenient working environment will be supported.
- d) Areas of urban design priority shall include the Centres, the 400 series Highways, Prestige Areas and Service Nodes. Centres and Service Nodes will serve as focal points and their design treatment shall reflect their importance to the Employment Area. Development in the Centres and abutting Highways 400, 407 and 427, and the arterial roads will be required to respond in a design sense to the importance of these strategic locations in order to create a prominent City image. Development in Prestige Areas, given their linear nature, will focus on securing attractive streetscapes, which serve to connect the more prominent nodes. The design of the Employment Area General lands will be directed toward obtaining attractive working environments while accommodating a wide range of uses.
- e) In order to achieve the objectives of the plan the submission and approval of the following plans may be required:
 - i) Master Landscape Plans dealing with defined areas in the public and private realm, specified as a condition of subdivision or site plan approval.
 - ii) Urban Design Plans submitted either prior to rezoning or site plan approval which would deal with some or all of the following matters:
 - ❖ the height and massing of buildings;
 - ❖ the distribution of uses and densities;
 - ❖ the relationship between streets and buildings;

- ❖ the integration of new developments with transit service;
 - ❖ the pedestrian and vehicular systems;
 - ❖ the parks open space system;
 - ❖ the primary public entrances;
 - ❖ micro climatic conditions (wind, sun-shade relationships)
 - ❖ signage, streetscape amenity elements, lighting and site furnishing
 - ❖ conceptual landscape treatment and relationship to any master landscape plan.
- iii) A comprehensive development plan for large sites or combined lots for which phasing would be required.
- e) Council may from time to time adopt urban design guidelines for any area or class of development within the Employment Area. Further, the use of private design guidelines prepared by individual developers to enhance the quality and distinctiveness of their developments is supported.

2.3.2 Environment, Open Space and Valleylands

MODIFICATION #15
wording changes; new policies

2.3.2.1 General

- a) In planning for new development and redevelopment in the Employment Area, the City is committed to maintaining and promoting a healthy natural environment and protecting Vaughan's unique and special natural heritage features for the present generation and all successive generations.
- b) The City follows an ecosystem approach to planning to guide the future development of Vaughan and will view environmental protection and enhancement as major considerations in determining where, how and to what level of intensity development will be permitted. Sub watershed level analysis shall provide the basis for the ecosystem approach to planning.
- c) The ecosystem approach requires a comprehensive understanding of the natural system and it requires that environmental planning be done early in the planning process. This approach provides the basis for sound environmental management, as well as a streamlined approval process during the more detailed phases of planning, ie the draft plan of subdivision and site plan approval stages.
- d) New development areas and major redevelopment in the Employment Area will require the preparation of Block Plans, in accordance with the policies of paragraph 3.4.2 Development Process. The Block Plans will form the

basis for the submission of implementing draft plans of subdivision, zoning amendments, and where applicable site development applications.

- e) The City has prepared Environmental Management Guidelines which will guide the implementation of the environmental policies of the official plan. The Environmental Management Guidelines establish the requirements for the completion of Block Plans, subdivision plans and site development plans. Prior to the approval of Block Plans a Master Environmental/Service Plan and an Environmental Impact Study consistent with the requirements of the Environmental Management Guidelines shall be submitted.
- f) In developing Amendment No. 400 to the Vaughan Official Plan a number of background studies were prepared which describe the City's environment, natural resource features and functions. An Inventory of Resource Features was prepared and is reflected in the following schedules to OPA No. 400: Schedule "E" - Hydrogeological Sensitive Areas; Schedule "G" -ESA's, ANSI's and Wetlands; and Schedule "H" - Terrestrial Resources. The background documents prepared in support of OPA No. 400 also deal in part with lands which are subject to OPA No. 450. Therefore, regard should be had to such documents in the preparation of any plan for the OPA No. 450 Amendment Area. It is intended that OPA No. 400 and OPA No. 450 share a common philosophical and policy basis in their approach to environmental matters.
- g) The policies of this section pertaining to the submission of Block and Supporting Plans Master Environmental/Service Plans and Environmental Impact Studies shall not apply to lands that are located within a registered plan of subdivision unless it has been determined to be a redevelopment area requiring a Block Plan. It is not the intent of this plan to apply these policies retroactively to lots within registered plans which will be undergoing site plan approval.

2.3.2.2 The Environmental Planning Process

a) The Environmental Management Guideline (EMG)

The City has prepared Environmental Management Guidelines (EMG) which form part of the process and technical requirements relating to the implementation of the environmental policies of this plan. The EMG links the policies of this plan to the future form of development by establishing technical requirements which will ensure that environmental planning is consistent with the ecosystem approach.

The EMG provides a framework which addresses the full range of resource issues encountered at each stage of the planning process. The EMG describes the range of environmental matters to be addressed in the Block planning process for the Employment Area. The EMG provides that, prior to the City's approval of Block Plans, a Master Environmental/Service Plan (ME/SP) and an Environmental Impact Statement (EIS) shall be prepared.

The EMG establishes the criteria and technical study requirements associated with the preparation of comprehensive Master Environmental/Serviceing Plans (ME/SP). The EMG also outlines the scope of matters to be addressed in the Environmental Impact Study (EIS).

b) The Master Environmental/Serviceing Plan (ME/SP)

The Master Environmental/Serviceing Plan shall examine the complete range of environmental resources with which the policies of this plan are concerned.

A ME/SP shall be conducted in a manner consistent with an ecosystem approach to planning, involving a rigorous analysis of the biophysical components of the natural system and the inter-relationships between them, from a functional perspective. The intent of the ME/SP is to satisfy the City's goals and policies for environmental protection and management.

An ME/SP shall be prepared in conjunction with a preliminary Block Plan and shall describe the proposed approach to developing the subject lands, associated infrastructure requirements, proposed environmental management techniques and measures to mitigate anticipated environmental impacts, and the forecast "net impact" on the environment including the cumulative effects of development.

c) The Environmental Impact Study (EIS)

An Environmental Impact Study (EIS) is a document which shall review a preliminary Block Plan and associated ME/SP to independently assess the environmental implications of the proposal.

An EIS shall be prepared in response to the preliminary Block Plan and ME/SP, and shall present an evaluation of the impacts of development, the adequacy of proposed environmental management techniques and mitigation measures, compliance with City environmental policies, and recommended modifications to the proposed approach to development which will ensure that City objectives are met. The Environmental Impact Study shall produce a statement based upon its evaluation, that may make recommendations for improvements to a draft Block Plan and/or ME/SP for consideration by the City.

d) Matters Respecting the Preparation of Master Environmental/Serviceing Plans and Environmental Impact Studies

The Environmental Management Guidelines shall provide the detailed technical framework for the Master Environmental/Serviceing Plan and the Environmental Impact Study and for further site specific work at the draft plan of subdivision or site plan approval stages.

The Master Environmental/Serviceing Plan shall address:

- i) groundwater resource management, protection and rehabilitation of recharge and discharge areas, and water taking and wastewater management requirements;

- ii) surface water management (water quality and quantity) and the protection of aquatic habitat;
- iii) valley and stream corridor management and restoration opportunities;
- iv) terrestrial resource management and restoration opportunity;
- v) protection of Environmentally Significant Areas and Areas of Natural and Scientific Interest;
- vi) wetland protection (for wetlands identified by the City or the Ministry of Natural Resources);
- vii) landform conservation;
- viii) identification of contaminated soil and/or contaminated groundwater.

The Environmental Impact Study shall evaluate the Master Environmental/Service Plan (ME/SP) and preliminary Block Plan to determine whether the proposed environmental strategy meets the intent of this plan and the intent of the Environmental Management Guidelines. The following criteria will be used to evaluate the ME/SP and preliminary Block Plan:

- i) a technical review of the ME/SP for comprehensiveness, scientific method, etc., in fulfilment of the requirements of this plan and the Environmental Management Guidelines;
- ii) assessment of existing conditions from an ecosystem perspective;
- iii) identification of development constraints;
- iv) prediction of development impacts;
- v) evaluation of "net impacts";
- vi) achievement of the environmental goals and policies of this plan;
- vii) recommendations on long term management and monitoring requirements for the various resource features;
- viii) recommended modifications to the ME/SP, preliminary Block Plans and associated infrastructure.

Prior to the initiation of the Master Environmental/Service Plan and Environmental Impact Study, a work plan shall be prepared to the satisfaction of the City, in consultation with the public agencies, pursuant to the policies of this Plan, and the detailed requirements of the Environmental Management Guidelines.

The City shall require that the Master Environmental/Service Plan be completed **to the satisfaction of the MNR, the MTRCA and the City of Vaughan, prior to approving Block Plans.**

Study area boundaries for the Master Environmental/Service Plan shall be of sufficient size to address the relevant environmental issues.

The technical nature of the Master Environmental/Service Plan and Environmental Impact Statement will require the involvement of the City's Planning, Engineering and Parks Departments. Some assistance from key provincial agencies will also be required in preparing and reviewing terms of reference, workplans and their resulting products.

Documents associated with the Master Environmental/Service Plan shall be prepared in consultation with the public agencies and will be available for public review.

2.3.2.3 Valley and Stream Corridors

a) Introduction

Vaughan contains a number of very significant valley systems. The largest are formed by the Humber and East Humber Rivers in the central and western portions of the municipality and Don River in the eastern portion of the municipality.

Stream corridors are the vital link between the headwaters, and the mid-reaches, and the lower reaches of watercourses. Maintaining the integrity of these streams will help to ensure the maintenance of the ecological health of the valley and surrounding terrestrial features.

Valley and stream corridors also perform a variety of important ecological functions, are valued landscape units providing topographic and habitat diversity, and contribute to overall environmental quality. From a social and cultural perspective, they contain rich archaeological resources and natural heritage areas.

They also have inherent physical hazards such as wet organic soils, flood or erosion susceptibility, steep slopes or other physical limitations to development.

The physical landform of a valley corridor can visually be identified from its surrounding landscape (well defined), whereas the physical landform of a stream corridor cannot (ill defined).

Valley Corridors may or may not have a defined watercourse channel. Stream corridors will typically have a defined watercourse channel, except at the upper limit of the corridor- source area - where the watercourse is characterized by surface flow and/or high water tables originating from springs and seepage areas.

b) Definitions

Valley Corridors and Stream Corridors are shown on Schedule "2a", "2b" and "2c" and are defined as follows:

i) **Valley Corridor**

If the valley slope is stable, generally a minimum of 10 metres inland from the top of valley bank. If the valley slope is not stable generally a minimum of 10 metres inland from the predicted long term stable slope projected from the existing stable/stabilized base of the slope, or from the predicted location of the base of the slope, or from the predicted location of the base of slope shifted as a result of stream erosion over a 100 year period.

ii) **Stream Corridor**

Stream Corridors draining greater than 125 hectares, shall be determined on the basis of detailed floodplain studies identifying the limit of the regulatory floodplain and major system flows. For drainage basins draining less than 125 hectares, the Stream Corridors shall be established on the basis of detailed technical studies prepared by the proponent to the satisfaction of the City and MTRCA.

c) **Policies**

i) The precise limit of the **valley and stream** corridors will be established through the Block planning process based on detailed **technical studies ie. geotechnical report, Flood Study, etc.) prepared by the proponent to the satisfaction of the City and the MTRCA** and shall be legally defined through plans of subdivision and the zoning by-law.

ii) No buildings or structures shall be permitted on **lands designated Valley Lands or Stream Corridor on Schedules "2a", "2b" and "2c"** except where such structures are intended for flood and erosion control purposes and meet with the requirements of the Metropolitan Toronto and Region Conservation Authority.

iii) **Where any lands designated Valley Lands or Stream Corridor on Schedules "2a", "2b" and "2c" are determined not to be part of the valley and stream corridors based on the application of the policies in 2.3.2.3 b) i) and ii) and 2.3.2.3 c) i), they may be developed in accordance with the adjacent land use designation without amendment to the plan. Generally, the stream corridors shown on Schedules "2a", "2b", and "2c" are subject to an underlying land use designation which shall apply in the event that such lands or portions thereof are determined not to function as part of the stream corridor.**

iv) Only those recreational activities which take place outdoors shall be deemed compatible with the natural character of the valley or stream corridor and do not negatively impact the natural features/functions of the valley or stream corridor. Those public works considered to be essential for location in the valleys are those associated with flood

control, erosion control, drainage and sewerage systems and those which because of their linear nature (such as roads) must cross the valleys at some point. Where such structures are necessary, they must be properly sited and constructed with state-of-the-art erosion and sediment control measures to minimize environmental impacts.

- v) In accordance with the Provincial Flood Plain Planning Policy Statement, the placement of structures on hazard lands (as defined by the Metropolitan Toronto and Region Conservation Authority) is governed by a one zone approach. In considering development proposals for lands adjacent to valley or stream corridors, regard must be had for the natural environment. Proposals affecting these lands are subject to the Fill, Construction and Alteration to Waterways regulations of the MTRCA.
- vi) **The City in consultation with the MTRCA and MNR may impose minimum setbacks for underground and above ground buildings from Valley and Stream Corridors.** The minimum setbacks shall be measured from the valley and stream corridor limit as defined prior to development. **The 10 metre buffer may be included within the development area, provided it is zoned as private open space or other appropriate control mechanisms are implemented prohibiting principle buildings and structures.**
- vii) The City shall not accept lands below the crest of slope of the river valleys or the 10 m buffer area adjacent to the top-of-bank for the purpose of satisfying the parks dedication requirements imposed under the Planning Act. **Only where a park is to be located adjacent to valley lands shall the buffer area between the park and river valley be considered by the City as forming part of the parks dedication imposed under the Planning Act.** Valley and stream corridors shall not be included in the City's parkland calculations unless such areas have been utilized for associated servicing infrastructure.
- viii) The City shall support the ongoing efforts of the Metropolitan Toronto and Region Conservation Authority (such as the Authority's Valley and Stream Corridor Management Plan) and the Ministry of Natural Resources to protect valleyland areas, and shall work co-operatively with these agencies to achieve the goals of this plan.
- ix) The City shall prohibit **untreated and uncontrolled storm sewer discharge into valley and stream corridors.**
- x) It is recognized that some modifications to minor watercourses may occur at the time of development. Alterations to accommodate new development or redevelopment should not be permitted unless otherwise approved through the completion of a Block Plan. Where such alterations are proposed, the proponent must satisfy the requirements of the Ministry of Natural Resources and the Metropolitan Toronto and Region Conservation Authority. Proposals for alteration must address the following:

1. Potential impacts associated with flooding and erosion;
 2. Potential on-site impacts including those related to construction and long-term maintenance;
 3. Use of techniques which will contribute to the rehabilitation of the watercourse, riparian vegetation, and other corridor areas;
 4. Use of natural channel design which addresses the maintenance of channel length; the preservation of a stream corridor consistent with the size of the stream flowing through it and the meander belt; incorporation of a natural meander wave length; use of a range of particle sizes in the bed material; and the establishment of or the provision for the formation of pools and riffles at appropriate intervals.
 5. An assessment of how the alteration may affect any fish or fish habitat on-site or downstream and the methods of compensation. The assessment shall include recommendations on how any impacts may be mitigated or compensated for.
- xi) Valley and stream corridors shall be clearly established to the satisfaction of the City, the Metropolitan Toronto and Region Conservation Authority and the Ministry of Natural Resources during the preparation of the Master Environmental/Service Plan for the Block Plan through a detailed site evaluation.
 - xii) Valley and stream corridors determined to be retained and protected, shall be encouraged to be conveyed, as a condition of development approval, to the Municipality or the MTRCA. Where public ownership of all or part of the buffer portion is not considered practical or feasible, the city in consultation with the MTRCA may permit the 10 metre buffer area or portions of it to remain in private ownership, subject to an acceptable level of protection being provided.

**2.3.2.4 Water Resources:
Ground Water**

Ground water recharge generally occurs to the greatest degree in areas of highly porous soils where the water table is at depth such as within portions of the Oak Ridges Moraine and in areas of sands and gravels adjacent to the East and Main Branches of the Humber River. Ground water discharge is generally associated with the major river valley systems where upward moving ground water emerges at the surface. Ground water discharge areas also include areas of flowing wells. From a ground water perspective the maintenance of ground water discharge to streams (i.e., baseflows), the protection of ground water resources from contamination and the interference potential with ground water users are the major issues associated with new development.

Discharge areas in Vaughan generally occur in the valley systems which are reasonably well protected from direct impact through existing legislation. Interference with ground water flow patterns, however, can occur if substantial below-ground construction requires extensive

dewatering. Such activities can affect not only the volumes of water available for discharge, but may also alter the flow patterns.

Ground water contamination is most problematic in areas of high permeability, although it is of concern throughout the municipality.

a) Ground Water Resources Management

Ground water resources management is required to:

- i) protect, and where possible, enhance significant ground water infiltration/recharge functions;**
- ii) minimize ground water interference; and**
- iii) protect or improve ground water quality.**

Protection of significant infiltration/recharge functions will be critical in areas which are presently performing this function. These recharge areas have been generally identified as "hydrogeological sensitive" and will be refined by more detailed site investigation, at the Block Plan stage, and at later stages of the planning process.

b) Policies

The City recognizes the need to protect significant hydrogeological functions in planning and designing for new development and redevelopment.

The City shall require:

- i) That ground water resources management be addressed in the Block Plan process, through the preparation of the Master Environmental/Service Plan and Environmental Impact Study. That Best Management Practices (BMPs) shall be established where appropriate for each Block Plan, in order to protect ground water resources and aquatic habitat, as described in the City's Environmental Management Guidelines.**
- ii) The ME/SP shall address hydrogeological concerns to the satisfaction of the City in consultation with public agencies. Studies may include any or all of the following:**
 - 1. Test pitting to characterize soil conditions and to identify constraint areas, areas of high water table and discharge zones;**
 - 2. Mapping of ground water recharge capability by a qualified hydrogeologist;**
 - 3. Hydrogeological cross-sections to provide a general indication of soil stratigraphy and ground water conditions;**
 - 4. Test drilling in areas of high sensitivity and/or complexity to assess deep soil conditions;**

5. Detailed evaluation of existing borehole and/or water well records by a qualified hydrogeologist.
- iii) That significant ground water infiltration functions be maintained at the pre-development levels or enhanced where practical particularly in those areas are identified as Highly Sensitive Hydrogeological areas.
- iv) That overall ground water flow patterns not be impaired.
- v) New development located in a ground water discharge zone shall maintain significant discharge functions. These were generally defined in the Environmental Background Study as the valley corridors in Vaughan, however, other areas may be determined to be discharge zones following more site-specific study.
- vi) That buildings and structures which require substantial below-ground excavation, i.e., excavation greater than 4 m in depth, not be permitted in areas where there is a high potential for ground water interference and dewatering, unless the City in consultation with the Ministry of the Environment and Energy and the Ministry of Natural Resources approves a mitigation plan.
- vii) That potentially contaminated sites including industrial and commercial sites in disuse, and landfill sites which have been closed, be documented as part of the ME/SP and EIS required as part of the Block Plan process. This listing shall provide the basis for determining the need for future site analysis to determine the presence of a public health hazard and mitigation required for future use.

**2.3.2.5 Water Resources:
Water Quality**

The OPA No. 450 Amendment Areas drains to the major tributaries of the Don and Humber River systems. The results of the Environmental Background Study show that while the water quality has been degraded as a result of settlement and agricultural activities, conditions have not deteriorated to the point that the stream ecology is seriously threatened. In the East Don and in Cold Creek, water quality is generally good. In the Main and East Humber systems, water quality ranges from poor to moderate, with the majority of contaminant inputs occurring to the north of Vaughan's boundary.

a) Policies

- i. The City recognizes its role in water quality management within the Greater Toronto Area and shall support watershed and subwatershed studies undertaken by other municipalities and government agencies.
- ii. The City shall require that a Master Environmental/Service Plan be an integral part of the Block Plan process.

- iii. The City shall require storm water quality and quantity control for all proposed developments in accordance with the MOEE's Stormwater Management Practices Planning and Design Manual, June 1994.
- iv. The City shall not accept stormwater management facilities as part of parkland dedication under the Planning Act. At the discretion of the City, minor exceptions may be made should the storm water facility be designed and incorporated as a substantial addition to the park environment.
- v. The Master Environmental/Serviceing Plans shall consider a range of Storm Water Management Practices to address water quality control, baseflow management, temperature moderation and aquatic habitat protection. The selection of stormwater management techniques will be governed by flood and erosion conditions, the type of fisheries present, soil conditions and local groundwater conditions. Preliminary and final design shall be to the satisfaction of the City, MTRCA and MNR. Storm Water Management Practices to considered included:
 - ❖ wet ponds;
 - ❖ stormwater wetlands;
 - ❖ multiple ponds;
 - ❖ infiltration trenches or basins;
 - ❖ grassed or vegetated swales;
 - ❖ filter strips;
 - ❖ special purpose stormwater management practices (SWMPs)
- vi) The surface water management components of Master Environmental/Serviceing Plans shall be prepared on the basis of appropriate subcatchment areas to be determined by the City in consultation with the MTRCA.
- vii) The City shall require that stormwater be treated as close to the source as possible. Accordingly, roof leaders shall not be directly connected to the storm sewer system, except under special circumstances approved by the City in consultation with MTRCA and MNR. In highly sensitive subwatershed areas alternative engineering standards should be considered that assist in the improvement of stormwater quality.
- viii) The City shall require that all proposed development have sediment control measures in place to the satisfaction of the City and MTRCA before topsoil removal and grading of lands. This policy may be implemented through a by-law pursuant to the Soil Preservation Act.

- ix) The City shall encourage minimizing the number of stormwater management facilities. It is the City's policy to locate such facilities outside the valley and stream corridors in the Greenway Systems, however, the City may approve a location within a valley and stream corridor subject to the approvals of the MTRCA and MNR.
- x) The City shall require the restoration and revegetation of valley lands, and areas bordering streams and watercourses for new development, as a condition of approval for Plans of Subdivision.
- xi) The proposed storm water quality and quantity management method will be developed prior to completion of the Block Plan in order to permit proper assessment of development impacts upon environmental features.
- xii) The City requires that proponents design and undertake a monitoring program for construction sites to ensure that sediment control measures remain effective throughout the entire construction period and subsequent landscaping.
- xiii) Prior to registration of plans of subdivision, the City will require that the final design of Best Management Practices be completed in accordance with the Master Environmental/Service Plans.
- xiv) The City shall evaluate the use of source controls in parking lots and other large paved surfaces such as oil/grease separators where required.

**2.3.2.6 Water Resources:
Runoff Control**

The OPA No. 450 Amendment Area drains to the Don and Humber River systems. Urbanization of the development areas has the potential to affect the rate of runoff to downstream receiving systems. Increases in storm water volumes creates the potential for flooding at key downstream crossings and flood prone areas and may accelerate the erosion of streambanks and the scouring of stream bottoms.

a) Management of Runoff Control

- i) Run off control management objectives include:
 - ❖ Flood control
 - ❖ Erosion prevention
 - ❖ Protection of aquatic habitat and riparian biological systems

b) Policies

- i) Master Environmental/Service Plans which satisfy the requirements of the City and the Metropolitan Toronto and Region Conservation Authority and the Ministry of Natural

Resources shall be submitted and approved prior to final approval of Block Plans.

The Master Environmental/Servicing Plan (ME/SP) shall be prepared on the basis of subcatchment areas to be determined by the City in consultation with the MTRCA. The detailed requirements of the ME/SP are provided below.

- ii) All Master Environmental/Servicing Plans must assume post-development storm water quantity control to pre-development levels for the 2 through 100 year storm events and storm water quality control in accordance with the current Ministry of Natural Resources/Ministry of the Environment and Energy Interim Storm Water Control Guidelines.

Should a subsequent MTRCA approved watershed hydrology study indicate that an alternative runoff control requirement is appropriate, alternative criteria may be established by the City and the MTRCA.

- iii) The Master Environmental/Servicing Plan shall:

1. Show how the existing drainage patterns are being maintained;
2. Utilize hydrogeologic and soils information to determine where and what type of facilities would be most appropriate;
3. Minimize the number of storm water facilities;
4. Show how the Best Management Practices will protect, and where possible enhance, aquatic habitat and address low flow management;
5. Show how storm water facilities can be incorporated as an amenity enhancing the Block Plan;
6. Show how storm water facilities can be incorporated into the Greenway System where appropriate, and be aesthetically designed to compliment surrounding uses;
7. Locate storm water facilities outside the valley and stream corridors unless the City, MNR, and the MTRCA approve a location within the valley and stream corridor.

- iv. All storm water shall be subject to BMP's and treatment in storm water facilities. The City shall prohibit the direct discharge of storm water from development areas to watercourses.

c) Management and Study Requirements

The Master Environmental/Servicing Plans shall include the following:

- i) Delineation of the valley and stream corridor limits using the MTRCA fill line mapping and fill line extension mapping.
- ii) Best Management Practices (BMPs) Plan. Provide an analysis of BMP storm drainage options. Identify major and minor system drainage boundaries and flow routes. Establish preliminary location, size, and function of BMPs. Prepare a preliminary design of BMP facilities.
- iii) An erosion analysis where necessary, to establish appropriate erosion control measures.
- iv) Consideration of implementation issues such as construction timing, ownership and costs.
- v) Show how the Master Environmental/Servicing Plan conforms to the requirements of the Environmental Management Guideline and the policies of this Plan including the requirements for protection of aquatic habitat.

2.3.2.7 Fisheries and Aquatic Habitat

The watercourses in Vaughan support a range of fish community types. Seventeen species of fish have been collected by various researchers in the headwater tributaries of the Don River watershed. In the Humber River Basin, including Cold Creek, some 25 species, including Brook Trout have been collected. The fishery resources of both the Humber and Don watersheds reflect some of the best quality waters found in either watershed, although some tributaries have been affected by urban and agricultural land uses.

Aquatic habitat is in large part determined by the physical characteristics of the river and stream systems. Habitat varies according to the stream geometry (i.e., its width, depth, sinuosity); stream morphology, characterized by pools, riffles, runs and flats; substrate composition; instream structure and adjacent vegetation or land use. The flow regime and water quality are important factors in determining habitat quality.

The evaluation of fishery resources and aquatic habitat provides a good general indicator of environmental health. Fishery and aquatic habitat evaluation provides a broader understanding of the state of the natural ecosystem than water sampling analysis alone which provides only a snapshot of instream conditions.

a) Aquatic Habitat and Fisheries Management

- i. The Environmental Impact Study for Block Plans shall address the following:
 1. maintenance of baseflow and temperature moderation (i.e., temperature increase to cold water streams);
 2. maintenance or enhancement of streamside vegetation;
 3. reduction of sediment inputs generally, and particularly during the construction process;

4. use of natural channel design where appropriate;
5. placement of road/valley crossings and storm water outfalls.

b) Policies

- i) Any development or change in land use near or adjacent to an existing or potential fish habitat area shall be reviewed by the Ministry of Natural Resources and the City with respect to its potential impact. Any proposal will be subject to an evaluation to determine if it will result in a reduction of the environmental functions, attributes, or linkages of the stream which could impair aquatic health. The Federal Fisheries Act may be applied to a development where negative impacts are indicated.
- ii) As part of the Master Environmental/Service Plan the City may require that the proponent include the following with regard to fisheries and aquatic habitat:
 1. a description of existing conditions, i.e, fisheries and habitat;
 2. alternative ways of undertaking the project and the potential impacts associated with the various alternatives;
 3. proposed mitigation measures to alleviate potential negative impacts;
 4. 'net effects' of development after application of mitigative measures;
 5. opportunities to compensate for loss of habitat if there will be a loss that cannot be avoided or mitigated.
- iii) Protection of baseflow volumes will be achieved by implementing measures outlined in Section 2.3.2.4 a) to maintain predevelopment infiltration quantities and ground water direction.
- iv) Aquatic habitat shall be protected with riparian vegetated buffer strips in accordance with the requirements of the Ministry of Natural Resources and/or the Metropolitan Toronto and Region Conservation Authority.
- v) Construction practices and sediment control shall be to the satisfaction of the City of Vaughan in consultation with the Ministry of Natural Resources and the Metropolitan Toronto and Region Conservation Authority.
- vi) Best Management Practices identified by ME/SPs shall address baseflow maintenance and temperature moderation objectives, in consultation with MNR and MTRCA.
- vii) Water resources and water related features such as stream corridors, headwater areas, wetlands, ground water recharge

and discharge areas and ground water aquifers, shall be protected from the impacts of development through the use of necessary buffers, and mitigative techniques or prohibition of development.

- viii) Storm water treatment facilities shall not create elevated stream temperatures through discharge of treated water. Measures to address temperature concerns shall be outlined.
- ix) Where alterations to stream channels may be required, and/or where channel instability is indicated, stream restoration or alteration shall be undertaken using natural channel design principles.
- x) Field investigation shall be conducted in consultation with the Ministry of Natural Resources and/or the Metropolitan Toronto and Region Conservation Authority and will include:
 - 1. Defining the limits of the headwater tributaries.
 - 2. A stream survey to be completed by a qualified aquatic biologist within each block to assess habitat and provide guidance for the placement of road crossings and storm sewer outfalls. This survey shall assess stream characteristics including: substrate type, condition of streambanks, riparian vegetation, general stream morphology, and areas of potential enhancement.

2.3.2.8 Terrestrial (Woodland) Resources Protection

Terrestrial resources primarily include woodland areas within valley and stream corridors and on tablelands and associated wildlife.

Terrestrial resources are comprised of the vegetation present in the landscape and the associated wildlife populations. The variety of available habitats influences the range of wildlife species in Vaughan. The maintenance of a healthy terrestrial ecosystem depends upon maintaining the functional relationships of the system while recognizing that the resources will change naturally over time.

The City of Vaughan uses a functional assessment approach to understanding and determining the role of terrestrial resources. A "functional assessment approach" is a way of determining how the environment functions. It can be described using three terms: a) functions; b) attributes; and c) linkages. The "functional assessment" methodology is described in the Environmental Background Study which was prepared in support of Amendment No. 400 to the Vaughan Official Plan.

"Functions" describe the surface and groundwater processes in the landscape and the soil conservation and wildlife habitat benefits performed by vegetation. "Attributes" are unique or special characteristics (such as rarity or scarcity of species) which a feature may possess. "Linkages" describe the way in which components of the ecosystem are connected.

The City places emphasis upon the maintenance of important environmental functions, attributes and linkages, recognizing that this will lead to more stable, resilient systems of vegetation and wildlife. The City also recognizes that terrestrial resources can contribute other benefits to the urban environment, including aesthetics, health, bio-diversity, education, research and recreational values.

a) Policies

- i) The City's significant terrestrial resources requiring preservation are those with high or moderate environmental function. Subsequent efforts shall confirm their boundaries at a more site-specific level in accordance with the Environmental Management Guideline. In areas where these boundaries have not been identified, they shall be determined using similar functional assessment methods.**
- ii) The City shall require protection of significant terrestrial resources of moderate or high environmental function in their entirety. Protection shall address the maintenance of existing functions, attributes and linkages. This will mean the prohibition of development within these predominantly woodland areas and associated buffer areas. Permitted uses shall be restricted to passive recreational and other similar uses. Woodlots which experience degradation from natural processes and events or human activities shall retain their Woodlot designation and be given priority for rehabilitative measures. Significant terrestrial resources, including Valley and Stream Corridors and Woodlots, shall be protected through the prohibition of development in order that their ecological, aesthetic, visual buffering and screening roles may endure.**
- iii) Woodlots may remain in private ownership. The City shall encourage public acquisition of designated Woodlots in order to facilitate their long-term preservation by management and maintenance of their environmental function.**
- iv) Subject to the provisions of this Plan:**
 - 1. The City may provide for the acquisition of Woodlots and the "Buffer Area" through the creation of a Woodlot Acquisition Development Charge reserve account pursuant to the *Development Charges Act*.**
 - 2. A Woodlot Acquisition Development Charge shall apply where appropriate, to development within the Employment Area.**
 - 3. Despite the creation of a Woodlot Acquisition Development Charge, Woodlots and the "Buffer Area" may be acquired by donation, bequest, exchange, credit against the Woodlot Acquisition Development Charge otherwise payable, purchase, protection agreements, or dedication.**

4. Woodlots or parts thereof and the "Buffer Area" shall ordinarily be acquired at the time of the registration of a plan of subdivision or the granting of a consent. Acquisition shall be contingent on the availability of funding.
 5. The City shall not authorize the execution of a subdivision or site plan agreement and no board, agency or commission shall authorize a consent involving a Woodlot or the "Buffer Area" unless provision is contained therein for the protection or acquisition of any Woodlot or part thereof or "Buffer Area" in accordance with these policies.
 6. On lands adjacent to a Woodlot, the need for buffers as a tool for resource protection shall be assessed. The extent of the buffer shall be confirmed to the satisfaction of the City through site-specific investigations during the work leading to the Block Plan and discussions with appropriate agencies. Buffer areas may be either publicly or privately held.
- v) Should a Woodlot not be acquired, the City will consider redesignation compatible with adjacent land use designations provided such development is consistent with the policies of this Plan and other Provincial or Regional policies or regulations.
 - vi) The Master Environmental/Servicing Plan shall assess the potential impacts on terrestrial resources in terms of both direct and cumulative effects. The Master Environmental/Servicing Plan shall identify the need for buffers and other mitigative measures to protect the resource.
 - vii) Development within those terrestrial systems that include woodlands not specifically designated shall occur in a manner which attempts to preserve the environmental feature to the extent practical.
 - viii) Where terrestrial resources that include woodlands remain in private ownership, the City will encourage the implementation of sound woodlot management practices, including entry into heritage conservation and other easement agreements.
 - ix) The City shall encourage development proponents to identify and examine opportunities for retention of woodlots of low functional significance and hedgerows.
 - x) The City supports the Regional Municipality of York's Tree By-law and its provisions to facilitate achievement of the City's terrestrial resource policies.
 - xi) All retained and protected terrestrial resources are intended to be managed in a manner that will maintain or enhance existing

functions, attributes and linkages, all in accordance with the provisions of this plan.

- xii) Individual land holdings shall not be cited as a reason to encroach upon these designations.
- xiii) The City will work with other agencies (i.e., OMNR and MTRCA) to increase awareness regarding the importance of terrestrial ecosystems to the environment.
- xiv) The City shall, in co-operation with other agencies, promote the importance of terrestrial resources to schools and community groups. Appropriate means (i.e., tree planting days, preparation and distribution of information with municipal billings) will be identified and supported where appropriate.
- xv) The City encourages the rehabilitation of displaced or degraded terrestrial ecosystems, and the restoration of linkages between fragmented woodlots. In this regard they will work with the OMNR in achieving their goals of restoring and replacing natural ecosystems.
- xvi) The City, as a condition of development approval, will require landowners to undertake the necessary measures to protect environmental health and functions as may be identified in the Block Plan.
- xvii) The City will support the efforts of OMNR to identify primary terrain and biological areas for rehabilitation. Terrain rehabilitation areas include valley wall slopes that are sensitive to erosion (i.e., non-vegetated). Erosion zones shall be considered priority areas for rehabilitation.
- xviii) The City shall encourage proponents to plant a diversity of native tree species in subdivisions.
- xix) The City encourages and supports the work on the Don and Humber Watersheds in rehabilitating and regenerating the Don and Humber Rivers.
- xx) The Master Environmental/Service component of the Block Plan shall identify Valley and Stream Corridors and Woodlots more precisely and in particular shall include the following:
 - 1. Mitigation strategies to ensure the maintenance of terrestrial areas of moderate and high functional importance. The mitigation strategy shall include a detailed characterization of existing functions, attributes and linkages associated with the terrestrial resources, a prediction of potential effects (direct and cumulative), an assessment of proposed/selected mitigation techniques, a determination of any buffer area requirements, a prediction of net effects and a conceptual monitoring program specific to those net effects.

2. Detailed information shall be provided at the plan of subdivision and/or site plan approval stage, regarding the proposed natural restoration program for the buffer where appropriate and the future management of the functionally important area and associated buffer.
3. Other detailed requirements as set out in the EMG.

2.3.2.9 Environmentally Significant Areas (ESAs) & Areas of Natural Scientific Interest (ANSIs)

The Metropolitan Toronto and Region Conservation Authority (MTRCA) has designated a number of areas in Vaughan as Environmentally Significant Areas (ESA's). These are natural areas which have special geological or landform characteristics, hydrological or hydrogeological functions, or which support rare, threatened or endangered species, high quality wildlife habitat or provide a linkage function. The MTRCA has recently completed a review of its ESA criteria and is in the process of updating the ESA inventory.

A total of 22 ESAs occur in the City of Vaughan. The Ministry of Natural Resources has identified 6 Areas of Natural and Scientific Interest (ANSI) in Vaughan. ANSI's represent high quality and unique life science and earth science features across a variety of landscapes throughout the Province.

Life Science ANSIs are identified to protect outstanding landscapes, environments and biotic communities not represented in Provincial Parks. Candidate sites are evaluated and those of similar characteristics are compared on the basis of five criteria: representation (dominant vegetation - landform features), diversity, condition (degree of disturbance), ecological considerations (size, buffering), and special features (rare species, concentrations of wildlife).

a) Policies

- i) The City recognizes ESAs and ANSIs as an important part of the City's natural heritage system.
- ii) The City shall support the protection and, where possible, enhancement of ESA's and ANSI's through the policies and management requirements defined under the Environmental Policies of this Plan and through the policies of the MTRCA and MNR.

2.3.3 Transportation

2.3.3.1 Roads

- a) It is expected that improvements to the Provincial Highway system, including the construction of Highway #407 will occur in a time frame which compliments the rate of development in the City's employment areas. It is expected that the construction of Highway #407 will create significant development and redevelopment opportunities within the City's employment areas. The status and timing of the Provincial Highway improvements shall be monitored and assessed when considering

necessary development approvals required to implement the policies of this plan.

- b) Draft approval of plans subdivisions abutting Highways #407 and #427 may be given once the alignment of each has been determined by the Ministry of Transportation of Ontario or if sufficient design flexibility is reserved within the draft subdivision plans to accommodate the Ministry of Transportation alignment options.
- c) A hierarchy of roads will be established based on a classification of street functions according to volume, speed and access. The Employment Area road network is set out on Schedule "6" (Regional Road Network) and Schedule "7" (City Road Network). The schedules reflect the developed road system and the undeveloped road patterns approved under various secondary plans. All development shall occur in accordance with Schedules "6" and "7".

The road system consists of four basic types of roads which are classified as follows:

- i) Provincial Highways;
- ii) **Employment Area Arterial Roads (major and minor);**
- iii) **Employment Area Collector Roads;**
- iv) **Employment Area Local Industrial Roads.**

MODIFICATION #16
wording change

- d) **New roads, including road improvements, and the planning of transportation facilities will address all the policies of the Plan including the Environment, Open Space and Valleylands policies set out in Section 2.3.2.**

MODIFICATION #17
new policy

- i) Provincial Highways

There are four existing highways located within the City's employment areas. They are Highways #7, #27, #400 and #427. In addition Highway #407 is presently under construction. **Any proposed developments abutting Provincial highways will be subject to the requirements and subsequent approval of the Ministry of Transportation.** It is expected that these highways will accommodate high volume, inter-regional and regional traffic.

MODIFICATION #18
wording added

- ii) Employment Area Arterial Roads
 - a) All lots shall generally have direct access to the internal collector road system. Direct access to arterial roads will not be permitted except with the approval of the appropriate authority. Arterial roads will generally connect to feeder or collector roads;
 - b) The right-of-way width for Arterial Roads shall be consistent with the Region of York and City requirements.

MODIFICATION #19
wording change

- c) **Intersections of internal roads with arterial roads shall be located to the satisfaction of the Region of York and the City of Vaughan. The Region or the City may require the submission of a traffic study to demonstrate the appropriateness of the location of any proposed interaction.**

iii) **Employment Area Collector Roads**

Collector roads are intended to afford the organization for the internal street system within the employment areas and to provide the main connecting points with the Arterial Roads and Provincial Highways.

The right-of-way width for an employment area Collector road shall be consistent with City standards and generally a minimum of 26 metres.

Modifications, additions or deletions to the primary or collector road system identified on Schedules "2a", "2b", "2c" and "7" may occur at the Block Plan stage provided that the overall planning and transportation policies of this plan are maintained.

iv) **Employment Area Local Roads**

Local roads in the employment areas are intended to provide access to individual properties. Local roads are designed to be reasonably continuous, but are expected to carry relatively low traffic volumes.

The right-of-way width for local roads should be consistent with City standards and generally be a minimum of 23.0 metres in width. Cul-de-sacs will be minimized in employment areas.

- a) Notwithstanding any other policy in this Amendment, any road that is deemed to be necessary for the efficient operation of the public and private vehicular movement within the City, can be constructed without further amendment to this Plan.
- b) The City or other road authority may at the time of processing individual development proposals or plans of subdivision require additional traffic analysis detailing, but not limited to, immediate impacts, access requirements and road improvements for any one development within the employment areas.

In addition, developers are to be cognizant of the land use restrictions imposed by the transportation infrastructure and are to justify intensification of development beyond expressed approved limits, monitor traffic operations at critical locations submitting reports to the City and Region to demonstrate the practical availability of road capacity.

- c) The road classifications and design shall be in accordance with the City's engineering standards.
- d) Streets with curbs and storm sewers are required for all urbanized areas.

MODIFICATION #20
new policy

- e) The street systems should clearly indicate the characteristics and nature of the street function as a local, collector or arterial.
- f) Adequate off-street parking and loading facilities shall be made available. Off-street parking areas and service areas shall be screened to minimize adverse visual effects, and wherever practical, directed to back and/or side yard locations.
- g) Access to arterial roads may be prohibited. All access to arterial roads shall be subject to the approval of the appropriate road authority.

2.3.3.2 Sidewalks

Sidewalks with a minimum 1.5 metre width will be required in the employment areas and shall be located in accordance with City standards.

2.3.3.3 Public Transit

A major objective of the City is to increase the transit modal split. Accordingly, to achieve this objective:

- a) The City will take into account the requirements for a comprehensive public transit system by ensuring that subdivision designs facilitate local transit movements. The recommended transit network based on a city wide evaluation of transportation needs forms Schedule "8".
- b) The provision for future public transit service shall be incorporated in the subdivision design and the internal road layout shall facilitate linkages to the public transit system.
- c) The internal collector road network shall be continuous such that it is conducive to the efficient routing of local public transit and provide maximum possible service coverage.
- d) Local public transit shall be integrated with inter-regional public transit services where possible.
- e) The City shall encourage the increased use of public transit by requiring, where possible, transit supportive urban design, exclusive high occupancy vehicle lanes, retaining rights-of-way for off-street bus loops, terminals and on-street bus bays as well as providing for bus shelters and bus stop locations.
- f) The City shall promote the use of transit for home/work trips within Vaughan by creating transit linkages between the residential and employment areas.

2.3.4 Servicing & Utilities

- a) All development in the Employment Area shall be serviced by sanitary sewage disposal, storm sewers, water, hydro and other utilities. The design of these services shall comply with the current standards of the City, and be to the standards of the various public utilities concerned. The City, in consultation with the Region of York and the Ministry of the Environment and Energy, shall develop a comprehensive servicing plan to logically address long term servicing requirements on a City wide basis.
- b) Servicing of new development shall employ "best management practices" to ensure sensitivity to the natural environment.

- c) The City shall co-operate with the appropriate authorities to ensure that all new developments are fully serviced with utilities upon completion of any building constructed on the lands.
- d) Draft approval of a plan of subdivision or approval of any development proposal shall not be given until arrangements with respect to the following matters are acceptable to the City, Region and other appropriate authorities;
 - ❖ water supply
 - ❖ sewage disposal
 - ❖ storm water management
 - ❖ transportation system
 - ❖ urban design and landscaping
- i) Water Supply
 - a) Prior to draft approval of any plan of subdivision or development, the Regional Commissioner of Environmental Services shall have advised that an adequate municipal water supply is available to serve the proposed development.
- ii) Storm Water Management
 - a) No new development shall occur until storm drainage management plans for the drainage area in which the proposed development is located have been prepared to the satisfaction of the City of Vaughan, The Metropolitan Toronto and Region Conservation Authority, and other appropriate agencies.
 - b) Development shall be based on sound contemporary stormwater management, including objectives of zero run-off, maintenance and improvement of water quality, recharging groundwater aquifers and maintenance of natural wildlife habitat. All stormwater discharge to receiving watercourses shall meet Ministry of the Environment and Energy water quality objectives for surface water.
 - c) Prior to the recommendation of approval of any draft plan of subdivision within an employment area, or the approval of development proposals, the City, Regional Municipality of York, Metropolitan and Toronto Region Conservation Authority and the Ministry of the Natural resources shall have approved a storm water management study describing the methods and facilities necessary to implement storm water management for the drainage area within which the development application is located, and the findings of that study shall be incorporated into the approved draft plans where applicable.
 - d) The City shall require stormwater quality and quantity control. Any such measures shall be to the satisfaction of the Vaughan Engineering Department and the pertinent agencies.

- e) Detention ponds and open drainage channels shall be permitted in any designation without amendment to this plan.
- f) The City shall not accept storm water management facilities as part of the parkland dedication under the Planning Act. At the discretion of the City, minor exceptions may be considered should the storm water facility be designed and incorporated as a substantial addition to the park environment.

iii) Sanitary Sewers

- a) **Prior to the draft approval of any plan of subdivision, condominium, or other development in the Employment Area, the Region of York shall confirm the availability of sanitary sewage capacity and its allocation by the City of Vaughan.**
- b) In order to ensure that the rate of sewage flow will not be exceeded, the implementing zoning by-law may exclude, at least initially, industrial uses which characteristically produce relatively high effluent flows. In addition, the City may require as a condition of subdivision approval that the Subdivision Agreement contain provisions to ensure that no building permit shall be issued for any industrial use with expected high sewage flows.
- c) It shall be the policy of the City that sanitary sewage services shall be designed and shall be of sufficient capacity to serve the lands within the City's Employment Areas. The cost of such works shall be the shared responsibility of landowners within the employment areas.
- d) In reviewing draft plans of subdivision, adequate provision shall be made for smaller landowners to access servicing schemes.

2.3.5 Cultural Heritage Conservation

- a) There exists throughout the municipality, resources of architectural and/or historical value or interest that are illustrative of Vaughan's cultural, environmental, physical, social, political, commercial, or industrial development.
- b) Contained within the municipality there also exists a quantity of archaeological resources. Discovered archaeological resources, or areas of archaeological potential, have been identified in the City's Archaeological Facility Master Plan Study, June 1989.
- c) The City of Vaughan recognizes that its cultural heritage resources are scarce and irreplaceable sources of value to the citizens of Vaughan and as such, should be protected from the adverse effects of development and incompatible land uses and activities.
- d) Council has established a Local Architectural Conservation Advisory Committee pursuant to the Ontario Heritage Act, known as Heritage Vaughan, to advise and assist on all matters relating to Vaughan's cultural heritage.

- e) An Inventory of Significant Structures (hereafter referred to as the Inventory) has been prepared which identifies and evaluates the built heritage resources which exist within the municipality.
- f) The Inventory, to be revised and updated as necessary, outlines policies and procedures which encourage and support cultural heritage preservation endeavours.

2.3.5.1 Heritage Conservation Policies

- a) Council shall consult with Heritage Vaughan prior to the designation of heritage properties or areas under the Ontario Heritage Act.
- b) Buildings identified in the Inventory that are the subject of a development application, or an application to alter or demolish a structure, may be referred to Heritage Vaughan for comment.
- c) Council shall encourage and support the preservation of its heritage by designating individual buildings, structures, sites and landscapes identified in the Inventory or otherwise recognized as being architecturally and/or historically significant by Heritage Vaughan, under Part IV of the Ontario Heritage Act.
- d) The City shall not restrict the right of the owner to make alterations to a property designated under the Ontario Heritage Act provided that such alterations do not affect the reasons for designation and that such alterations conform to the Official Plan Policies, and meet the requirements of the zoning by-law and the Building Code.
- e) Council shall ensure the final design authority for designated heritage resources will remain with Council, upon the advice of Heritage Vaughan, in accordance with the Ontario Heritage Act.

2.3.5.2 Heritage Conservation District Study

- a) Council may, by by-law pursuant to the Ontario Heritage Act, define the municipality or one or more areas thereof as an area to be examined for future designation as a Heritage Conservation District.
- b) Council may undertake a Heritage Conservation District Study to examine the character of the study area and to assist in the delineation of a boundary for the proposed district. District planning guidelines may also be included in the study to provide a framework for consideration of applications for new development and alterations.
- c) Heritage Conservation District Study Areas may include buildings of no present architectural or historical interest.
- d) Areas within the municipality that may be studied for future designation as a Heritage Conservation District include the Jonathon Baker Family Homestead and the former community of Patterson. Other areas in the City that may be studied for future designation may be defined from time to time.

2.3.5.3 Heritage Conservation District Designation

- a) Council may, by by-law, designate the municipality or any defined area or areas as a Heritage Conservation District pursuant to the Ontario Heritage Act.
- b) A District designation recognizes the significant historical, architectural and/or landscape features of an area which characterize a distinctive pattern of development, neighbourhood, and/or physical, cultural and social aspects of a community.
- c) Council may, after examination, prepare and adopt a Heritage Conservation District Plan. containing policies, guidelines and relevant information which will enhance the unique historical and architectural character of the area and provide a framework for renovation and development.
- d) Owners of buildings located within a designated District shall be encouraged by Council, in consultation with Heritage Vaughan, to preserve and maintain their buildings and seek appropriate grants and loans for eligible conservation work.
- e) Where feasible, Council shall conserve existing streetscapes and shall attempt to retain existing road characteristics and landscape features identified as contributing to the overall character of the District. Public works shall be undertaken to ensure a minimal impact on the character of the area.

2.3.5.4 Planning for Cultural Heritage Conservation

a) Block Plans

The City shall require that a Comprehensive Cultural Heritage Resource Assessment be prepared by a qualified heritage consultant and be submitted as supporting material for a Block Plan. The purpose of the Cultural Heritage Resource Assessment is to document and assess existing heritage features including buildings and other structures, sites, landscapes, areas and environments by means of photographic documentation and architectural assessment and an archaeological resource assessment.

b) Cultural Heritage Assessment

A detailed Cultural Heritage Resource Assessment prepared by a qualified heritage consultant shall be required for development applications which affect either directly or indirectly, an individual property or a group of properties identified in the Inventory, archaeological sites or other significant cultural heritage features.

A Cultural Heritage Resource Assessment may include where required an archaeological resource assessment by an archaeologist licensed under Part VI of the Ontario Heritage Act.

c) Subdivision Control

In reviewing applications for the approval of a draft plan of subdivision, Council shall encourage the retention and preservation of any buildings, structures, sites, landscapes, areas and environments identified as significant in a Cultural Heritage Resource Assessment.

d) **Zoning**

The City shall regulate new development to encourage it to be sympathetic in height, massing, setback, location and character to an area's cultural heritage features.

e) **Site Plan Control**

The City shall support the goals of the Official Plan respecting cultural heritage through site plan control pursuant to the Planning Act. The City shall encourage site design that is sensitive to existing local cultural heritage features. When reviewing development proposals the City shall generally consider the massing and conceptual design of buildings, the relationship of buildings to surrounding buildings and spaces, landscaping, pedestrian amenity, parking and site access, and other related site design issues.

f) **Committee of Adjustment**

The City shall support the goals of the Official Plan with respect to heritage conservation in considering applications for approval of consents to sever and approval of minor variances.

g) **Demolition Control**

The City may use the demolition control provisions of the Planning Act, (Section 33) and the City of Vaughan Act, 1992 to support the goals of the Official Plan respecting cultural heritage conservation. The City may seek further legislative authority to further protect designated buildings and structures from demolition.

2.3.5.5 Protecting Cultural Heritage Resources

- a) Council shall encourage new roadways and transit ways which do not adversely impact on existing or proposed Heritage Conservation Districts or designated heritage resources.
- b) Council shall encourage public works which have minimal impact on the character of a heritage area.
- c) Council shall encourage the retention of significant heritage buildings and structures on their original site.

2.3.5.6 Incentives for Preservation

DEFERRAL #2
entire section

a) **Bonusing**

Pursuant to the Planning Act, the City may provide for the increase in height and density of a development to encourage the preservation of significant cultural heritage resources including buildings and other structures, sites, landscapes, areas, and environments.

b) **Transfer of Development Rights**

The City may examine the merits of establishing policies for the transfer of development rights to support the goals of the Official Plan with respect to cultural heritage conservation.

PART C

3.0 Administration

3.1 Status of Uses Permitted Under Previous Amendments to the Official Plan

- a) Uses permitted under previously approved amendments shall be deemed to conform to this plan.
- b) Minor extensions or expansions of such uses shall be permitted without amendment to this plan provided that the intent of this plan is not compromised and the tests prescribed by paragraph 3.2 e) below, with the necessary changes, are met.

3.2 Non-Conforming Uses

- a) Any land, building or structure lawfully used for a purpose prohibited by a zoning by-law on the date of the passing of the by-law is termed a "non-conforming" use.
- b) In principle, non-conforming uses within the planning area shall not be extended and shall eventually cease to exist. The land affected should revert to a use that conforms to this Plan, and to the provisions of the implementing zoning by-law. However, in cases where refusal to permit the expansion of a non-conforming use would create undue hardship, limited extensions or enlargement of such use may be permitted consistent with the policies of this plan wherever applicable.
- c) The extension or enlargement of any building or structure used for any purpose prohibited by the by-law, may be permitted provided:
 - i) that such land, building or structure continues to be used in the same manner and for the same purpose as it was used on the day such by-law was passed; and
 - ii) that the extension or enlargement of the non-conforming use will not adversely affect the welfare of the community in which it is located.
- d) In considering an application for the extension or enlargement of a non-conforming use, the possible relocation of such a use to a place where it will conform should be determined.
- e) Before making any decision on an application, the following requirements or any of them, as considered relevant to each specific application shall be fulfilled in order to safeguard the wider interests of the general public:
 - i) that the proposed expansion or enlargement of the established non-conforming use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the zoning by-law.
 - ii) that the characteristics of the non-conforming use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, parking and traffic generation.

- iii) that the neighbouring conforming uses will be protected where necessary by the provisions of areas for landscaping, buffering or screening, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs, etc. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the established non-conforming use in order to improve its compatibility with the surrounding area;
- iv) that in all cases where an existing non-conforming use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the non-conforming use, especially where public health and welfare are directly affected.

3.3 Site Specific Policies

- a) It is recognized that in the future, it may be necessary to incorporate site specific amendments into the official plan. Such amendments shall form part of this plan and shall be added to Schedule "9" hereto upon approval. Each site specific amendment added to Schedule "9" shall provide: a map showing the location of the amendment area; the date of the adoption of the amendment and its approval date; the nature of the exception; and any additional site specific policies.

3.4 Implementation

3.4.1 General

- a) The implementation of this plan shall proceed on the basis of an ecosystem approach to planning and decision making. This approach implies that major decisions associated with the implementation of this plan shall be undertaken in an environmentally sensitive manner, following consultation with public agencies, stakeholder groups, provincial ministries, private interests and members of the public.
- b) Consistent with this approach is the preparation of detailed plans at each stage of the planning and approval process in a manner which is comprehensive and consistent with the provisions of this Plan.

3.4.2 Development Process

- a) This plan constitutes the secondary plan for the Vaughan Employment Area. In order to co-ordinate individual development proposals and implement the policies of this plan the preparation of Block Plans for new development and major redevelopment shall be required. Each Block Plan shall be based on the land use designations and policies established by this plan and such plans shall be approved by Council.
- b) Block Plans shall be required for greenfield development and shall done on the scale of the concession block or any such area that constitutes a logical planning unit. In cases of redevelopment, Block Plans for smaller areas may be required in order to deal with complexities resulting from the existing development form, ownership pattern or other condition which

warrants a comprehensive treatment. The approval of a Block Plan by Council will not require an amendment to this plan.

- c) Block Plans shall form the basis for the preparation and submission of implementing draft plans of subdivision, zoning amendment applications, and/or site development applications.
- d) Block Plans shall include a detailed description of the location and scope of the components described in this plan. This shall include: the location and extent of Centres, Prestige Areas and Employment Areas General; the location of any other uses that will require special treatment under the zoning by-law such as service nodes; the location of environmentally important features such as woodlots, river valley systems and parkland; the proposed road pattern; and distribution of lot sizes.
- e) Block Plans shall address the policies of this plan pertaining to:
 - i) Environmental protection in accordance with the City's Environmental Management Guidelines;
 - ii) The transportation and public transit network;
 - iii) The distribution of land uses, lot sizes and densities;
 - iv) The phasing of development;
 - v) Cultural Heritage Conservation.
- f) As part of the Block Plan process the submission of a Master Environmental/Servicing Plan and Environmental Impact Study shall be required in accordance with Section 2.3.2 of this plan.
- g) The City shall establish the specific requirements for studies addressing the foregoing concerns with development proponents. The costs associated with the conduct of these studies and the preparation of the Block Plans shall be shared equitably among benefitting landowners on a pro-rata basis.
- h) It is the intent of this plan that the work required to address specific ecological and environmental concerns be completed to the City's satisfaction in consultation with affected public agencies, prior to the finalization of Block Plans.
- i) Where landowners within a Block Plan area choose not to seek development approval at the time of preparation of the Block Plan, the lands of the non-participating owners shall be shown conceptually in the schedules to the Plan. Amendments to the Block Plan may be required before such lands are considered for development.
- j) **The policies of this plan shall be implemented through, but not limited to, the following measures:**
 - i) The processing of individual draft plans of subdivision submitted pursuant to Section 51 of the Planning Act;
 - ii) The enactment of zoning by-laws pursuant to Section 34 of the Planning Act;

MODIFICATION #22
wording change

MODIFICATION #23
new policy

MODIFICATION #24
new policy

- iii) The execution of site development agreements pursuant to Section 41 of the Planning Act.
- iv) The processing of part lot control exemptions pursuant to Section 50 of the Planning Act.
- v) The use of the bonusing and holding zone provisions of the Planning Act in accordance with Amendment No. 200 to the Vaughan Official Plan.
- vi) The dedication of parkland or cash in lieu of parkland in accordance with the provisions of the Planning Act.
- vii) **A development charges by-law enacted pursuant to the Development Charges Act.**
- k) i) **Subject to subsections ii) and iii) herein, any parcel of land within a Block Plan area intended for development that is subject to a draft plan of subdivision or other development approval application must be in conformity with this Plan and consistent with an approved Block Plan;**
 - i) **Where Council has not approved a Block Plan, a proposed plan of subdivision may be draft approved or other development approval granted once the proponent has completed all work required to formulate a Block Plan in accordance with and in conformity to the provisions of this Plan, so that the proposed plan of subdivision or other development approval application may be evaluated in the context of the proposed Block Plan;**
 - ii) **A proposed plan of subdivision or other development approval application which is not consistent with a Block Plan approved by Council may receive approval provided it can be demonstrated that any deviations from the Block Plan;**
 - 1. **represent an improvement;**
 - 2. **are appropriate;**
 - 3. **represent good planning; and**
 - 4. **conform to the policies of this Plan**

**3.4.3 Industrial Lands
Within the Parkway
Belt West Plan Area**

DEFERRAL #3a
Approved by Ministry
on January 17, 1997.
For lands that remain
within Parkway Belt Plan
see Schedules "2", "2c"
or "5".

- a) **Schedule "5" shows lands which are currently within the Parkway Belt West Plan Area that are either developed or approved for employment uses. These areas are integral parts of the City's Employment Area given their accessibility and high profile location.**
- b) **It is the policy of the City of Vaughan to pursue with the Ministry of Municipal Affairs, the deletion of these lands from the Parkway Belt West Plan Area.**
- c) **Upon deletion of these lands from the Parkway Belt West Plan Area, they shall be subject to the policies of this plan and the designations shown on Schedule "2", "2b" and "2c".**

**3.4.4 Status of Vaughan
West Corporate
Business Park Lands**

MODIFICATION #25
new policy

The Vaughan West Corporate Business Park comprises the easterly halves of Lots 4 to 10, Concession 9 in the City of Vaughan. Its boundaries are given by Highway No. 27 on the east, Langstaff Road on the north, the Parkway Belt West Plan on the south and the line given by the mid point between Huntington Road and Highway No. 27 on the west. These lands were formerly subject to OPA No. 343 which was adopted by Council on November 20, 1990. OPA No. 343 never received final approval from the Ministry of Municipal Affairs and Housing. OPA No. 343 constituted a secondary plan which was adopted in accordance with the requirements of OPA No. 250 and provided for a range of industrial and commercial uses. OPA No. 343 was based on studies which included: land use; traffic; servicing; stormwater management; and fisheries and minor watercourses. In recognition of the approval already received through the OPA No. 343 process prior to the adoption of OPA No. 450, the following policies shall apply to the Vaughan West Corporate Business Park lands:

- a) OPA No. 450 constitutes the secondary plan for the Vaughan West Corporate Business Park;
- b) The land use plan attached hereto as Appendix II shall be deemed to be an approved Block Plan for the purposes of implementing OPA No. 450;
- c) In recognition of the approvals already obtained, the requirement for a Master Environmental/Serviceing Plan and Environmental Impact Study are deemed to have been fulfilled with the following studies.
 - i) a geotechnical report to assess overall slope stability of valley and stream corridors affecting these lands;
 - ii) a preliminary stormwater management scheme which comprehensively addresses the quality/quantity requirements for the subject lands as established through the Rainbow Creek Master Drainage Plan.

Additional environmental studies may be required prior to or as a condition of draft plan of subdivision or site plan approval, in conformity with the City of Vaughan Environmental Management Guideline, dated August 1994, for subdivisions and site plans as set out in "Table 1: Summary of Technical Study Requirements as the Block Plan, and Subsequent Stages" under the column heading, "Draft Plan of Subdivision/Site Plan."

- d) Further amendments to the land use regime prescribed by the Block Plan forming Appendix II shall be in conformity with the policies of OPA No. 450, thereby requiring the approval of Council.

3.5 Interpretation

MODIFICATION #26
wording added

- a) The boundaries between the land use designations shown on Schedules "2", "2a", "2b" and "2c" are approximate except where they coincide with arterial roads, railway lines, valleylands, or other clearly defined physical features. It is intended that the extent of the various land use designations be established through the Block Plan process. The detailed boundaries would be reflected in the approved subdivision plans and zoning by-law.
- b) Outside of the Centres, Prestige Areas shall be interpreted to extend a minimum of one lot depth in from the boundary arterial road or provincial highway. Council in considering the zoning of lands within the area designated Employment Area General may zone for prestige uses to recognize an existing situation or to accommodate a particular development concept which might be compromised by the use of a zone category normally associated with the Employment Area General designation.

List of Schedules

- Schedule 1: Employment Area Context Plan
- Schedule 2: Employment Area Structural Plan (Overall)
- Schedule 2A: Employment Area (West) Structural Plan
- Schedule 2B: Employment Area (Central) Structural Plan
- Schedule 2C: Employment Area (East) Structural Plan
- Schedule 3: General Land Use to OPA No. 4
- Schedule 4: Schedule A (Land Use) to OPA No. 240,
(Woodbridge Community Plan)
- Schedule 5: Lands Proposed for Deletion from the Parkway Belt
West Plan Area
- Schedule 6: Transportation - Regional Road Network
- Schedule 7: Transportation - City Road Network
- Schedule 8: Transportation - Recommended Transit Network
- Schedule 9: Site Specific Exceptions - to be added when necessary
as a result of future amendments to the Plan.

EMPLOYMENT AREA CONTEXT PLAN

THIS IS SCHEDULE '1'
TO AMENDMENT NO. 450
ADOPTED THE ___ DAY OF _____, 1994

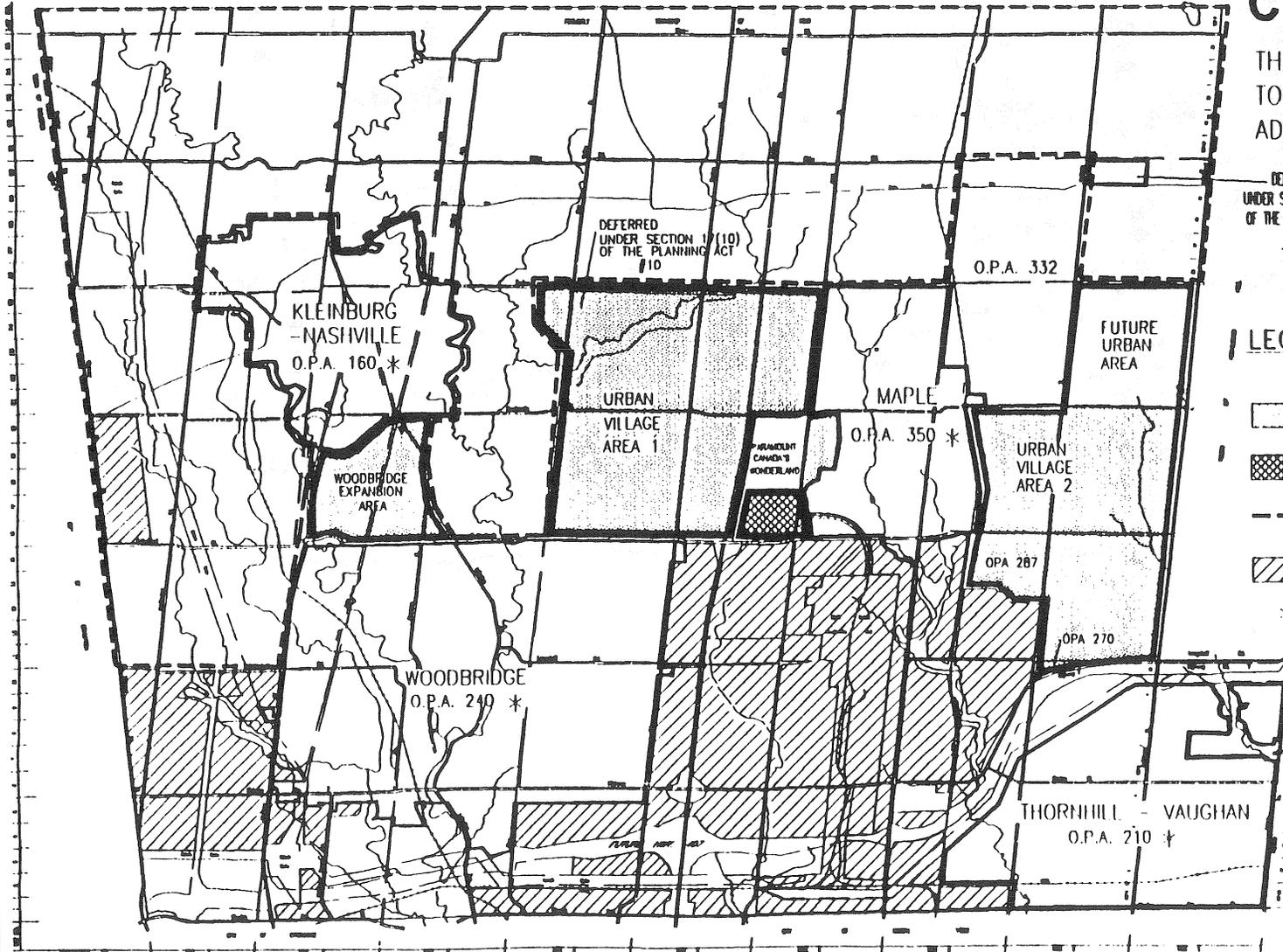
DEFERRED
UNDER SECTION 17(10)
OF THE PLANNING ACT
84

MAYOR

CLERK

LEGEND

-  URBAN VILLAGE AREAS AND WOODBRIDGE EXPANSION AREA
-  VAUGHAN CENTRE SECONDARY PLAN AREA
-  RURAL AREA - GENERAL
-  EMPLOYMENT AREA
- * AS AMENDED



MODIFICATION
No. 27
UNDER SECTION 17(9) OF
THE PLANNING ACT

0 7000 4000

REVISED FEBRUARY 26, 1998

A



LEGEND

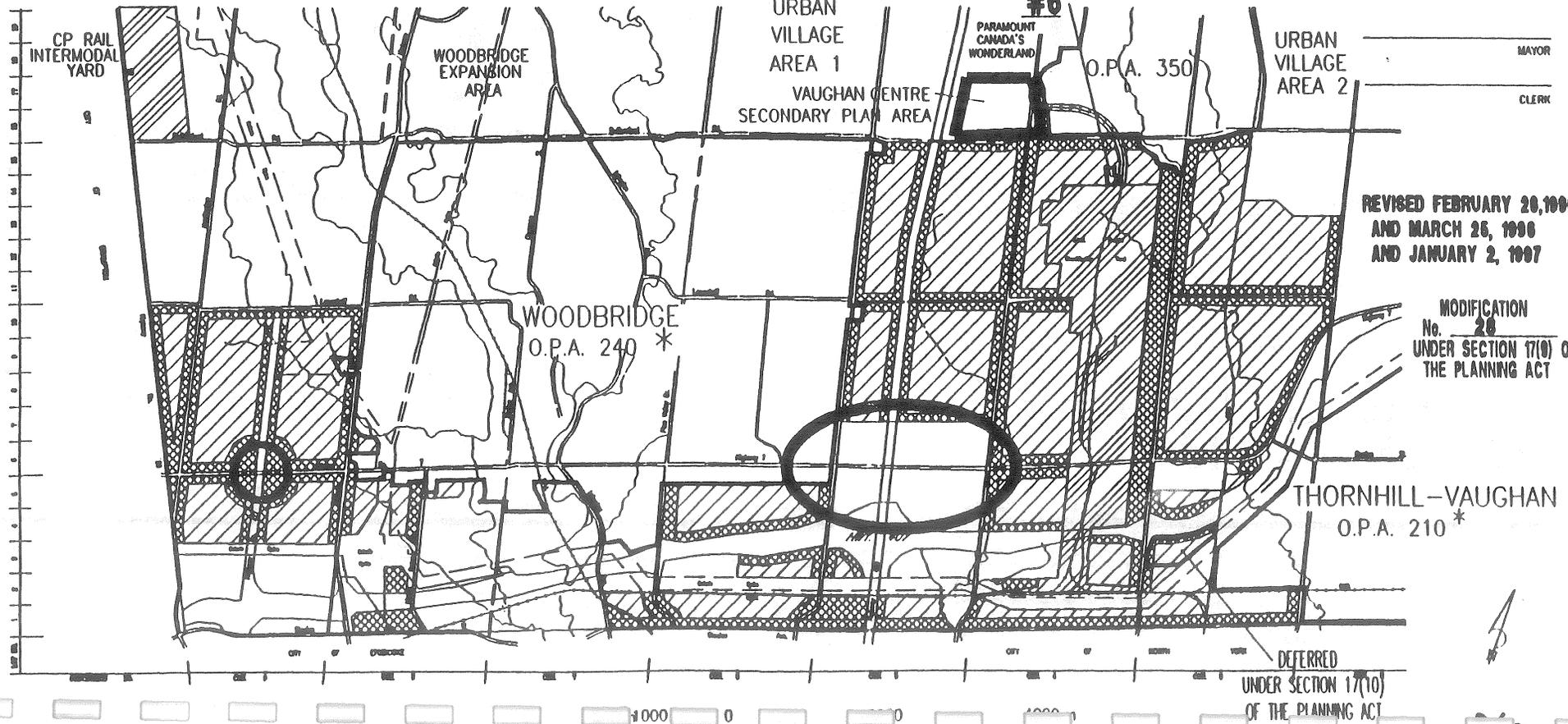
-  PRESTIGE AREA
-  EMPLOYMENT AREA GENERAL
-  CENTRE
-  RAILWAY FACILITIES
-  VAUGHAN CORPORATE CENTRE SECONDARY PLAN AREA
-  * AS AMENDED

EMPLOYMENT AREA STRUCTURAL PLAN

THIS IS SCHEDULE '2'
TO AMENDMENT NO. 450

ADOPTED THE 3RD DAY OF OCTOBER 1994

DEFERRED
UNDER SECTION 17(10)
OF THE PLANNING ACT



MAYOR

CLERK

REVISED FEBRUARY 20, 1990
AND MARCH 26, 1996
AND JANUARY 2, 1997

MODIFICATION
No. 20
UNDER SECTION 17(9) OF
THE PLANNING ACT

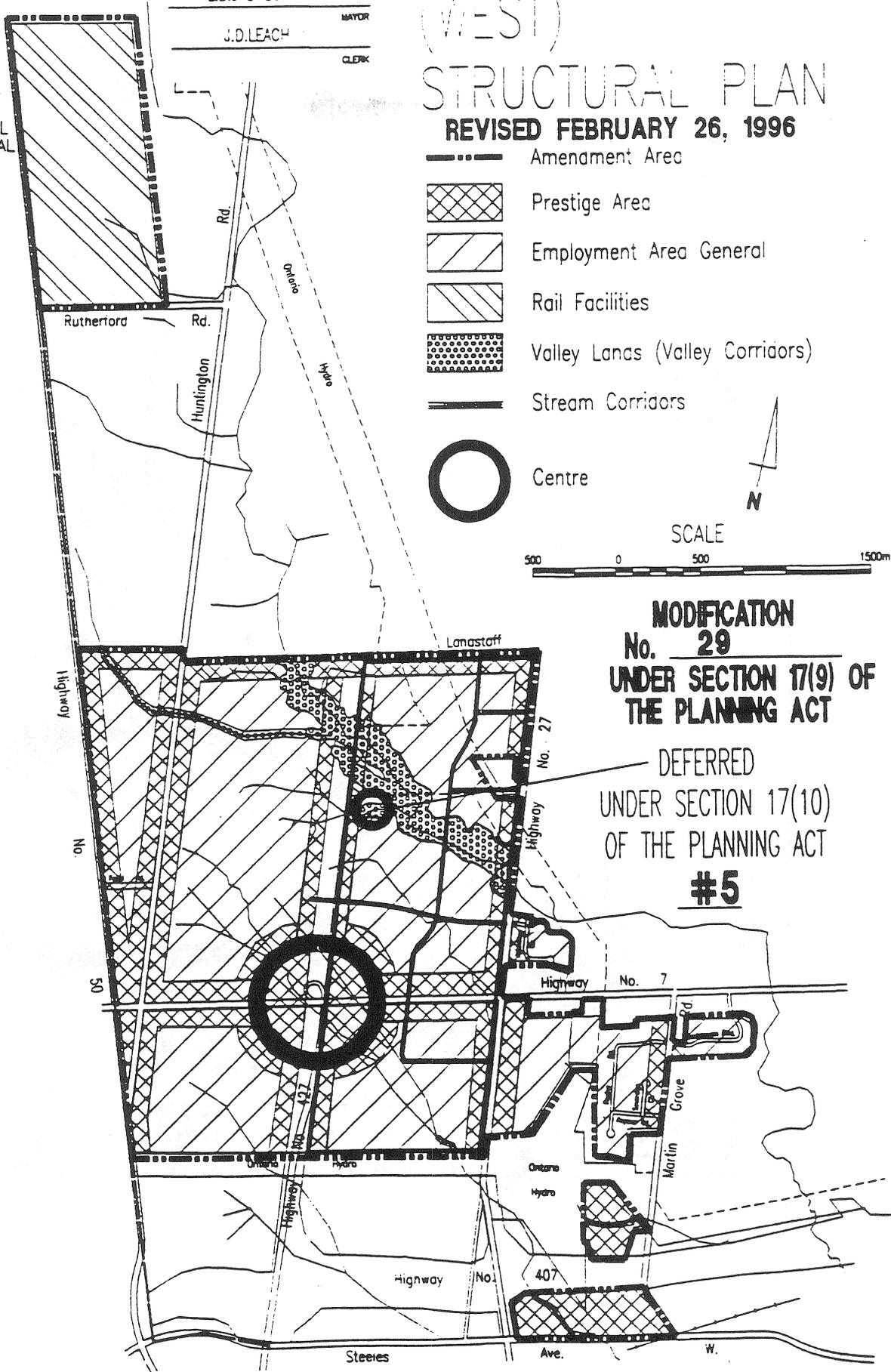
DEFERRED
UNDER SECTION 17(10)
OF THE PLANNING ACT

THIS IS SCHEDULE '2A'
TO AMENDMENT NO. 450
ADOPTED THE 3RD DAY OF OCTOBER, 1995

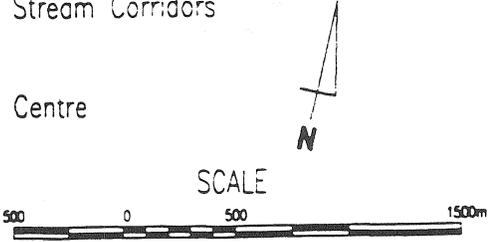
L.D. JACKSON
MAYOR
J.D. LEACH
CLERK

SCHEDULE '2A' EMPLOYMENT AREA (WEST) STRUCTURAL PLAN REVISED FEBRUARY 26, 1996

CP RAIL
INTERMODAL
YARD



- Amendment Area
- ▨ Prestige Area
- ▧ Employment Area General
- ▨ Rail Facilities
- ▤ Valley Lands (Valley Corridors)
- Stream Corridors
- Centre



MODIFICATION
No. 29
UNDER SECTION 17(9) OF
THE PLANNING ACT

DEFERRED
UNDER SECTION 17(10)
OF THE PLANNING ACT

#5

SCHEDULE '2B' EMPLOYMENT AREA (CENTRAL) STRUCTURAL PLAN

THIS IS SCHEDULE '2B'
TO AMENDMENT NO. 45C
ADOPTED THE 3RD DAY OF OCTOBER, 1994

L.D. JACKSON

MAYOR

J.D. LEACH

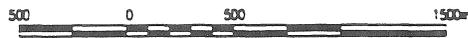
CLERK

REVISED FEBRUARY 28, 1995
AND MARCH 28, 1996 AND JANUARY 2, 1997

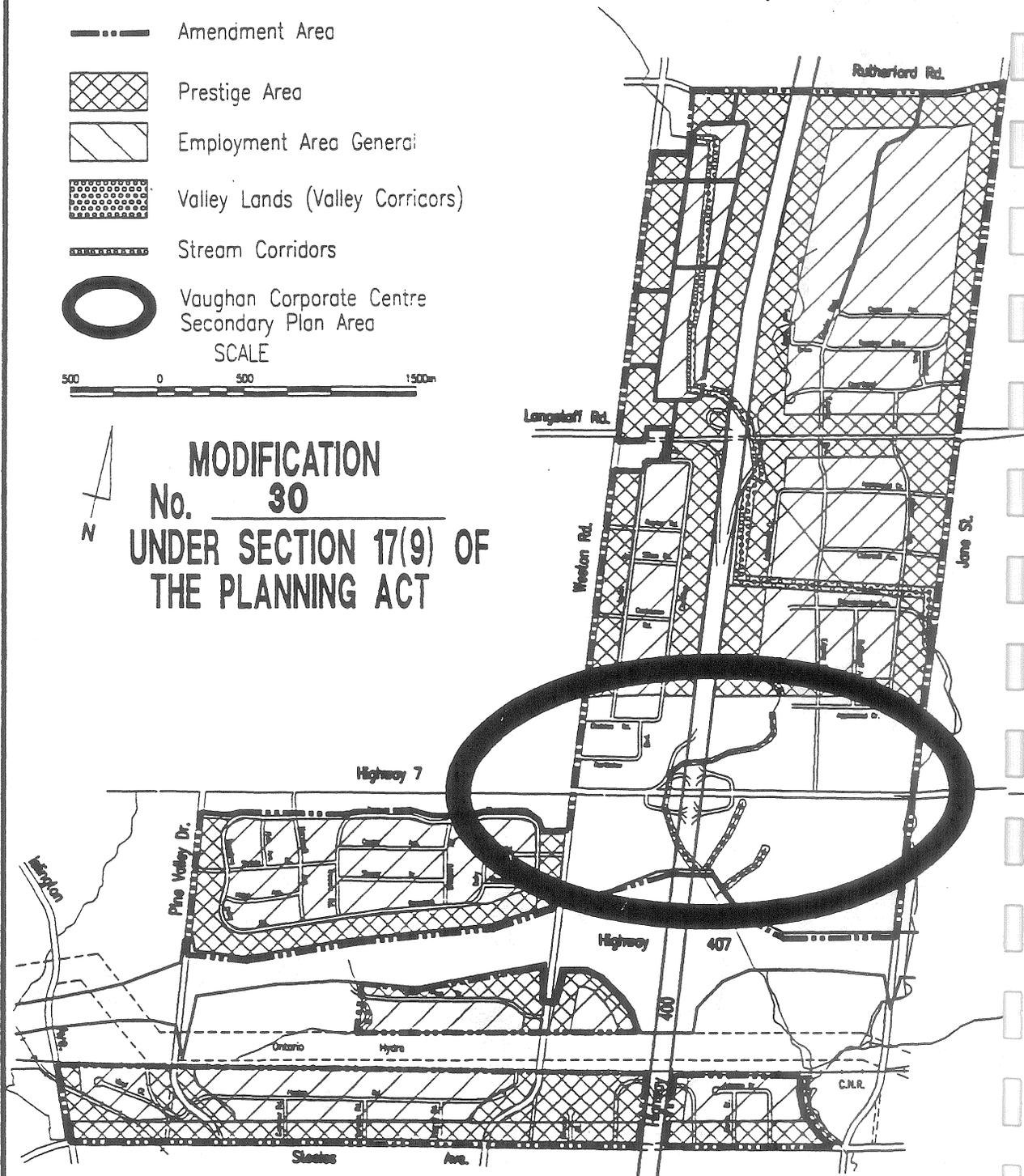
-  Amendment Area
-  Prestige Area
-  Employment Area General
-  Valley Lands (Valley Corridors)
-  Stream Corridors

 Vaughan Corporate Centre
Secondary Plan Area

SCALE



MODIFICATION
No. 30
UNDER SECTION 17(9) OF
THE PLANNING ACT



SCHEDULE '2C' EMPLOYMENT AREA (EAST) STRUCTURAL PLAN

THIS IS SCHEDULE '2C'
TO AMENDMENT NO. 450
ADOPTED THE 3RD DAY OF OCTOBER, 1994

L.D.JACKSON

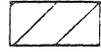
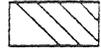
MAYOR

J.D.LEACH

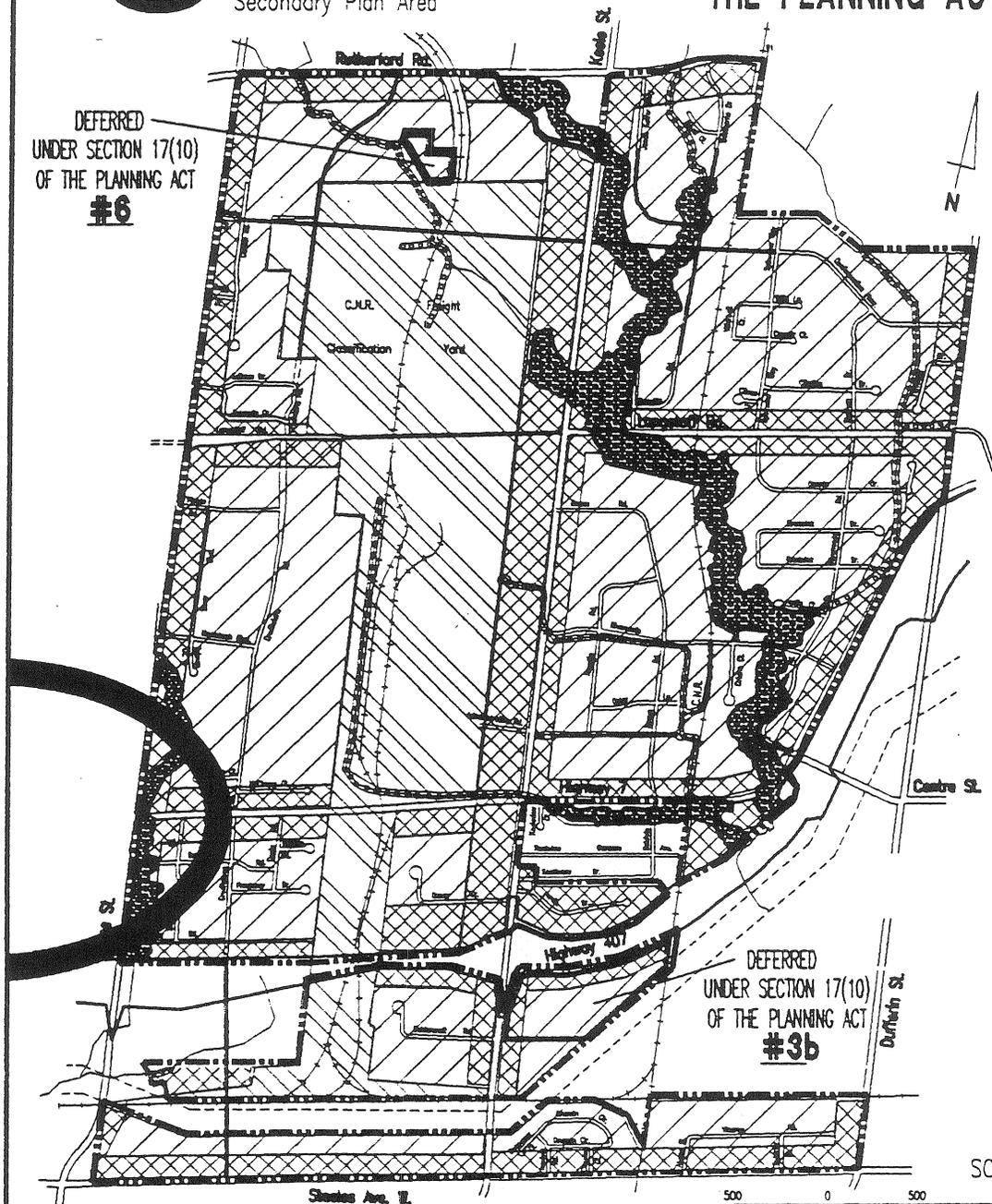
CLERK

REVISED FEBRUARY 26, 1996
AND MARCH 25, 1996

MODIFICATION
No. 31
UNDER SECTION 17(9) OF
THE PLANNING ACT

-  Amendment Area
-  Prestige Area
-  Employment Area General
-  Rail Facilities
-  Valley Lands (Valley Corridors)
-  Stream Corridors
-  Vaughan Corporate Centre
Secondary Plan Area

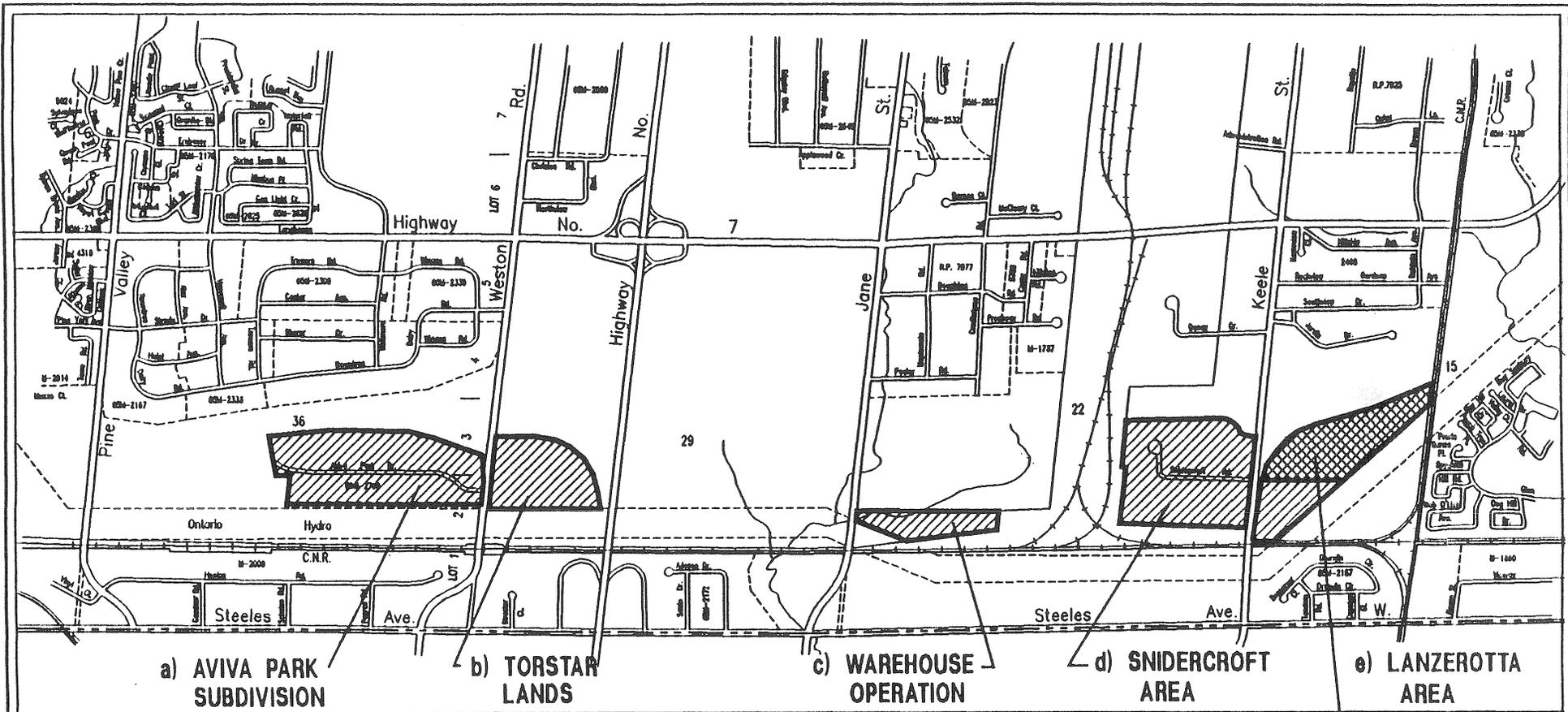
DEFERRED
UNDER SECTION 17(10)
OF THE PLANNING ACT
#6



DEFERRED
UNDER SECTION 17(10)
OF THE PLANNING ACT
#3b

SCALE

500 0 500 1500m



a) AVIVA PARK SUBDIVISION

b) TORSTAR LANDS

c) WAREHOUSE OPERATION

d) SNIDERCROFT AREA

e) LANZEROTTA AREA

SCHEDULE '5'

REVISED FEBRUARY 26, 1996

LANDS PROPOSED FOR DELETION FROM THE PARKWAY BELT WEST PLAN

NOTE: SEE SECTION 3.4.3 IN RESPECT TO POLICIES APPLYING TO THESE LANDS ON THEIR DELETION FROM THE PARKWAY BELT PLAN

MODIFICATION No. 34 UNDER SECTION 17(9) OF THE PLANNING ACT

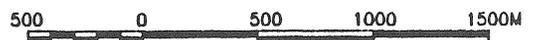
THIS IS SCHEDULE '5' TO AMENDMENT NO. 450 ADOPTED THE 3RD DAY OF OCT. 1994

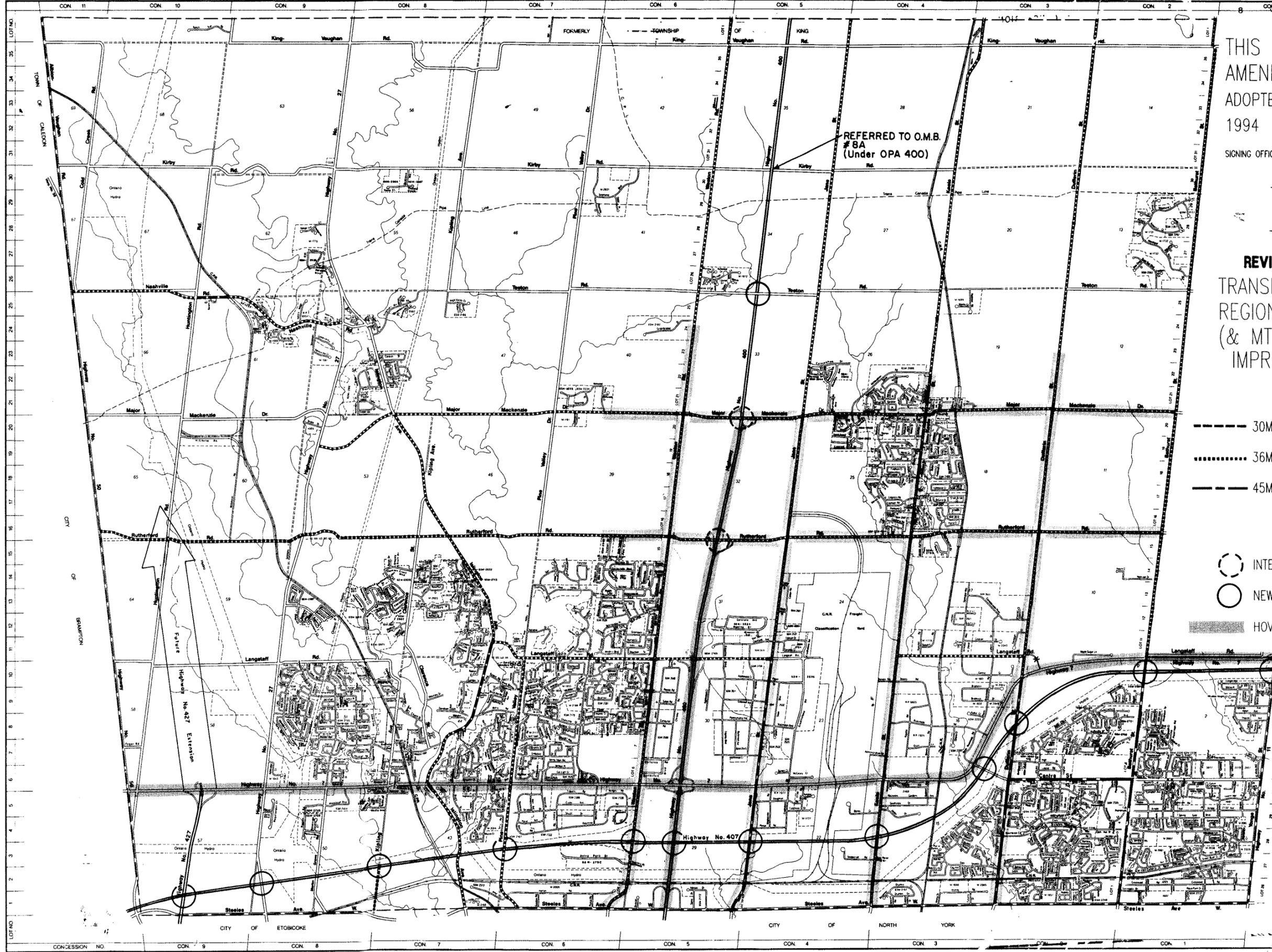
L.D.JACKSON MAYOR
J.D.LEACH CLERK

DEFERRED UNDER SECTION 17(10) OF THE PLANNING ACT 3c

LEGEND

-  LANDS TO BE REMOVED FROM THE PARKWAY BELT
-  LANDS REMOVED FROM PARKWAY BELT BY ORDER DATED NOV. 28, 1996 & MADE SUBJECT TO OPA 450 BY APPROVAL OF SECTION 3.4.3 BY MINISTER OF MUNICIPAL AFFAIRS AND HOUSING ON JANUARY 17, 1997





THIS IS SCHEDULE '6' TO
 AMENDMENT NO. 450
 ADOPTED THE 3 DAY OF OCTOBER
 1994

SIGNING OFFICERS
 L. D. JACKSON MAYOR
 J. D. LEACH CLERK

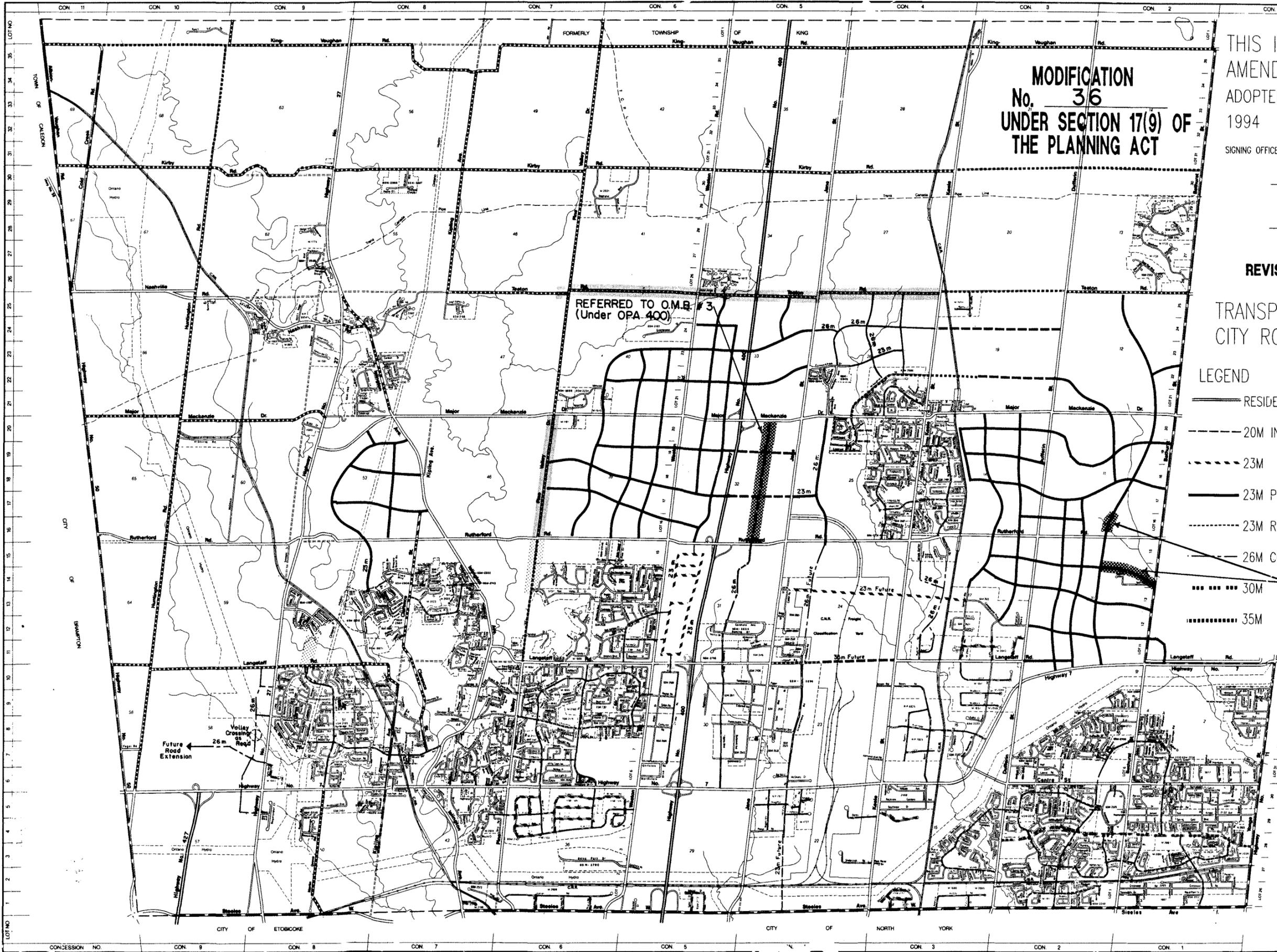
REVISED FEBRUARY 26, 1996
 TRANSPORTATION -
 REGIONAL ROAD NETWORK
 (& MTO RECOMMENDED
 IMPROVEMENTS)

- MODIFICATION**
No. 35
UNDER SECTION 17(9) OF
THE PLANNING ACT
- 30M
 - 36M
 - 45M
- INTERCHANGE IMPROVEMENTS
 - NEW INTERCHANGE
 - ▨ HOV LANES

THIS IS SCHEDULE '3' TO
 AMENDMENT NO. 200

* MODIFIED AS PER SCHEDULE 'M'

"The Ministry of Transportation consideration and approval is required to implement the following initiatives: HOV lanes on Highway 400 and 7; the new intersection of highway 400 and Teston Road; the modification to the existing Highway 400 and Major Mackenzie interchange; and the extension of Highway 427."



**MODIFICATION
No. 36
UNDER SECTION 17(9) OF
THE PLANNING ACT**

THIS IS SCHEDULE '7' TO
AMENDMENT NO. 450
ADOPTED THE 3 DAY OF OCTOBER
1994

SIGNING OFFICERS

 L. D. JACKSON
 MAYOR

 J. D. LEACH
 CLERK

REVISED FEBRUARY 26, 1996

TRANSPORTATION -
CITY ROAD NETWORK

- LEGEND**
- RESIDENTIAL LOCAL
 - - - 20M INDUSTRIAL
 - - - 23M " "
 - 23M PRIMARY (PLANNED)
 - . - . 23M RESIDENTIAL FEEDER
 - - - 26M COLLECTOR
 - 30M
 - 35M
 - - - 23M PRIMARY (FUTURE)
 - IMPROVEMENTS (AS PER CITY WIDE TRANSPORTATION STUDY)
 - ▨ NEW LINKS

REFERRED TO O.M.B. #5
(Under OPA 400)

*The Ministry of Transportation consideration and approval is required to implement the following initiatives: several overpasses of highway 400 in Urban Village 1; the overpass of Highway 407 for the Creditons Road extension; the new link immediately west of Highway 400 as the location relates to the proximity of the ramps at Major Mackenzie interchanges; and three proposed roads in the Urban Village 2 intersecting with Highway 7

THIS IS SCHEDULE '2' TO
AMENDMENT NO. 200



THIS IS SCHEDULE '8' TO
 AMENDMENT NO. 450
 ADOPTED THE 3 DAY OF OCTOBER
 1994

SIGNING OFFICERS

 L. D. JACKSON
 MAYOR

 J. D. LEACH
 CLERK

REVISED FEBRUARY 26, 1996

TRANSPORTATION -
 RECOMMENDED TRANSIT NETWORK

LEGEND

-  ARTERIAL TRANSIT SERVICE
-  COLLECTOR TRANSIT SERVICE
-  PROVINCIAL COMMUTER RAIL OPPORTUNITIES
-  HIGHER ORDER TRANSIT CORRIDOR STUDY AREAS

MODIFICATION
 No. 37
 UNDER SECTION 17(9) OF
 THE PLANNING ACT

Appendix I

Record of Council Action

On May 25, 1993, Committee of the Whole considered a report which recommended that Staff prepare terms of reference for the Vaughan Employment Area Growth and Management Study. Committee recommended approval of this initiative and on June 7, 1993, Council adopted the following resolution:

- "1. Staff prepare terms of reference for the preparation of the Vaughan Employment Area Growth and Management Study;
2. The terms of reference be forwarded to Council for approval;
3. Funding for the study be obtained from the Industrial Development Reserve Fund."

In respect of the above, Staff drafted terms of reference and presented them for approval. On July 5, 1993, Council, in consideration of the draft terms of reference adopted the following resolution:

- "1. The Terms of Reference forming Attachment 1 to this report be approved, subject to minor changes as may result from the final review of City Staff;
2. Proposals be requested from qualified consultants on the basis of the approved terms of reference; and,
3. Staff review the proposals and select one of the candidate consultants; and that the Staff recommendation be brought forward to Council for ratification."

On November 15, 1993, Council adopted the following resolution:

- "1. That the firm of Coopers & Lybrand be retained to prepare the Vaughan Employment Area Growth and Management Strategy, in accordance with the terms of reference issued September 3, 1993; and,
2. That the terms of reference be modified to explicitly include the consideration of dry industrial uses as a component in the City's planning and economic development strategy."

On July 4, 1994, a Public Hearing meeting was held to allow for the consideration of the Vaughan Employment Area Growth and Management Strategy and the amendments to the official plan and zoning by-law required for its implementation. At the meeting Council adopted the following motion:

- "1. THAT the draft Employment Area Growth and Management Study dated June 1994 as prepared by Coopers & Lybrand and BE APPROVED IN PRINCIPLE as the basis for preparing the draft official plan and zoning amendments."

2. THAT the Employment Area Growth and Management Strategy be made available for public review prior to finalization. The finalized version of the strategy shall be submitted to Committee of the Whole concurrently with the draft official plan amendment.
3. THAT the public hearing held in respect of the proposed amendments to the official plan and zoning by-law required to implement the Strategy (File 15.44) BE RECEIVED;
4. THAT the preparation of the implementing official plan and zoning amendments proceed on the basis of the strategy outlined in this report, subject to consideration of input provided by Council and the public at the public hearing meeting, and the incorporation of further refinements resulting from consultation between Staff and the consultants, any agency comment and on-going public input with comments to be received prior to September 1, 1994;
5. THAT prior to the adoption of the official plan amendment and the enactment of the zoning amendment the said documents shall be referred to the Committee of the Whole in draft form. All persons requesting notice of Committee's consideration of the draft official plan and zoning by-law amendments shall be advised of its scheduling and be allowed the opportunity to address the Committee."

On September 12, 1994 Committee of the Whole considered the draft Amendment No. 450 together with an accompanying staff report. On September 19, Council in consideration of the Committee's recommendation, adopted the following motion:

1. That the recommendation contained in the following report of the Commissioner of Planning dated September 12, 1994, be approved; and
2. That the deputations by Mr. Gary Templeton, Templeton-Lepek Limited, on behalf of the United Banquet and Food Services Association and by Ms. Erica Cosentini, be received.

Recommendation

1. The Employment Area Growth and Management Study, prepared by the firm Coopers & Lybrand, dated June 24, 1994, be approved;
2. The draft Amendment #450, which forms Attachment #4 to this report be approved for finalization with the inclusion of the changes recommended in the "Analysis" Section of this report;
3. The finalized Amendment be brought forward to the October 3, 1994, Council Meeting for adoption;
4. Any necessary changes resulting from the final detailed review of the amendment be incorporated; and
5. The Minister of Municipal Affairs be requested to initiate the process which will:

- a) lead to the deletion from the Parkway Belt of the land shown on Schedule 5 to Amendment #450 (Attachment #3 hereto) as "Lands Within the Parkway Belt West Plan Area";
- b) lead to the deletion of the City-owned lands on the west side of Pine Valley Drive, south of Highway #407, west of Aviva Park Drive from the Parkway Belt West Plan Area.

Council, at its meeting of September 19, 1994, amended the foregoing item as follows:

By receiving the letter from Mr. Pat Giglio, on behalf of Presidente Banquet Hall, dated September 16, 1994.

On October 3rd, 1994, Council adopted Amendment No. 450 to the Vaughan Official Plan.

APPENDIX II

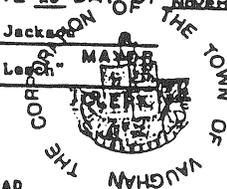
SCHEDULE "B" (LAND USE) TO OPA No. 343

(VAUGHAN WEST CORPORATE BUSINESS PARK)

THIS IS SCHEDULE 'B'
TO AMENDMENT NO. 343
ADOPTED THE 20TH DAY OF NOVEMBER, 1990.

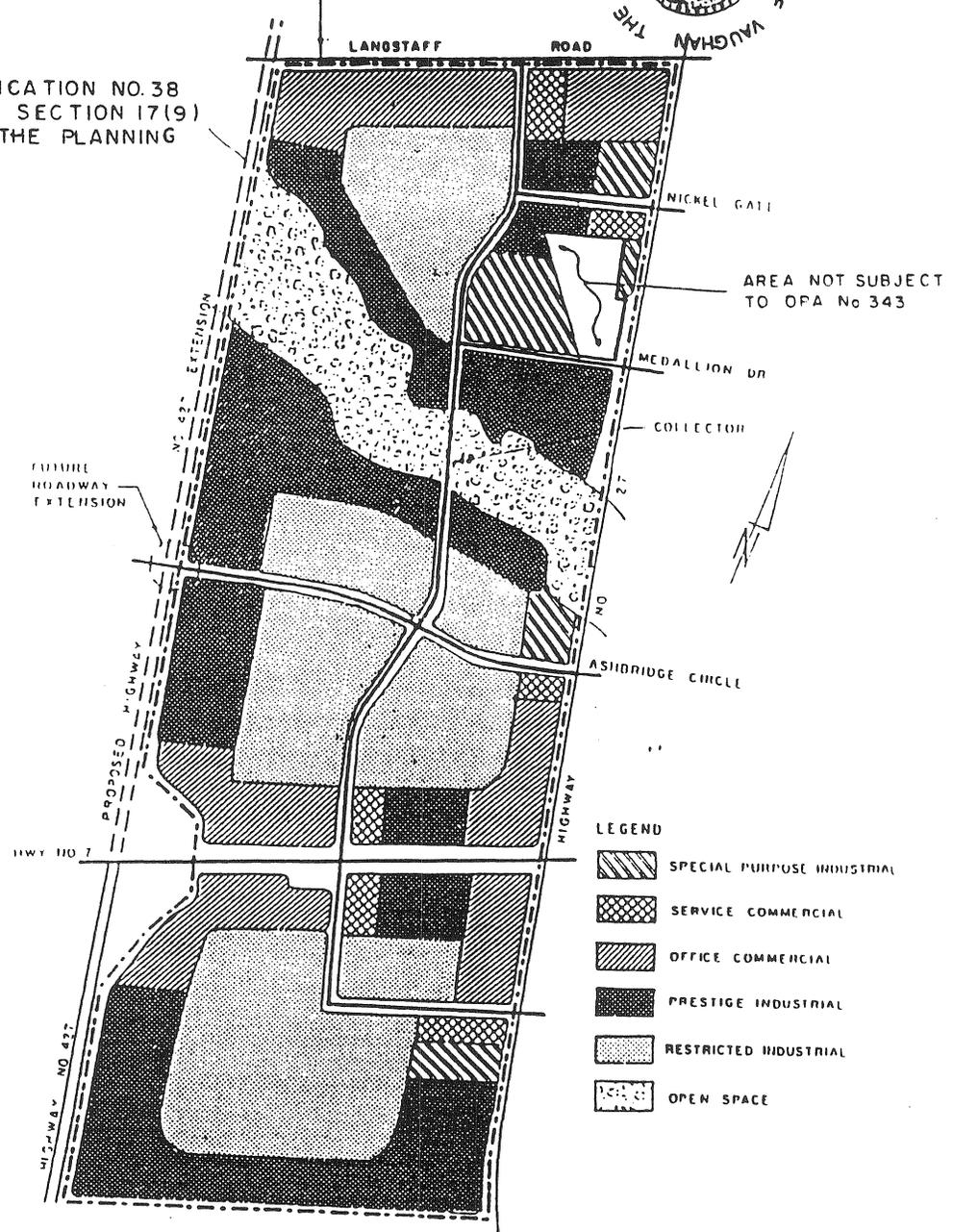
"L.D. JACKSON"

"J.D. LEACH"



AREA SUBJECT TO
AMENDMENT NO. 343

MODIFICATION NO. 38
UNDER SECTION 17(9)
OF THE PLANNING
ACT



- LEGEND
-  SPECIAL PURPOSE INDUSTRIAL
 -  SERVICE COMMERCIAL
 -  OFFICE COMMERCIAL
 -  PRESTIGE INDUSTRIAL
 -  RESTRICTED INDUSTRIAL
 -  OPEN SPACE

