

ISSUE DATE:

February 7, 2014



Ontario

Ontario Municipal Board
Commission des affaires municipales de l'Ontario

PL111184

IN THE MATTER OF subsection 17(40) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant: 1042710 Ontario Limited (aka Royal Centre)
Appellant: 1191621 Ontario Inc.
Appellant: 1529749 Ontario Inc.
Appellant: 1541677 Ontario Inc.; and others
Subject: Failure to announce a decision respecting Proposed New Official
Plan Amendment
Municipality: City of Vaughan
OMB Case No.: PL111184
OMB File No.: PL111184

BEFORE:

J. CHEE-HING)
MEMBER)
Friday, the 7th
)
day of February 2014

THIS MATTER having come on for public hearing and after the hearing, the Board in its Decision issued January 24, 2013 allowed the motion for settlement between the City of Vaughan, Toronto and Region Conservation Authority and Ronni Rosenberg but withheld its order pending receipt of executed minutes of settlement;

AND THE BOARD having received executed minutes of settlement between the City of Vaughan, TRCA and Ronni Rosenberg;

THE BOARD ORDERS that the appeal by Ronni Rosenberg is allowed, in part and the City of Vaughan Official Plan (2010) is hereby amended, as follows:

1. Schedule 1 – “Urban Structure” is amended to include a “Community Area” designation for the portion of the property municipally described as 11211 Weston Road (“the Subject Property”) that is outside of the Greenbelt, as shown on Attachment 1 hereto;

2. Schedule 2 – “Natural Heritage Network” is amended to remove the “Core Features” designation from the portion of the Subject Property that is outside of the Greenbelt, as shown on Attachment 2 hereto;
3. Schedule 13 – “Land Use” is amended to include a “Lands Subject to Approved Area Specific Secondary Plans” designation for the portion of the Subject Property that is outside of the Greenbelt, as shown on Attachment 3 hereto; and
4. Volume 2 is amended by deleting policies 11.4.1 to 11.4.11, including Map 11.4.A, and inserting into section 11.4 the text and schedules of Official Plan Amendment No. 637, which is attached hereto as Attachment 4.

A handwritten signature in black ink, appearing to read "Jenne Hagen". The signature is written in a cursive, flowing style with a period at the end.

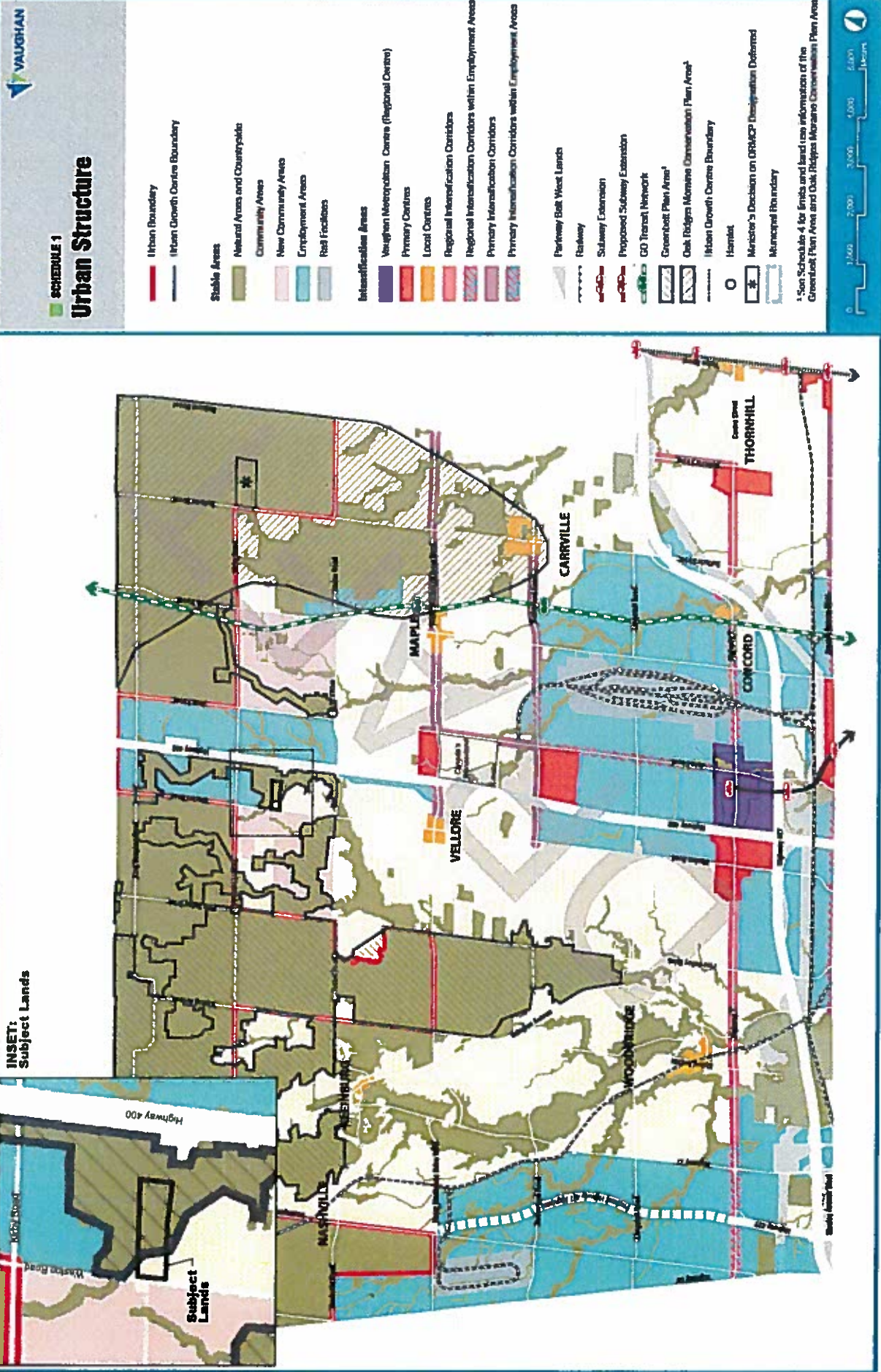
SECRETARY

ATTACHMENT 1

OMB CASE #111184

APPEAL #37

EXHIBIT D - MODIFIED SCHEDULES



ATTACHMENT 2

OMB CASE #111184

APPEAL #37

INSET:
Subject Lands

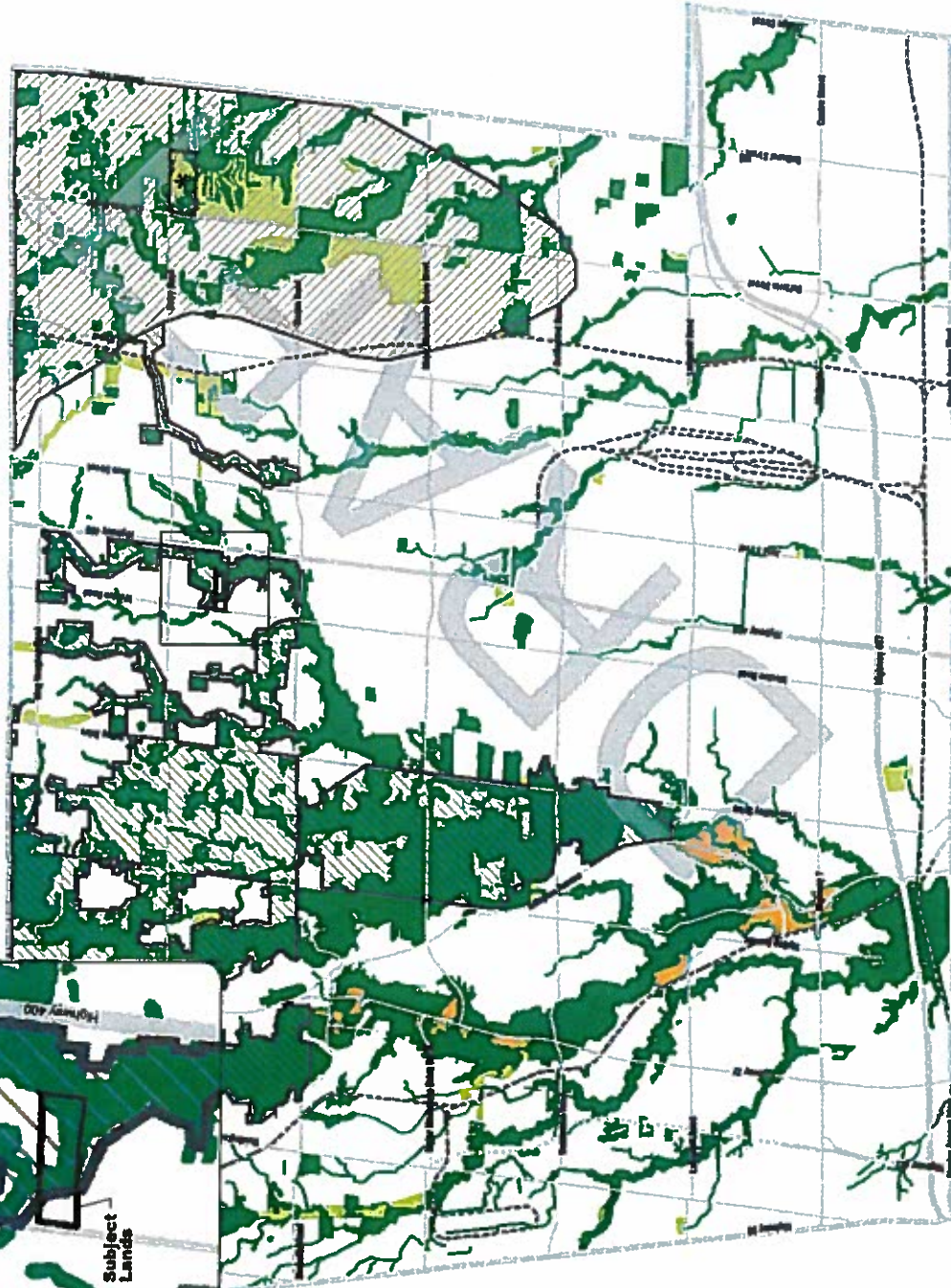


EXHIBIT D - MODIFIED SCHEDULES



SCHEDULE 2

Natural Heritage Network

- Core Features
- Enhancement Areas
- Built Up Valley Lands
- Greenbelt Plan Area*
- Oak Ridges-McNicoll Conservation Plan Area*
- Minister's Decision on OMBACT Usage/Designation Debated
- Municipal Boundary

This Schedule is subject to change based on the results of the Natural Heritage Network Study, which will define the Natural Heritage Network by both its natural features and as a natural heritage system in accordance with the Provincial Policy Statement.

The policy set in Chapter 3 prevails over the mapping shown on Schedule 2 in determining the Natural Heritage Network.

* See Schedule 4 for lands and land use information of the Greenbelt Plan Area and Oak Ridges-McNicoll Conservation Plan Area



January 2013

ATTACHMENT 3

OMB CASE #111164

APPEAL #37

EXHIBIT D - MODIFIED SCHEDULES

INSET:
Subject Lands



SCHEDULE 13
Land Use

- Neural Areas
- Parks
- Private Open Spaces
- Agricultural
- Rural
- Low Rise Residential
- Low Rise Mixed Use
- Mid Rise Residential
- Mid Rise Mixed Use
- High Rise Residential
- High Rise Mixed Use
- Community Commercial Mixed Use
- Employment Commercial Mixed Use
- General Employment
- Prestige Employment
- Major Institutional
- New Community Areas
- Theme Park and Entertainment
- Periphery East West Lands
- Infrastructure and Urban
- Lands Subject to Approved Area Specific Secondary Plans as shown on:
- Realty
- Transit
- Overlook Plan Area & Oak Ridge Mountain Conservation Plan Area
- Oak Ridge Mountain Natural Core
- Oak Ridge Mountain Natural Library
- Oak Ridge Mountain Countryside
- Heritage
- Member's Decision on ESDMP Designation Deferred
- Municipal Boundary
- Refer to Schedule 14B2 for Lands Subject to Area and Site Specific Policies in Volume 2



January 2013

ATTACHMENT 4

AMENDMENT NUMBER 637

TO THE OFFICIAL PLAN

OF THE VAUGHAN PLANNING AREA

The following text, including Part B entitled *The Amendment* and Schedules 'A', 'B', 'C', 'D', 'E', 'F', 'G', 'H' and 'I', constitute Amendment Number 637 to the Official Plan of the Vaughan Planning Area.

Amendment Number 637

The following text, including Part B entitled *The Amendment*, and Schedules A to H, constitute Amendment Number 637 to the Official Plan of the Vaughan Planning Area, as adopted by Council on _____, 2006, and approved by the Regional Municipality of York on _____, 2006.

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PART A - BASIS OF THE AMENDMENT

1.0 INTRODUCTION

The City of Vaughan has been one of the most successful municipalities in the Greater Toronto Area (GTA) in attracting new employment, fostering economic growth and maintaining a good balance between population and employment. A large, available and well-located employment land supply is required at all times to meet the needs of business through the different stages of the economic cycle. The City has identified concerns with the adequacy of its employment land supply because of a strong employment land market and a delay in the Environmental Assessment for Highway 427. A significant portion of the City's vacant employment land supply requires a decision on the location of Highway 427 before it can be developed. To address this concern, the City identified the potential for a new area of employment land along Highway 400, north of the existing urban boundary at Teston Road, and undertook a study to confirm the suitability of the area for employment uses.

The purpose of the study, the Highway 400 North Employment Lands Secondary Plan Study, was to:

- i) confirm the need for additional employment lands based on a comprehensive analysis;
- ii) confirm the appropriateness of the location along Highway 400;
- iii) demonstrate that the proposal meets Provincial and Regional criteria in the Provincial Policy Statement and the Regional Plan respectively, for urban boundary expansion; and,
- iv) develop a Secondary Plan for the area.

The study constitutes the background in support of this Amendment to the Official Plan. The Study examined not only the Study Area, but also looked beyond the Study Area with respect to the Employment Land Needs Analysis and confirmation of the location of the employment area. The background study examined the issues in the context of the Region of York and the City as a whole.

1.1 Location

The lands which are the subject of this Amendment are shown on Schedule "A" attached hereto as "The Amendment Area" and include the lands bounded by:

- i) North - City boundary with King Township;
- ii) East - Jane Street
- iii) South - Teston Road, excluding the estate residential development in the northeast quadrant of Teston and Weston Roads; and,
- iv) West - Weston Road.

1.2 Purpose

The purpose of this Amendment is to implement the directions in the Highway 400 North Employment Lands Secondary Plan Study with respect to the creation of a new employment area on both sides of Highway 400 between Jane Street and Weston Road, north of Teston Road. The Amendment builds on the existing policies in Official Plan Amendment #450, the City's Employment Area Growth Management Plan, to designate the majority of the Amendment Area for a range of employment uses and related uses with a prestige orientation, including a new Prestige Employment-Office/Business Campus Area designation. The exception is a small area proposed for residential uses abutting existing estate residential development.

The Amendment also establishes a land use plan for the area which is transit-supportive, while also recognizing the need for additional new interchanges with Highway 400 to ensure the viability of the proposed development, particularly with respect to truck movement. Further, the Plan recognizes the "Gateway" nature of this area with enhanced urban design and landscaping directions.

2.0 POLICY CONTEXT

The existing policy context for the development of the Highway 400 North Employment Lands, is found in the Provincial Policy Statement (PPS), the Provincial Growth Plan, the Provincial Greenbelt Plan, the Region of York Official Plan, and the City of Vaughan Official Plan, particularly Amendment #450, Employment Area Growth and Management Plan.

2.1 Provincial and Regional Policy Framework

Any planning decisions must be consistent with the PPS and conform to the Provincial Growth Plan and the Regional Official Plan. A number of policies are relevant, but the most significant are the requirement that the proposed urban expansion meet a range of criteria in the PPS (Section 1.1.3.9), as well as a number of similar directions in the Provincial Growth Plan and in the Regional Plan. These include:

- a) insufficient opportunities for growth through *intensification, redevelopment and designated growth areas* to accommodate the projected needs over the identified planning horizon;
- b) the *infrastructure and public service facilities* which are planned or available are suitable for development over the long term and protect public health and safety;
- c) in *prime agricultural areas*:
 - 1. The lands do not comprise *specialty crop areas*;
 - 2. There are no reasonable alternatives which avoid *prime agricultural areas*; and,
 - 3. There are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*; and,
- d) impacts from new or expanding *settlement areas* on agricultural operations which are adjacent or close to the *settlement area* are mitigated to the extent feasible."

In addition to the PPS, the Provincial Greenbelt Plan applies to lands along the Purpleville Creek west of Highway 400. Lands along the creek, including some associated woodlots, are in the Protected Countryside designation of the Provincial Greenbelt Plan and are subject to the Natural System overlay policies of Section 3.2 of the Plan. Any development in this area is very restricted.

2.2 Official Plan Amendment #450

Official Plan Amendment #450 establishes a comprehensive set of land use policies for application to the City's employment areas. The intent of the policies is to make employment areas an integral part of the City's overall urban structure. They include a hierarchy of constituent elements focusing on centres and prestige areas which play a broader role in the community and the Greater Toronto Area. The policies of Official Plan Amendment #450 provide the framework for the development of policies for the Highway 400 North Employment Lands.

3.0 HIGHWAY 400 NORTH EMPLOYMENT LANDS SECONDARY PLAN STUDY

3.1 Study Process

The Study consisted of three phases, all of which included extensive input from the public for which the Stakeholders Consultation Group (SCG) was the focus:

- i) Phase One Background Analysis
The purpose of Phase One was to confirm the need for additional employment lands and the appropriateness of the location on Highway 400, as well as to outline background information about the Secondary Plan Study Area which creates potentials and/or constraints to development. The results of Phase One are outlined in two reports, "*Highway 400 North: Working Paper on Employment Land Need*", December 2005, prepared by Hemson Consulting Ltd., and "*Highway 400 North Employment Lands Secondary Plan Study Background Review Working Paper*", December 2005, Revised March 2006, prepared by Macaulay Shiomi Howson Ltd. and Hemson Consulting Ltd., et. al.
- ii) Phase Two Land Use Options
Phase Two focused on the formulation of development scenarios for the lands along Highway 400, an assessment of the scenarios, public review, and the determination of the

recommended scenario. The results of Phase Two are outlined in "Highway 400 North Employment Lands Secondary Plan Study Development Scenarios Working Paper", April 2006, prepared by Macaulay Shiomu Howson Ltd. and Hemson Consulting Ltd., et. al.

- iii) Phase Three Secondary Plan
Phase Three involved the preparation of the Secondary Plan, in the form of this amendment to Amendment #450, and its review by the public and Council.
- iv) Phase Four Urban Design Guidelines and Zoning
This Phase will involve the preparation of Urban Design Guidelines and an implementing zoning by-law, following the adoption of the Secondary Plan.

3.2 Conclusions of the Highway 400 North Employment Lands Secondary Plan Study

The key conclusions of the background analysis, which forms the basis for this Official Plan Amendment for the Highway 400 North Employment Lands, are:

- i) York Region requires additional employment lands beyond the existing designated supply to accommodate projected employment growth on employment lands.
- ii) The Highway 400 North employment lands have excellent potential to become a successful employment land area. There are few alternative potential locations in the City of Vaughan or York Region with the same level of "400-highway" access and central location.
- iii) The designation of this land is required now or the Region is at risk of not being able to provide an adequate employment land supply in the medium term.
- iv) The proposed urban expansion satisfies the criteria in the new Provincial Policy Statement and Provincial Growth Plan, and the requirements of the Region of York Official Plan.
- v) Lands in the Greenbelt Plan on the west side of Highway 400 provide a unique setting for employment development, but isolate small parcels of non-Greenbelt lands along Highway 400. The lands in the Greenbelt Plan also present resource management constraints (coldwater fishery, wetlands) that will affect adjoining land use practices. Environmental constraints on lands outside the Greenbelt Plan, apart from stream corridors, do not appear to be significant based on existing data, but will require more detailed examination at the block planning stage. Topography is rolling, but should provide no significant constraints to employment uses.
- vi) The majority of the Study Area is used for agricultural or rural uses which generally do not create any significant constraints to new employment uses. However, there are some existing residential uses which will require careful integration with proposed employment uses. In addition, the existing service stations, Highway 400, the gas pipeline and the railway create some limitations for future development.
- vii) Heritage buildings and structures have been identified in the Study Area and can contribute to the creation of the character of the proposed employment area.
- viii) Transportation and service infrastructure is limited, reflecting the current rural uses, and will require significant upgrading to service the proposed employment uses.

3.3 Defining the Recommended Land Use Scenario

Three development scenarios for employment uses were defined based on the background analysis. The scenarios were evaluated based on the following criteria, which were established based on the background analysis:

- i) Compact efficient development form
- ii) Compatibility of employment uses with adjacent land uses
- iii) Transit/pedestrian friendly development form
- iv) Implementation potential

- v) Ability to address the employment land needs of the Region of York, as well as the City of Vaughan.
- vi) Ability to create an attractive "Gateway" to the City of Vaughan.
- vii) Transportation considerations.

The consulting team's evaluation resulted in the identification of a 'preferred scenario'. This conclusion was further reinforced by the results of the Stakeholder Consultation Group (SCG) Workshop on March 9, 2006, when the same scenario was ranked highest. Subsequently, this scenario was further refined to yield the Recommended Scenario which forms the basis for this Official Plan Amendment.

4.0 DESCRIPTION OF AMENDMENT

The policies of Official Plan Amendment #450 provide a general planning framework for the Highway 400 North Employment Lands. However, a number of modifications are required to address specific issues related to this area. The approach to integrating the specific policies for the Highway 400 North Employment Area into Amendment #450 is as follows:

i) Goals & Objectives

Amendment #450 includes detailed goals and objectives for Employment Area development, including general directions, as well as specific directions related to economic, land use, urban design, environment, open space and heritage resources, transportation, servicing and administration. These goals and objectives reflect the directions which form the basis for the Highway 400 North Employment Area, including enhancing the City's reputation as a desirable place to do business; the designation of sufficient lands to provide for the City's employment needs for the next twenty years; the provision of a high quality physical design; minimizing impacts on the natural environment; encouragement of measures that make the area accessible by both roads and public transit; ensuring that adequate servicing infrastructure and capacity are available, and ensuring that the policies provide the flexibility to attract and maintain a wide range of uses. Only one minor amendment is proposed to the Goals & Objectives with respect to the Highway 400 North area.

ii) The Land Use Plan

This amendment adds the Land Use Plan for the Highway 400 North Employment Lands to Amendment #450. On the east side of Highway 400, and along the King-Vaughan Road west of Highway 400, the Land Use Plan focuses prestige employment uses along the frontage of major roads, while general employment uses are found in the interior of the development area. The existing policies for those designations reflect the type of development anticipated in the Highway 400 North area as follows:

a) Prestige Areas

The policies of Section 2.2.3 Prestige Areas direct that such areas will provide for activities which require high visual exposure, good accessibility and an attractive working environment. Consequently, in this Amendment, Prestige Areas are located along major arterial roads and the Highway 400 right-of-way. The policies ensure a prestige form of development by prohibiting open storage, and requiring that all building elevations facing a street present a "front" elevation.

b) Employment Area-General

The policies for the Employment Area-General designation in Section 2.2.4 accommodate uses that do not require a high profile location and permit a wide range of uses, including uses with outside storage, or which occur outside.

In addition, however, the following new designations are added to Amendment #450 within the Highway 400 North Amendment Area:

a) Prestige Areas – Office/Business Campus

This designation is applicable to the area west of Highway 400 and is intended to provide opportunities for a higher order of employment uses, including office and business campus style development, which require good accessibility in an urban environment enhanced by a location in close proximity to the Natural System of the Provincial Greenbelt Plan. The policies are designed not only to exclude uses which require open storage, but also uses which generate a significant amount of truck traffic.

b) Employment Area Activity Centre

This designation is applicable to the lands along Kirby Road east and west of Highway 400. It is intended to encourage development of a concentration of uses designed to provide services to the surrounding employment area and adjacent areas, in addition to the uses permitted in the underlying land use designations. It is envisioned as a pedestrian oriented focal point for the area, and a focus of public transit service.

c) Mixed Use Areas – Employment/Commercial

The Mixed Use Areas – Employment/Commercial designation permits the development of a range of retail and service commercial uses, in addition to other permitted uses in the Prestige Areas designation at the intersection of Teston Road and Jane Street and the south east quadrant of Weston and Kirby Road intersection. It also recognizes existing commercial uses on the west and east side of Highway 400. The intent is to serve through traffic, as well as the surrounding employment area to the north and existing residential area to the south.

The policies also recognize the potential for the location of service nodes, in keeping with the policies for such nodes, in Section 2.2.5, but limits their location in view of the direction in the Plan to focus service uses along Kirby Road.

d) Lands subject to the GTA West Transportation Corridor Protection Area

Regional Official Plan Amendment 52 is intended to protect lands for the future GTA West Transportation corridor.

This overlay designation is intended to relate to the area identified in Regional Official Plan Amendment 52. New development is subject to an approval process that requires Provincial sign-off prior to approval to ensure that future decisions neither preclude nor predetermine the outcome of the on-going environmental assessment for this proposed transportation corridor. The study area will be modified and refined as the EA progresses.

iii) Policies Respecting Specific Uses

The policies of Section 2.2.7 of Amendment #450 provide detailed direction with respect to specific uses such as banquet halls. These directions reflect extensive experience controlling such uses and are maintained.

iv) Official Plan Amendment #600 updated and replaced OPA #400 of the Vaughan Planning Area by re-designating certain lands through Vaughan and modifying schedules and policies in OPA #400 pertaining to a variety of planning issues. The philosophy of OPA #600 placed emphasis on two major themes, being environmental protection and compact and efficient urban form.

This Amendment re-designates the lands at the northeast quadrant of Weston Road and Teston Road, north of the existing estate residential subdivision, to Low Rise Residential.

v) Urban Design

The policies of Section 2.3.1 with respect to urban design provide general direction with respect to design considerations. However, more specific direction is required, and is provided both in the policies for the land use designations, and in additional policies and modifications added to Section 2.3.1. In particular, direction is added related to a significant enhanced landscape area along Highway 400, significant interface areas at major arterial road intersections and the Kirby Road Activity Area. Urban design requirements will be further elaborated in the 'Urban Design Guidelines for the Highway 400 North Employment Area'.

vi Environment, Open Space and Valleylands

Section 2.3.2, Environment, Open Space and Valleylands, provides detailed policies related to the protection of the natural environment, which are applicable to the Highway 400 North Area. A new section is added however, to provide direction with respect to:

- a) Status of the Environmental Designations
The policies provide that the environmental designations in the Employment Area will be examined in detail during the Block Plan process, which provides the flexibility to finalize the actual extent of the designations.
- b) Greenbelt Natural System Area
Policies are added which incorporate into the Plan the relevant policies from the Greenbelt Plan for this area.

vii) Transportation

The Transportation policies of Section 2.3.3 provide general directions which are relevant to the Highway 400 North Area. However, policies are added with respect to the need to conduct an Environmental Assessment to determine the location of highway interchanges and regional and local road connections with Highway 400 in the Highway 400 North Area. Policies respecting the protection for the future GTA West Transportation Corridor, in accordance with the policies contained in the Region of York Official Plan Amendment No. 52, have been added. In addition, some modifications are necessary to emphasize the need for an integrated multi-modal transportation system in this area including policies:

- a) outlining the proposed development of a comprehensive walkway and bikeway system with a continuous trail system in the Greenbelt Natural System Area; and,
- b) providing for a transportation demand management plan.

vii) Servicing & Utilities

The Servicing & Utilities policies in Section 2.3.4 provide general direction relevant to the Highway 400 North Area.

vii) Cultural Heritage Conservation

The Cultural Heritage Conservation policies in Section 2.3.5 provide general direction relevant to the Highway 400 North Area.

ix) Sustainable, Complete and Vibrant Community

The Region of York Official Plan requires local municipalities to prepare comprehensive Secondary Plans for new employment areas that are consistent with its applicable policies respecting both its sustainable policies and policies for complete and vibrant communities. Additional policies have been added in this regard.

x) Administration

The Administration policies in Section 3 provide general direction relevant to the Highway 400 North Area including policies related to non-conforming uses and the process for the

preparation of Block Plans.

PART B - THE AMENDMENT

This amendment amends two existing amendments to the Official Plan, Official Plan Amendment #450, and Official Plan Amendment #600. This Amendment is based on the policy framework in Official Plan Amendment #450 in accordance with Section A below. It also amends OPA #600, in accordance with Section B, following.

A. THE AMENDMENT OF OFFICIAL PLAN AMENDMENT #450

Amendment #450 to the Official Plan of the City of Vaughan Planning Area, as amended, is hereby amended by:

1. Deleting Schedule "16", Rural Area General, and replacing with a new Schedule "16", attached as Schedule "H" to this Amendment, to modify the Estate Residential designation to only apply to the existing estate residential subdivision and introduce the designation of Low Rise Residential to the lands immediately to the north of the existing estate residential subdivision as shown.
2. Deleting Schedule "1", Employment Area Context Plan to Official Plan Amendment No. 450, as amended, and replacing it with a new Schedule "1" attached hereto as Schedule "A" to this Amendment, which designates the Highway 400 North Employment Area, which is bounded by the City boundary, Jane Street, Teston Road and Weston Road, as "Employment Area", excluding lands designated "Estate Residential" (in Amendment #600 as amended by Amendment #604) and "Low Rise Residential" as introduced by this Amendment.
3. Deleting Schedule "3", General Land Use, and replacing it with a new Schedule "3", attached hereto as Schedule "B" to this Amendment, which designates the Highway 400 North Employment Area bounded by the City boundary, Jane Street, Teston Road and Weston Road, as "Employment Area", excluding lands designated "Estate Residential" (in Amendment #600 as amended by Amendment #604) and "Low Rise Residential" as introduced by this Amendment.
4. Adding a new schedule, "Schedule 2D, Employment Area (Highway 400 North) Land Use Plan", as shown on Schedule "C" to this Amendment, which includes a reference to "Schedule 6A – Provincial, Regional and City Transportation Corridor Protection Areas".
4. Deleting Schedule "6", Transportation-Regional Road Network (& MTO Recommended Improvements), and replacing it with Schedule "6", attached hereto as Schedule "D" to this Amendment, Further modified by including the arrow (per ROPA 52) indicating the future GTA West Transportation Corridor (and associated note: "Conceptual. Final alignment subject to approval under the Environmental Assessment Act") and introducing a new note: "Some of the lands located within the "Employment Area (Highway 400 North) Lands" are located within the GTA West Transportation Corridor Protection Area and/or Interchange Study Area (see Schedule 6A), and are subject to policy 2.3.3.1 (d)(i)."
6. Adding a new Schedule "6A", Provincial, Regional and City Transportation Corridor Protection Areas, attached hereto as Schedule "T" to this Amendment, thereby identifying an "Interchange Study Area" and the "GTA West Transportation Corridor Protection Area".
7.
 - a. Deleting Schedule "7", Transportation-City Road Network, and replacing it with a new Schedule "7", attached hereto as Schedule "E" to this Amendment, which includes the planned primary road network for the Highway 400 North Employment Area. Further modified by: Introducing a new note: "Some of the lands located within the "Employment Area (Highway 400 North) Lands" are located within the GTA West Transportation Corridor Protection Area and/or Interchange Study Area (see Schedule 6A), and are subject to policy 2.3.3.1 (d)(i)."
 - b. Including the arrow (per ROPA 52) indicating the future GTA West Transportation Corridor (and associated note: "Conceptual. Final alignment subject to approval under the Environmental Assessment Act").
8. Deleting Schedule "8", Transportation-Recommended Transit Network, and replacing it with a new

Schedule "8", attached hereto as Schedule "F" to this Amendment, which includes the planned primary transit network for the Highway 400 North Employment Area. Further modified by:

- a. Introducing a new note: "Some of the lands located within the "Employment Area (Highway 400 North) Lands" are located within the GTA West Transportation Corridor Protection Area and/or Interchange Study Area (see Schedule 6A), and are subject to policy 2.3.3. f (d)(f)."
 - b. Including the arrow (per ROPA 52) indicating the future GTA West Transportation Corridor (and associated note: "Conceptual. Final alignment subject to approval under the Environmental Assessment Act").
9. Adding to Section 2.1, Goals & Objectives, Section 2.1.5 b), Environment, Open Space & Heritage Resources, the phrase "including lands in the Natural System of the Greenbelt Plan" at the end of the section, so that the section reads as follows:
- "b) To maintain, enhance, or restore, wherever possible, quality landscape features including valley and stream corridors, woodlots and environmentally significant areas, including lands in the Natural System of the Greenbelt Plan."
10. Adding to Section 2.2.1, The Employment Area Development Policies, new subsections e) and f) as follows:
- "e) In the Highway 400 North Employment Area shown on Schedule 2D, the following shall apply in all land use designations, other than the Greenbelt Natural System Area designation:
 - Institutional uses including major educational facilities and hospital/health care facilities are permitted;
 - Retail warehouse uses are prohibited; and
 - Retail uses as permitted in this plan and service commercial uses consisting of small scale retail and commercial uses that primarily serve the business functions within the employment area are permitted subject to the following:
 - i) Total developable area of service commercial uses and retail uses as permitted in this plan, do not exceed 15% of the total developable employment area. For the purpose of this policy, "total developable employment area" means the entire OPA 637 plan area but neither that term nor "total developable area of service commercial uses and retail uses" include land area designated Low-Rise Residential, the lands designated Mixed-Use Areas – Employment/Commercial at the north-west quadrant of Jane Street and Teston Road, the 400 series highway interchange (for the purpose of this amendment, "highway interchange" are any lands owned by the Province within the right of way for the interchange), the Greenbelt Natural System areas and the Mixed Use Area-Employment/Commercial abutting the west side of Highway 400 between Teston Road and Kirby Road as shown on Schedule C of OPA 637;
 - ii) Such service commercial uses and retail uses as permitted in this plan shall be located within the lands designated Employment Area Activity Centre, Mixed-Use Areas – Employment/Commercial and in Service Nodes;
 - iii) The location and size of service commercial uses in Service Nodes shall be determined during the Block Plan approval process. In addition, the amount of floor space for service commercial uses and retail uses as permitted in this plan within Employment Area Activity Centre, Mixed-Use Areas – Employment/Commercial designations and Service Nodes shall be determined during the Block Plan approval process;
 - iv) The detailed range of service commercial uses and retail uses as permitted by this plan will be identified in the implementing zoning by-law; and
 - v) Service Nodes identified through the Block Plan process may be relocated without amendment to this plan, subject to an amendment to the zoning by-law.
 - Where designations overlap (e.g. the Employment Area Activity Centre and the Mixed Use Areas – Employment/Commercial designation at the south east

quadrant of the Kirby Road and Weston Road intersection) the uses permitted in both designations are permitted, provided that in the area of overlap the prohibited uses for both designations shall apply.

- Where existing residential uses are to be maintained after the development of the Employment Area, consideration shall be given to the provision of buffering and other measures to mitigate impacts from adjacent employment uses on the residential use.

f) In the Highway 400 North Employment Area on Schedule 2D, the following shall apply to all land use designations:

- Sustainable community objectives shall be implemented through designs that support cycling and walking within and external to the employment area, including: connectivity to transit facilities; ensuring connectivity to the broader area; providing transit opportunities; providing water and energy efficiencies and energy alternatives; and supporting green building design and site development, to the satisfaction of the City."

11. Adding to Section 2.2.3, Prestige Areas, a new "Section 2.2.3.1 Prestige Areas – Office/Business Campus", as follows:

"2.2.3.1 Prestige Areas – Office/Business Campus

Location

Prestige Areas – Office/Business Campus are located adjacent to lands in the Natural System of the Provincial Greenbelt Plan, as well as to provincial highways and arterial roads.

Purpose

1. To provide opportunities for high quality business and office employment uses and activities, including campus style development, which require good accessibility in an urban environment which is enhanced by a location adjacent to significant natural areas such as lands in the Natural System of the Provincial Greenbelt Plan.
2. To define areas where it is appropriate to restrict uses which, by the nature of their operating characteristics, would generally not be compatible with locations adjacent to the Natural System of the Greenbelt Plan, or attractive streetscapes.
3. To provide opportunities for employment intensive uses that will take advantage of and support the transit system.

Development Policies

1. The predominant permitted uses shall be business/office and industrial development, including campus style developments, research facilities and public uses including a new Regional Park. The outside storage of goods or materials shall not be permitted. In addition, uses expected to involve chemical storage or to generate significant truck traffic, particularly stand alone warehouse operations, shall not be permitted.
2. Development shall be designed to complement the lands in the Natural System of the Greenbelt Plan, and be enhanced by its location in a natural setting. In particular, views and accessibility, both visually and physically, to lands in the Greenbelt shall be maximized. This will be accomplished through a range of different approaches, including requiring the use of single-loaded roads in key locations, the placement of employment buildings, and the location of parks or other public facilities.
3. The need for a Regional Park of approximately 30 hectares has been identified by the City in the Highway 400 corridor, west of the highway. Schedule 2D identifies a conceptual location for the park. The precise size, location and configuration will be determined through the Block Plan process and the City's updated Parks and Recreation Master Plan.

4. Prestige Areas-Office/Business Campus shall generally be developed with larger lots. Minimum landscaping standards, and minimum and maximum unit and building sizes, heights and densities, or other measures, shall be implemented through the zoning by-law and urban design guidelines, to support the prestige environment, the enhanced relationship with the Natural System lands, and to ensure that the development is transit-supportive.
 5. Development shall be designed to allow for future intensification; in particular, opportunities for additional building sites should be anticipated in the layout of buildings, parking areas, and primary site plan elements, such as service routes and significant landscaping.
 6. In instances where lots front on Highway 400 or arterial roads, buildings shall be designed so that all elevations facing a street present a "front" elevation. The location of loading areas shall be controlled in the zoning by-law, and shall not be permitted in any yard facing a street.
 7. 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 network systems shall be subject to the appropriate authority.
 8. The lands between Highway 400 and the Greenbelt Natural System Area immediately north of Kirby Road will require special consideration given its proximity to the Natural System and Highway 400, and the limitations on access. In addition to the other permitted uses, consideration may be given to low intensity recreational or other similar uses in recognition of the unique attributes of this site."
12. Adding to Section 2.2.5, Service Node Development Policies, a new subsection g), as follows:
- *g) Notwithstanding policy 2.2.5 a) to f), the following policies shall apply in the Highway 400 North Employment Area:
- i. Retail and service commercial uses shall be encouraged to locate in the Employment Area/Activity Centre along Kirby Road and/or in the Mixed Use Areas – Employment/Commercial designations in the northwest quadrant of Jane Street and Teston Road and at the south east quadrant of Kirby Road and Weston Road. However, consideration may be given, subject to the policies of this section, to permitting some limited service commercial uses, within Service Nodes, which will generally be located in mixed use buildings, where feasible;
 - ii. Service commercial uses, being those uses consisting of small scale retail and other commercial uses that primarily serve the business functions within the employment area, are permitted. Uses permitted shall provide for the day-to-day convenience (e.g. convenience retail store or pharmacy) and service needs (e.g. business supplies) of businesses, industries and their employees. The detailed range of uses shall be established in the zoning by-law;
 - iii. Retail warehouse uses are prohibited;
 - iv. Service stations may be located as part of a Service Node provided that they are on arterial roads and there is no more than one service station per intersection;
 - v. Service Nodes are not shown on Schedule 2D (Schedule C to OPA 637). Acceptable sites will be identified and zoned either through the Block Plan approval process or site specific zoning amendment applications;
 - vi. 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 or a hotel may also be considered.
 - vii. The maximum area of a Service Node shall be approximately 1.2 ha. A Service Node may exceed 1.2 ha., to a maximum of 2.4 ha. If it is developed in conjunction with a predominant use (i.e. greater than 60% of the total gross floor area on the lot) such as an office complex or a hotel.
 - viii. Prior to approving an application to permit a Service Node, the approval of an urban design plan and traffic impact study may be required."

13. Adding to Section 2.2.5, Service Nodes, a new Section 2.2.5.1, Employment Area Activity Centre, as follows:

"2.2.5.1 Employment Area Activity Centre

Location

Employment Area Activity Centres are located both east and west of Highway 400, and east and west of the lands in the Greenbelt Natural System Area, on lands fronting on Kirby Road.

Purpose

1. To permit the development of a concentration of uses designed to provide services to the surrounding employment area and adjacent areas, in addition to the uses permitted in the underlying land use designations.
2. To provide opportunities for private development and a public realm which contribute to the creation of an attractive, urban environment with a strong pedestrian orientation.

Development Policies

1. In addition to the permitted land uses in the underlying land use designations, a broad variety of uses including retail and service commercial, hotels, public, non-profit and institutional uses, cultural, and entertainment and social facilities shall be permitted where such uses primarily provide a service to the surrounding employment area and contribute to the creation of an urban environment with a strong pedestrian orientation. However, the following uses shall not be permitted:
 - a) individual retail and service commercial uses in buildings with ground floor plates in excess of 929 square metres in size;
 - b) drive-through facilities, gas bars/service stations, either stand alone or associated with other permitted uses; and,
 - c) any uses which require outside storage of goods and materials.
2. The additional uses permitted in the Activity Centre shall generally be located as part of mixed use buildings which generally also accommodate uses permitted by the underlying land use designations. Mixed-use buildings are a minimum of two storeys in height. Consideration may be given to the location of the permitted uses in single-use buildings, provided that such buildings contribute to the creation of a strong pedestrian orientation, including a building height equivalent to a minimum of two storeys. However, where single-use buildings are for retail or service commercial uses, they shall not occupy more than 25% of the frontage of any one side of Kirby Road in the Activity Centre designation.
3. To enhance the pedestrian orientation of permitted development in this area, the zoning by-law will establish:
 - a) appropriate setbacks, heights and densities, limitations on the location of parking areas and other standards to ensure that buildings and their primary entrances are designed to be located close to and fronting on to the primary street, and to provide interest and comfort at ground level for pedestrians;
 - b) parking regulations which establish maximum parking requirements and permit on-street parking or municipal parking to be utilized to meet parking standards.
 - c) height and density bonuses for the use of above ground structured parking, underground parking or contributions to the creation of municipal parking spaces, provided that above ground structured parking is generally faced with active uses on building elevations facing streets.
4. The urban design guidelines for the area will reinforce the direction with respect to the creation of a pedestrian-oriented environment including guidelines with respect to the design of building facades facing Kirby Road, the size, location, and design of parking areas; and the location and design of loading and garbage facilities. In addition, the urban

design guidelines will provide designs for Kirby Road which will recognize its role and function as a multi-purpose street that is both a transportation corridor, with the potential for an interchange at Highway 400, and a pedestrian-oriented place, including wide sidewalks on both sides of the road, buildings with active facades, including primary windows to provide visibility to and from the street, enhanced street trees, and other landscaping, on-street parking and pedestrian lighting."

14. Adding to Section 2.2.5, Service Nodes, a new Section 2.2.5.2, Mixed Use Areas-Employment/Commercial, as follows:

***2.2.5.2 Mixed Use Areas – Employment/Commercial**

Location

Mixed Use Areas-Employment/Commercial are located at the north-west quadrant of the Jane Street and Teston Road intersection and the south-east quadrant of the intersection of the Weston and Kirby Roads, adjacent to a residential area and recognize existing commercial areas along the east and west side of Highway 400.

Purpose

To permit a range of large-scale uses, such as institutional uses, places of worship, hotels and banquet halls, as well as a range of small scale commercial facilities, in addition to employment uses, to be located at a development node which serves the employment area as well as through traffic and adjacent residential areas.

Development Policies

1. In addition to the permitted land uses in the Prestige Areas designation, the Mixed Use Areas – Commercial/Employment designation permits a range of small scale retail and service commercial uses designed to serve through traffic, as well as the surrounding area, such as restaurants, convenience stores, pharmacies and business supply uses. However, the following uses shall not be permitted:
 - a) individual retail uses in buildings with ground floor plates in excess of 2,800 square metres in size; and/or,
 - b) any uses which require outside storage of goods and materials.
2. The permitted uses shall generally be located as part of mixed use buildings. However, single-use buildings shall be permitted on the lands fronting on Highway 400. Consideration may also be given to the location of the permitted uses in single-use buildings in the lands at the intersection of Jane Street and Teston Road and Kirby and Weston Roads. However, where single-use buildings are for retail or service commercial uses, they shall not occupy more than 25% of the frontage of the lands in this designation on either Jane Street or Teston Road or Kirby Road or Weston Road.
3. The zoning by-law will establish appropriate setbacks, heights and densities, and other standards to ensure that buildings and their primary entrances are designed to be located close to and to front onto primary streets, including Jane Street, Teston Road, Kirby Road and Weston Road to provide interest and comfort at ground level for pedestrians. Buildings shall have active facades including primary windows to provide visibility to and from the street.
4. The lands designated Mixed Use Areas – Employment/Commercial at the north-west corner of Jane Street and Teston Road and at the south-east quadrant of Weston and Kirby Roads may permit a food store within the designation without amendment to the Plan, subject to a land use study at a future date which determines the form and character of development east of Jane Street and west of Weston Road and demonstrates the need and appropriateness of the food store.
5. Notwithstanding the uses permitted in the Mixed Use Area – Employment/Commercial

designation, no other use other than the existing service station uses on the west and east side of Highway 400 and extensions thereto, shall be permitted on the sites. For any other uses, an official plan amendment shall be required.

6. The maximum area of the "Mixed Use Areas – Employment/Commercial" designation located at the south-east quadrant of Weston and Kirby Roads shall be 6.1 ha.
 7. To enhance the pedestrian orientation of permitted development in this area, the zoning by-law will establish:
 - a) parking regulations which establish parking requirements and permit on-street parking or municipal parking to be utilized to meet parking standards; and
 - b) height and density bonuses for the use of above ground structured parking, underground parking or contributions to the creation of municipal parking spaces, provided that above ground structured parking is generally faced with active uses on building elevations facing streets."
15. Modifying Section 2.2 by inserting a new subsection 2.2.6.2 as follows:

"2.2.6.2 The Interchange Study Area and the GTA West Transportation Corridor Protection Area

These lands are identified in Schedule 6A – "Provincial, Regional and City Transportation Protection Area" to OPA 450, attached hereto as Schedule I to Amendment Number 637 for the purpose of identifying areas where land is to be protected for future transportation facilities while associated environmental assessments are being undertaken.

Subject to policies 2.3.3.1 (d) (i) (a) and 2.3.3.1 (d) (i) (c) as applicable, the land use designations of lands within this area may be subject to refinement through the Block Plan process in conformity with the objectives and development policies of this secondary plan. Such redesignation does not require an amendment to the Official Plan."

16. Modifying Section 2.3.1, Urban Design, subsection d), adding references to the Employment Area Activity Centre and the Mixed Use Areas – Employment/Commercial designations by substituting the following as subsection d):

"Areas of urban design priority shall include Centres, the 400 series Highways, Prestige Areas, and Service Nodes, as well as Employment Area Activity Centres and Mixed Use Areas – Employment/Commercial. These areas will serve as focal points and their design treatments shall reflect their importance in 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 the Prestige Areas, given their linear nature will focus on securing attractive streetscapes, which serve to connect to more prominent nodes. The design of the Employment Area-General lands will be directed toward creating attractive working environments while accommodating a wide range of uses. The design of the Prestige Areas- Office/Business Campus focuses on the enhancement of the relationship between the development and the lands in the Natural System of the Greenbelt Plan, as well as the creation of attractive private development and public streetscapes. Development in the Employment Area Activity Centre and the Mixed Use Areas – Employment/Commercial will reflect their role as focal points for the Highway 400 North Employment Area."

17. Adding to Section 2.3.1, Urban Design, a new subsection f) as follows:

"f) The lands along Highway 400 in the Highway 400 North Employment Area as identified on Schedule 2D to this Plan, serve as the major northern Gateway to the City. Urban design guidelines will be prepared for this Area to ensure that development is designed in a manner which enhances the City's image and which reflects the prestige nature of the Employment Area. In particular, the guidelines will address the following:

- i) Significant Enhanced Landscape Area

Where development fronts onto Highway 400, a "Significant Enhanced Landscape Area" has been designated on Schedule 2D. The urban design guidelines will provide detailed direction on the extent and form of the required landscape, topographical, built form and architectural relationships to Highway 400.

ii) **Significant Interface Area**

The Significant Interface Area designations on Schedule 2D, identify significant intersections, which serve as "gateways" into the employment area. The guidelines will address not only the design parameters for the lands in the Employment Area, but also their relationship with lands at the intersection outside the Employment Area. The permitted uses in Significant Interface Areas shall be those in the underlying land use designations.

iii) **Character Road**

Kirby Road is identified as a "Character Road" on Schedule 7 to Amendment #450. This reflects the fact that it is intended to be a multi-purpose street that is both a transportation corridor, with the potential for an interchange at Highway 400, and a pedestrian-oriented place. The urban design guidelines will provide designs for Kirby Road which will recognize its dual role including wide sidewalks, enhanced street trees and other landscaping, on-street parking and pedestrian lighting."

18. Adding to Section 2.3.2, Environment, Open Space and Valleylands, a new section, 2.3.2.10, Highway 400 North Employment Area Environmental Planning Framework, as follows:

"2.3.2.10 Highway 400 North Employment Area Environmental Planning Framework

Planning for new development and redevelopment in the Highway 400 North Employment Area on Schedule 2D with respect to the environment, shall be carried out in accordance with the policies in Section 2.3.2, recognizing the following:

- a) The Potential Valley and Stream Corridor and Potential Environmental Feature designations on Schedule 2D reflect the results of the environmental analysis carried out as part of the background study prepared as a basis for the preparation of the Land Use Plan.
- b) The Greenbelt Natural System Area reflects lands included in the Provincial Greenbelt Plan. Lands in this designation shall be subject to the following policies:
- i) In addition to the Goals & Objectives of Section 2.1, in considering any proposals for changes in the Greenbelt Natural System Area, regard shall be had to the Vision and Goals in Section 2.1 of the Greenbelt Plan.
- ii) The Greenbelt Natural System Area provides a continuous and permanent land base necessary to support human and ecological health in the Greenbelt and beyond. The Natural System policies protect areas of natural heritage, hydrologic and/or landform features, which are often functionally inter-related, and which collectively support biodiversity and overall ecological integrity. The Natural System is made up of a Natural Heritage System and a Water Resource System that often coincide, given the ecological linkages between terrestrial and water-based functions.
- iii) The full range of existing and new agricultural, agriculture-related and secondary uses and normal farm practices are permitted. However, while new buildings or structures for agriculture, agriculture-related and secondary uses are permitted, they are subject to the policies in Section 3.2.4 of the Greenbelt Plan on key natural heritage features and key hydrologic features.
- iv) The only other permitted uses shall be:
- activities related to renewable resources, including natural interpretive centres, in accordance with the policies of Section 4.3.1 of the Greenbelt Plan;
 - facilities for transportation, infrastructure and utilities used by a public body,

including trails, walkways and bicycle paths subject to the infrastructure policies of Section 4.2 of the Greenbelt Plan; and,

- activities or works under the *Drainage Act* subject to the infrastructure policies of Section 4.2 of the Greenbelt Plan.

v) In addition to the permitted uses, all existing uses lawfully used for such purpose on the day before the Greenbelt Plan came into force on December 16, 2004 are permitted. Further:

- single dwellings are permitted on existing lots of record, provided they were zoned for such on December 16, 2004, or where an application for a sovereignty granted prior to December 14, 2003 but which application did not proceed;
- expansions to existing agricultural buildings and structures, residential dwellings, and accessory uses to both, may be considered within key natural heritage features and key hydrologic features, if it is demonstrated that there is no alternative, and the expansion, alteration or establishment is directed away from features to the maximum extent possible; and, the impact of the expansion or alteration on the feature and its function is minimized to the maximum extent possible; and,
- expansion, maintenance and/or replacement of existing infrastructure is permitted subject to the infrastructure policies of Section 4.2 of the Greenbelt Plan.

vi) Lot creation is subject to the policies of Section 4.6 of the Greenbelt Plan.

vii) The limits of all key natural heritage and key hydrologic features and the precise boundaries of the Greenbelt Natural System Area will be confirmed through the Block Plan process."

19. Modifying Section 2.3.3.1, by:

i) Adding after the third sentence of subsection d) i), Provincial Highways the following new subsections:

"a) Interchange Study Area and GTA West Transportation Corridor Protection Area

The City of Vaughan recognizes the importance of protecting the Future GTA West Transportation Corridor and its associated interchanges and accesses. The City also recognizes the Interests of the Province and neighbouring municipalities to ensure that the development of the Vaughan 400 North Employment Area does not preclude or predetermine the findings and requirements of the ongoing Environmental Assessment, the potential routing of the corridor and the future location of interchanges and other accesses.

In recognition of these interests, the following policies will apply to all development applications and approvals within the Vaughan 400 North Employment Area Secondary Plan shown on Schedule 2D where they are located within the "GTA West Transportation Corridor Protection Area" shown on Schedule 6A to OPA 450:

i) The City and the Region will continue to work with the MTO to assist with the EA process.

ii) As the EA study advances, the Province will formally notify the City and Region in writing when specific lands in the identified area are released from the application of the policies iii) and iv) below. Any amendments to Schedule 2D to OPA 450, attached hereto as Schedule C to Amendment Number 637, and Schedule 6A to OPA 450, attached hereto as Schedule I to Amendment Number 637, to reflect the release of lands in accordance

with this paragraph may occur without amendment to this Plan.

- iii) Development within the identified area shall not be approved by the appropriate approval authority. For the purpose of these sections "development" includes the approval of any planning applications (i.e. official plan, site plan, zoning, holding by-laws, , and subdivision) as well as block plan approval.
- iv) The review of development applications for lands within this identified area shall occur as follows:
 - A) The application is premature unless the Province has provided formal written notice that the lands have been released from the identified area.
 - B) If the application is premature, the City shall notify the applicant that the application is premature and the application will be held in abeyance until such time as the Province has released the lands from the identified area.
 - C) If there is any uncertainty or dispute as to whether the lands have been released from the identified area, through consultation with the Province, the Province will confirm whether the lands have been formally released.
 - D) If there is a disagreement by any affected party about whether lands should be released, then the City, the Region and the Province will consult with each other to resolve that issue as soon as practicable.
- v) Notwithstanding (iv) above, zoning by-laws pursuant to section 39 of the *Planning Act* may allow the temporary use of land, buildings or structures provided the temporary use meets the following conditions:
 - A) is consistent with the general intent of this Plan;
 - B) is compatible with adjacent land-uses;
 - C) is temporary in nature and can be easily terminated when the temporary zoning by-law expires;
 - D) does not require new buildings or significant structures;
 - E) does not require significant grading of land,
 - F) sufficient servicing and transportation capacity exists for the temporary use;
 - G) maintains the long-term viability of the lands for the uses permitted in this Plan; and
 - H) the duration of use and proposed interim use are to the satisfaction of the Province.
- b) A Block Plan for lands outside the GTA West Transportation Corridor Protection Area and the Interchange Study Area shall demonstrate through the submission of a transportation study among other means to the satisfaction of the Region of York and the City of Vaughan that a comprehensive road network, access and servicing plan can be put in place, or can be reserved, in the Block Plan that will effectively integrate development and accommodate improvements to the internal and external networks."
- ii) Adding at the end of subsection d) i) Provincial Highways the following new paragraphs :
 - *c) The need for at least one new interchange with the Provincial Highway system to connect to the arterial road system has been identified as necessary to support the full development of the Highway 400 North Employment Area and to service broader Regional and Local transportation needs. The "Interchange Study Area" on Schedule "I" identifies areas where such Interchange(s) could potentially be located.

If the GTA West Corridor proceeds as identified above, the location of the interchange(s) will be identified through an environmental assessment by the City and the Region, in coordination with the GTA West Corridor Environmental Assessment.

If the GTA West Corridor does not proceed, additional interchange(s) with the Provincial Highway system within the Highway 400 North Employment Area is/are required and will be identified through an Environmental Assessment process.

Where the lands within the Interchange Study Area are also within the area designated "GTA West Corridor Protection Area" policies in section 2.3.3.1 d) i) a) apply.

Where the lands within the Interchange Study Area are not within the GTA West Corridor Protection Area, or are no longer within the GTA West Corridor Protection Area pursuant to policy 2.3.3.1 d) i) a) ii), the following applies:

Any development of lands identified within the Interchange Study Area will be limited to uses such as agricultural uses which will not restrict the location of any future interchange (s) and connections to the local and Regional road systems, until such time as the City and the Region are satisfied that sufficient information is available to determine more specifically the location of the interchange(s).

Development within the identified area shall not be approved by the appropriate approval authority. For the purpose of these sections "development" includes the approval of any planning applications (e.g., official plan, site plan, zoning, holding by-laws, and subdivision) as well as block plan approval.

Notwithstanding the above, zoning by-laws pursuant to section 39 of the *Planning Act* may allow the temporary use of land, buildings or structures provided the temporary use meets the following conditions:

- A) is consistent with the general intent of this Plan;
- B) is compatible with adjacent land-uses;
- C) is temporary in nature and can be easily terminated when the temporary zoning by-law expires;
- D) does not require new buildings or significant structures;
- E) does not require significant grading of land;
- F) sufficient servicing and transportation capacity exists for the temporary use;
- G) maintains the long-term viability of the lands for the uses permitted in this Plan; and
- H) the duration of use and proposed interim use are to the satisfaction of the City.

The review of development applications for lands within this identified area shall occur as follows:

The application is premature unless the City and/or Region has provided formal written notice that the lands have been released from the identified area.

If the application is premature, the City shall notify the applicant that the application is premature and the application will be held in abeyance until such time as the City and the Region have released the lands from the identified area.

Any amendments to Schedule "I" to reflect the release of lands in accordance with this section may occur without amendment to this Plan.

Any changes to the Schedules to this Plan consequent on the establishment of new interchanges with Highway 400, including but not limited to an Interchange with the GTA

West Corridor, may occur in connection with the release of lands from the Interchange Study Area without formal amendment to this Plan if addressed in an Environmental Assessment process and/or a Block Plan process.

d) In the event that the proposed GTA West Transportation Corridor is approved, it is anticipated that the planned road network, interchange and ramps as shown on Schedules E and F would change without amendment to the Plan."

20. Adding to Section 2.3.3, Transportation, as new Section, 2.3.3.4, Pedestrian and Bicycle System, as follows:

***2.3.3.4 Pedestrian and Bicycle System**

In the Highway 400 North Employment Area on Schedule 2D to Amendment #450, the intent is to provide an integrated, multi-modal transportation network. A key component of this will be a comprehensive pedestrian and bicycle system as follows:

- i) A pedestrian walkway and bikeway system (developed primarily within the public road right-of-way), and related facilities such as bicycle parking, shall be required in the Highway 400 North Employment Area on Schedule 2D and integrated with the City's Pedestrian and Bicycle System Master Plan. Pedestrian and bicycle facilities will be designed to provide connections to bus stops, and linkages between buildings, adjacent sites, surrounding areas and public streets, and particularly to transit facilities.
- ii) A key part of the pedestrian walkway and bikeway system shall be a continuous, interconnected trail system within the Greenbelt Natural System Area. Where possible, recognizing the barrier created by Highway 400, this trail system will link to other environmental areas in the Employment Area. The City will cooperate with York Region, the Toronto and Region Conservation Authority, local interest groups, and private land owners to create this trail.

21. Adding to Section 2.3.3.3, Public Transit, the following new subsection m)

*m) In the Highway 400 North Employment Area on Schedule 2D to Amendment #450, the intent is to provide an integrated, multi-modal transportation network. In support of that objective, in addition to the development of a pedestrian walkway and bikeway system, the City will actively work with the Region, developers, owners and tenants to develop and implement a transportation demand management plan including measures such as the promotion of public transit to employees, measures which support transit such as priority signaling and maximum parking standards, and assisting in organizing and promoting car pooling."

22. Adding to Section 2.3.4 ii) Stormwater Management, the following new subsections g) and h):

*g) The Stormwater Management Facility designation on Schedule 2D represents general locations for stormwater management facilities within the Highway 400 North Employment Area. Notwithstanding the location of these designations, such facilities shall be permitted in all designations, will be located and designed to the satisfaction of the City and TRCA, and should be integrated with the open space and trail system.

h) Section 2.3.2.6 (b) ii) requires post development storm water control to pre development levels for the 2 through 100 year storm events. Upon completion and approval of the TRCA Humber River Flood Flow Impact Study, stormwater management controls in the Highway 400 North Employment lands may be required to accommodate flows from larger events, up to and including the Regional storm.

Notwithstanding the foregoing, every effort shall be made to minimize the size of storm water management facilities through the use of measures such as multi-use facilities, modified pond design standards, appropriate low impact development techniques, roof top storage, parking lot storage, infiltration galleries and other appropriate measures, to the greatest extent practical, to the satisfaction of the TRCA and the City."

23. Adding to 3.4.2 Development Process e) iv) the following:

"In the Highway 400 North Employment Area on Schedule 2D, no final approval of plans of subdivision or site plan may occur until a comprehensive development phasing plan related to the timing of transportation infrastructure improvements has been completed to the satisfaction of the City of Vaughan and York Region. Such phasing plans shall be supported by a Traffic Impact Study, submitted to the satisfaction of the City of Vaughan and York Region, in consultation with the Ministry of Transportation, demonstrating how the transportation network is sufficient to accommodate the proposed development."

24. Adding to Section 3.4.2 f) Development Process, the following new sentences at the end of the subsection:

"With respect to the Highway 400 North Employment Area, a Master Servicing Study shall be prepared to the satisfaction of the City, which comprehensively addresses servicing requirements for the entire employment area. The City's Master Servicing Study will be coordinated with the Water/Wastewater Master Servicing Plan being carried out by York Region."

25. Adding to 3.4.2 Development Process a new subsection l):

"A Block Plan for lands outside the GTA West Transportation Corridor Protection Area and the interchange Study Area shall demonstrate through the submission of a transportation study among other means to the satisfaction of the Region of York and the City of Vaughan that a comprehensive road network, access and servicing plan can be put in place, or can be reserved, that will effectively integrate development and accommodate improvements to the internal and external networks."

B. THE AMENDMENT OF OFFICIAL PLAN AMENDMENT #600

Amendment #600 to the Official Plan of the City of Vaughan Planning Area, as amended, is hereby amended by:

1. Deleting Schedule "A" to Official Plan Amendment No. 600, as amended by Amendment #604, and replacing it with Schedule "A" attached hereto as Schedule "G" to this Amendment, which identifies the Highway 400 North Employment Area, which is bounded by the City boundary, Jane Street, Teston Road and Weston Road, as "Employment Area", excluding lands designated "Low Rise Residential" (on Schedule "F", Rural Area General to Amendment #600 as amended by Amendment #604).
2. Deleting Schedule "F", Rural Area General, to Official Plan Amendment #600, as amended by Amendment #604 and replacing it with Schedule "F" attached hereto as Schedule "H" to this Amendment which designates lands north of the existing Estate Residential designation in the northeast quadrant of Teston and Weston Roads, south and west of the Valley & Stream Corridor and east of Weston Road, as "Low Rise Residential".
3. Adding to Section 6.0 Rural Area – General Policies, the following new subsection 6.2.7:

"6.2.7 Low Rise Residential

- i) The lands located immediately north of the existing estate residential subdivision at the northeast quadrant of Teston and Weston Roads, south and west of the Valley & Stream Corridor and east of Weston Road and consisting in size of approximately 16 hectares and designated "Low-Rise Residential" as shown on Schedule "F" attached hereto. Residential development shall have regard for the existing estate residential subdivision through buffering and an appropriate transition in lot size. All applicable development policies contained in Vaughan's new Official Plan (adopted September 7, 2010) for Low Rise Residential development shall apply.

- ii) Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensures neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City."

THIS IS SCHEDULE 'A'
TO AMENDMENT NO. 637

FIGURE '1' EMPLOYMENT AREA CONTEXT PLAN






THIS IS SCHEDULE 'A'
TO AMENDMENT NO. 480
ADOPTED THE ___ DAY OF ___, 1997

OPTIONAL
UNDER SECTION 17(1G)
OF THE PLANNING ACT

MAYOR

CLERK

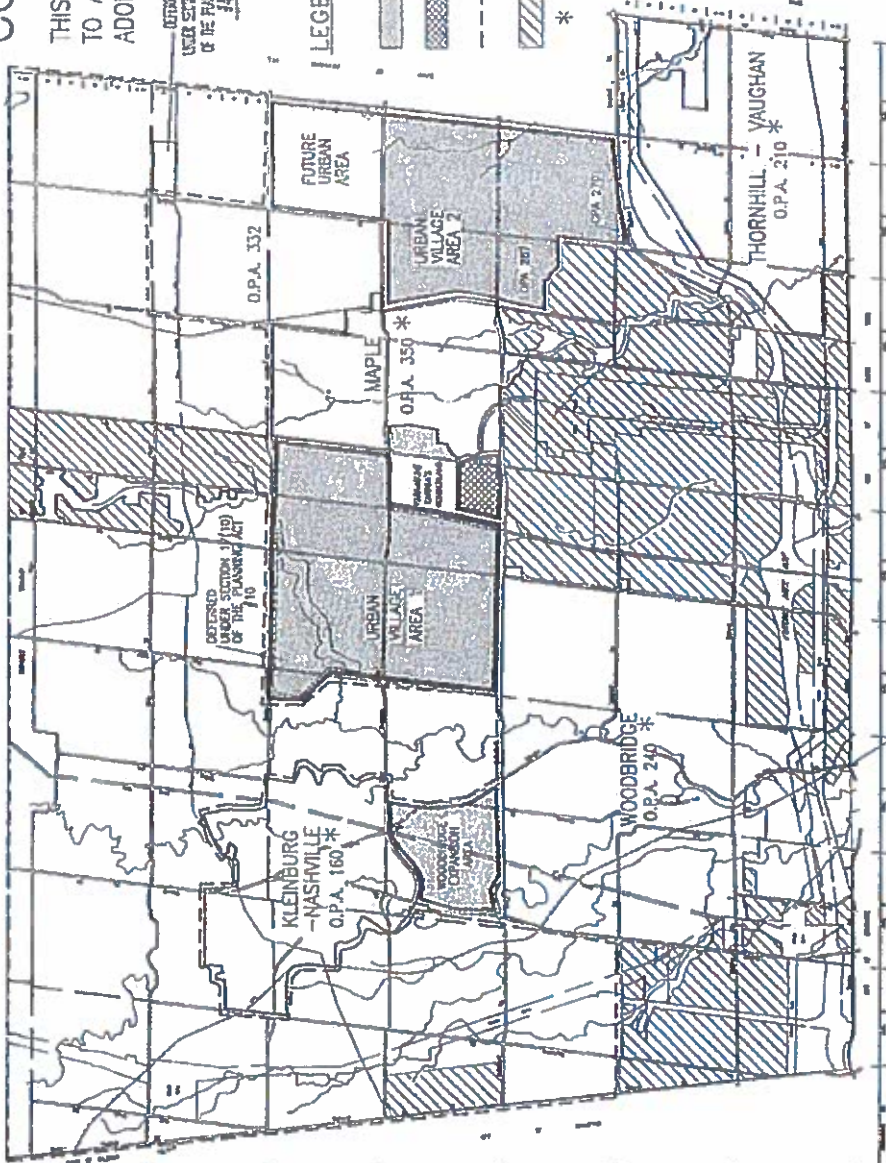
LEGEND

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

MODIFICATION
No. _____
UNDER SECTION 17(1G) OF
THE PLANNING ACT



REVISED FEBRUARY 26, 1996 AND
JANUARY 2, 1997



AREA SUBJECT
TO AMENDMENT
NO. 480

THIS IS SCHEDULE 'B'
TO AMENDMENT NO. 637
GENERAL LAND USE

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

DEFERRED SECTION (110)
 UNDER THE PLANNING
 ACT 1994

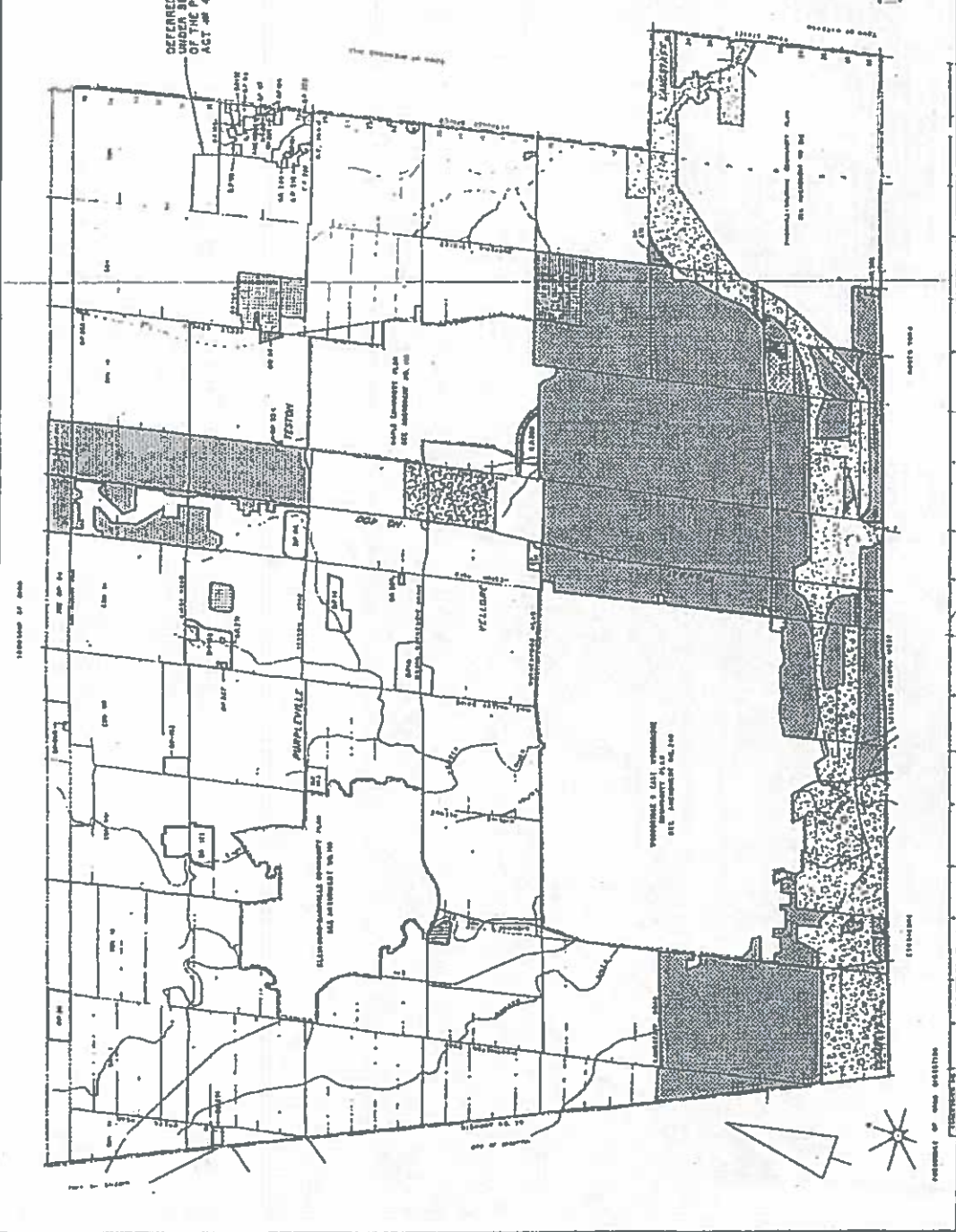
L.D. JACKSON MAYOR
 J.B. LEACH CLERK

REVISED FEBRUARY 26, 1986

LEGEND

- BOUNDARY OF PLANNING AREA
- [Stippled] RESIDENTIAL AREA
- [Cross-hatched] INDUSTRIAL AREA
- [White] RURAL AREA
- [Diagonal lines /] TRANSPORTATION AREA
- [Diagonal lines \] TRASH (PAV) AREA
- [Dotted] PARKWAY BELT WEST PLAN
- [Dark grey] EMPLOYMENT AREA

MODIFICATION
No. 32
 UNDER SECTION 110) OF
 THE PLANNING ACT



637	1994	NO. 32	NO. 450
1	1	1	1
1	1	1	1
1	1	1	1
1	1	1	1
1	1	1	1

DEFERRED SECTION (110)
 UNDER THE PLANNING
 ACT 1994





















PLANNING AREA

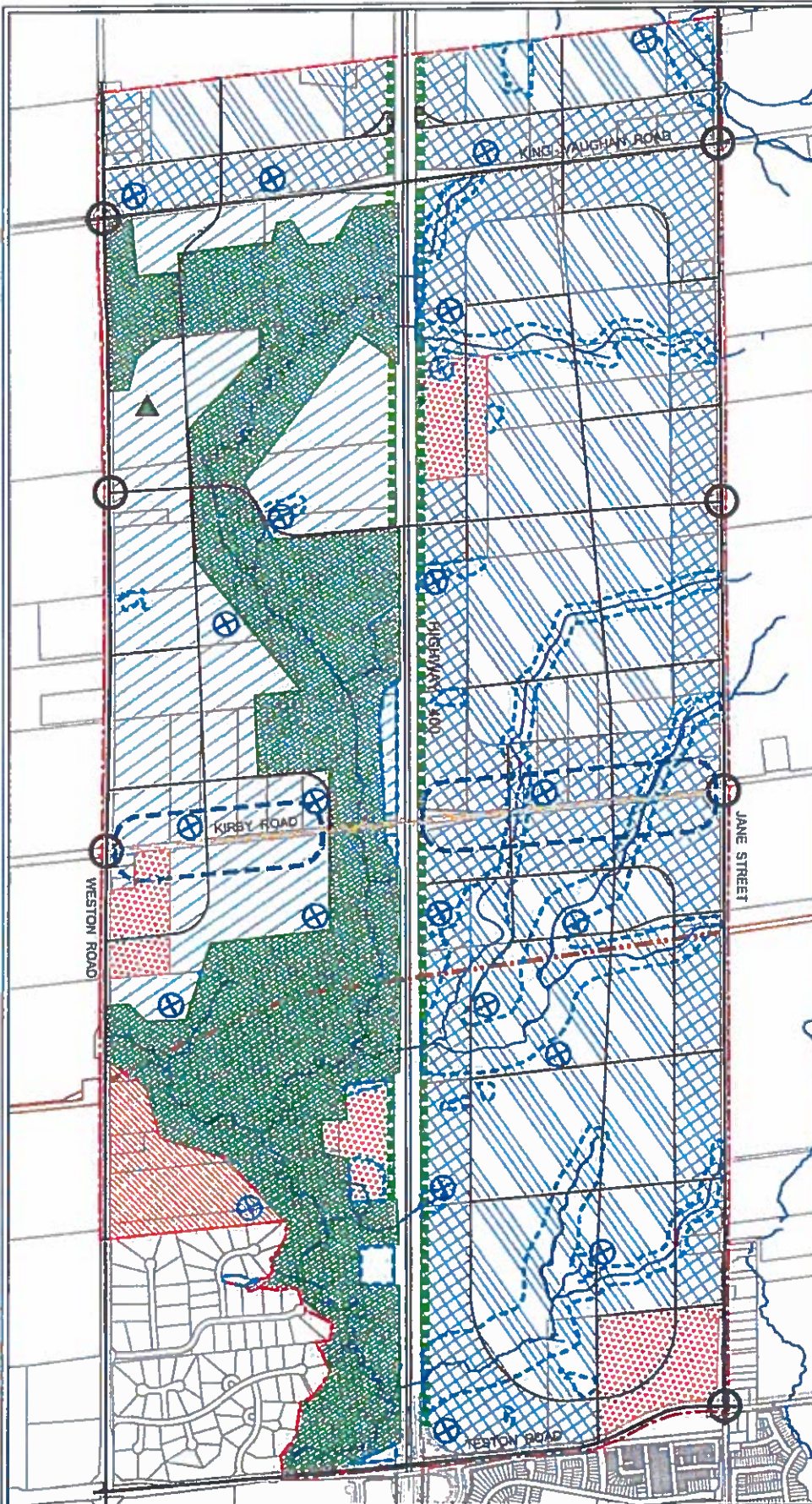
This Is Schedule 'C' to
Amendment No. 637

Schedule 2D to OPA 450
Employment Area
(Highway 400 North)
Land Use Plan

LEGEND

-  Structural Plan Boundary
-  Provincial Controlled Access Highway
-  Arterial Road
-  Primary Road (planned)
-  Character Road
-  Trans Canada Pipeline
-  Employment Area Activity Centre
-  Significant Interface Area (SIA)
-  Greenbelt Natural System Area
-  Potential Valley and Stream Corridor
-  Stormwater Management Facility
-  Conceptual Regional Park (Location to be determined)
-  Prestige Areas
-  Prestige Areas - Office/Business Campus
-  General Employment Area
-  Mixed Use Area - Employment / Commercial
-  Significant Enhanced Landscape Area
-  Low Rise Residential

NOTE: SOME OF THE LANDS
WITHIN THIS AREA ARE LOCATED
WITHIN THE GTA WEST
TRANSPORTATION CORRIDOR
PROTECTION AREA AND/OR
INTERCHANGE STUDY AREA AND
ARE SUBJECT TO POLICY 2.3.3.1
(d) (i) (SCHEDULE "I").



CONCEPTUAL FINAL ALIGNMENT
SUBJECT TO APPROVAL UNDER THE
ENVIRONMENTAL ASSESSMENT ACT.

GTA WEST TRANSPORTATION CORRIDOR

NOTE: SOME OF THE LANDS WITHIN THE
HIGHWAY 408 NORTH EMPLOYMENT
LANDS ARE LOCATED WITHIN THE GTA
WEST TRANSPORTATION CORRIDOR
PROTECTION AREA AND/OR INTERCHANGE
STUDY AREA (SEE SCHEDULE 6A) AND
ARE SUBJECT TO POLICY 2.3.3.1 (f).

* CROSS - REFERENCE
SCHEDULE "F" FOR
NEW INTERCHANGE
STUDY AREA

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

SCALE: 1:12,500

L. D. JACKSON
PLANNING

J. D. LEACH
CITY

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

MODIFICATION
No. 35
UNDER SECTION 17(9) OF
THE PLANNING ACT

30%
35%
45%

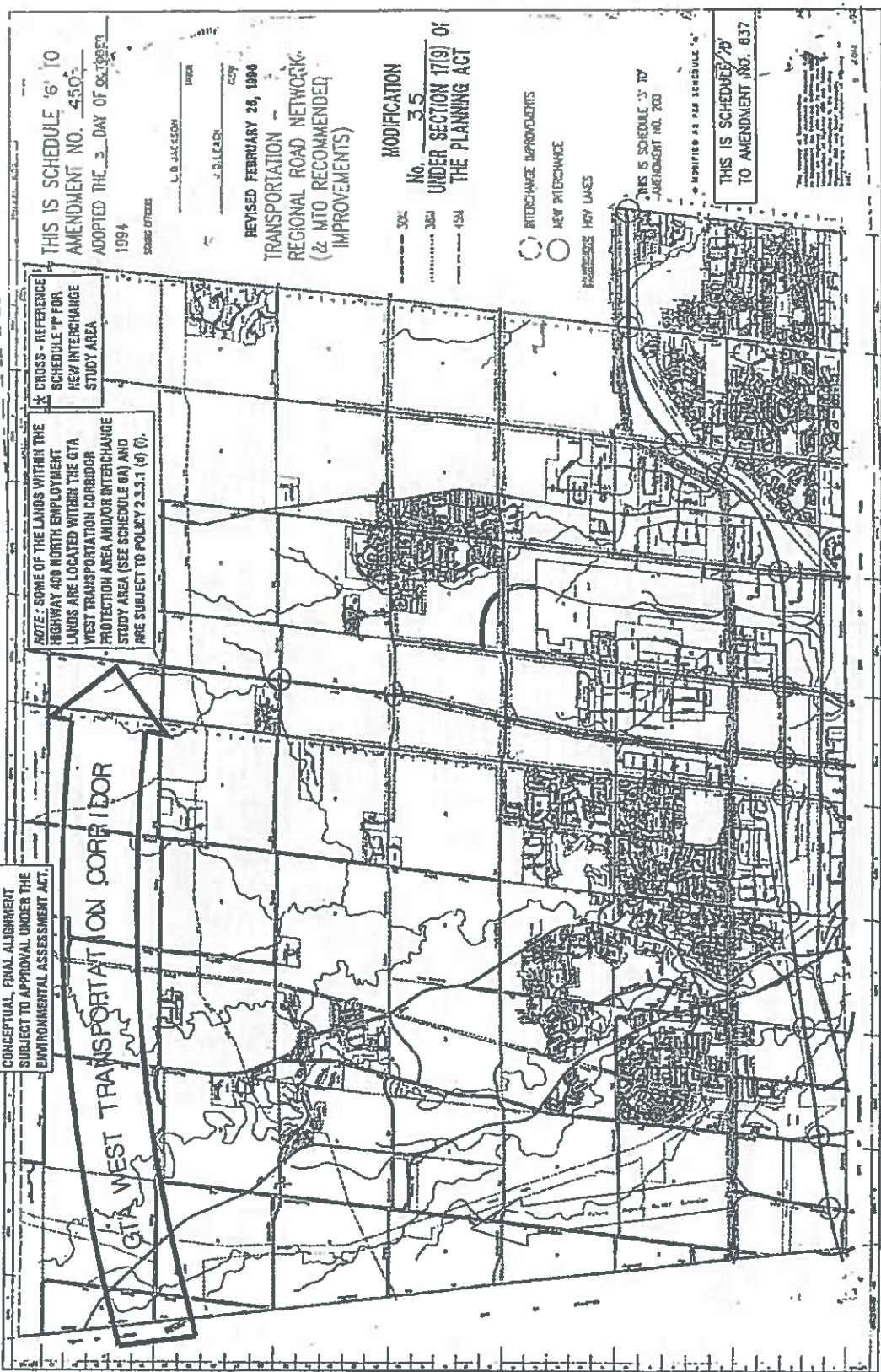
INTERCHANGE IMPROVEMENTS
NEW INTERCHANGE
PROPOSED HIGH LINES

THIS IS SCHEDULE '7'
AMENDMENT NO. 700

MODIFIED AS PER SCHEDULE '6'

THIS IS SCHEDULE '8'
TO AMENDMENT NO. 637

THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION OR AS A BASIS FOR ANY OTHER DECISIONS. THE CITY OF CALGARY IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. THE CITY OF CALGARY IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THIS PLAN.



CONCEPTUAL FINAL ALIGNMENT
SUBJECT TO APPROVAL UNDER THE
ENVIRONMENTAL ASSESSMENT ACT.

GTA WEST TRANSPORTATION CORRIDOR

CROSS-REFERENCE
SCHEDULE "A" FOR
NEW INTERCHANGE
STUDY AREA

MODIFICATION
No. 3/6
UNDER SECTION 17(9) OF
THE PLANNING ACT

NOTE: SOME OF THE LANDS WITHIN THE
HIGHWAY 400 NORTH EMPLOYMENT
LANDS ARE LOCATED WITHIN THE GTA
WEST TRANSPORTATION CORRIDOR
PROTECTION AREA AND/OR INTERCHANGE
STUDY AREA (SEE SCHEDULE "A" AND
ARE SUBJECT TO POLICY 2.3.3.1 (6) (i).

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

SCALE: 1:10,000
L.O. JACKSON
DATE

REVISED FEBRUARY 26, 1993

TRANSPORTATION
CITY ROAD NETWORK

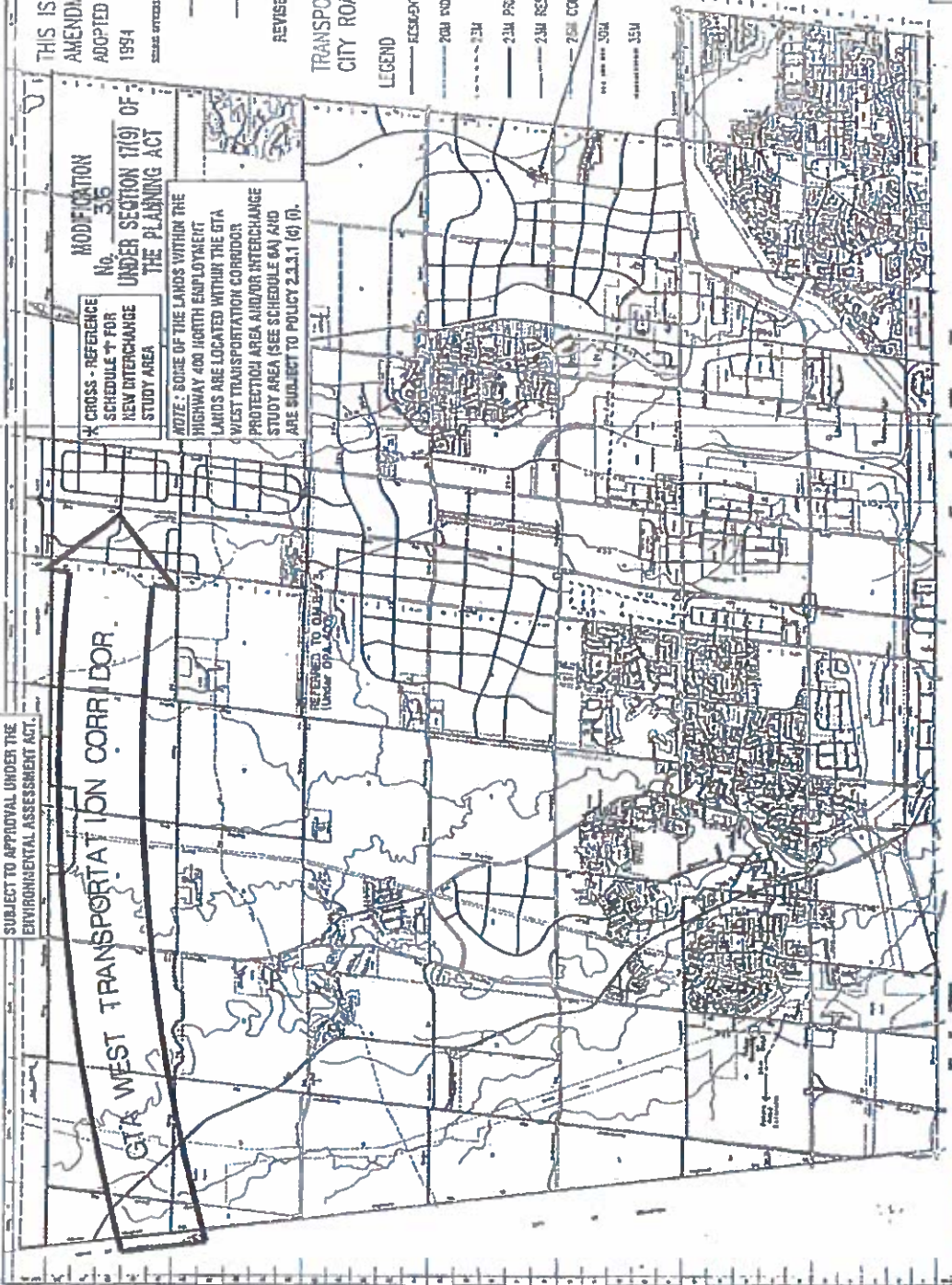
LEGEND

- EXISTENTIAL ROAD
- 20M ROOSTRAK
- 23M
- 23M PRIMARY (PLANNED)
- 23M RESIDENTIAL FEEDER
- 23M COLLECTOR
- REFERRED TO C.M.A. #5
(Under OPA 400)
- 23M PRIMARY (FOUNDED)

MANUFACTURE
CORRIDOR FOR CITY WIDE
TRANSPORTATION STUDY

MINISTRY OF TRANSPORTATION
CONSIDERATION AND
APPROVAL IS REQUIRED TO
IMPLEMENT INTERCHANGES OR
AND INTERCHANGES WITH 400
SERIES HIGHWAYS.

THIS IS SCHEDULE 'E' TO
AMENDMENT NO. 450
THIS IS SCHEDULE 'E'
TO AMENDMENT NO. 637



CONCEPTUAL FINAL ALIGNMENT
SUBJECT TO APPROVAL UNDER THE
ENVIRONMENTAL ASSESSMENT ACT

GTA WEST TRANSPORTATION CORRIDOR

NOTE: SOME OF THE LANDS WITHIN THE
HIGHWAY 400 NORTH EMPLOYMENT
LANDS ARE LOCATED WITHIN THE GTA
WEST TRANSPORTATION CORRIDOR
PROTECTION AREA AND/OR INTERCHANGE
STUDY AREA (SEE SCHEDULE 6A) AND
ARE SUBJECT TO POLICY 2.3.3.1 (f) (i).

* CROSS-REFERENCE
SCHEDULE "F" FOR
NEW INTERCHANGE
STUDY AREA

REFERRED TO SCHEDULE 6A
(UNDER SCHEDULE 6)

THIS IS SCHEDULE 'B' TO
AMENDMENT NO. 650
ADOPTED THE 3 DAY OF OCTOBER
1994

L. B. JACKSON
M.P.A.
ABLE/ASH
C.M.

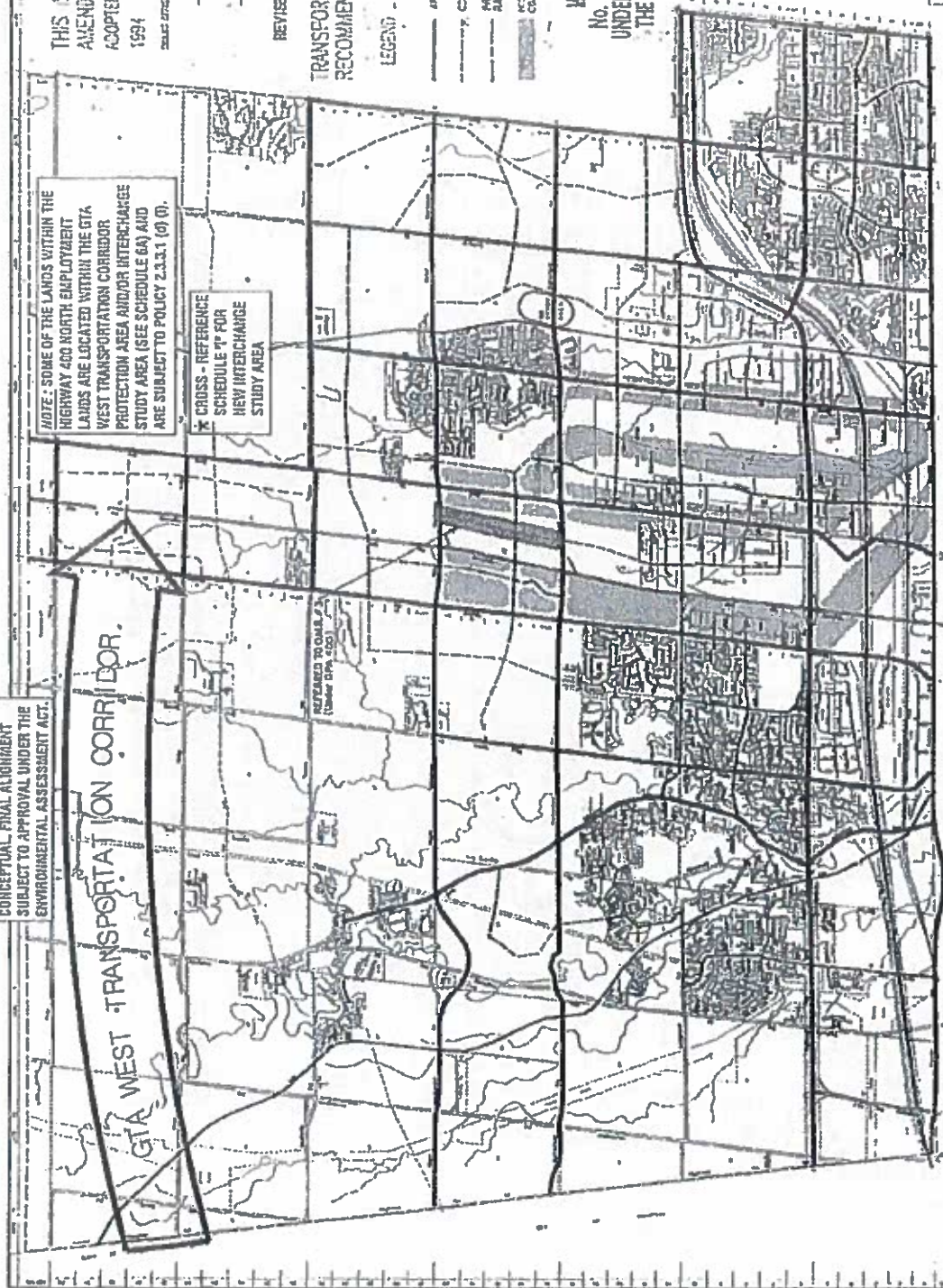
REVISED FEBRUARY 21, 1996

TRANSPORTATION - RECOMMENDED TRANSIT NETWORK

LEGEND

- ARTERIAL TRANSIT SERVICE
- COLLECTOR TRANSIT SERVICE
- MUNICIPAL COMMUTER
RAIL OPPORTUNITIES
- ESSEMER ORDER TRANSIT
CORRIDOR STUDY AREAS

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



THIS IS SCHEDULE 'F'
TO AMENDMENT NO. 637

THIS IS SCHEDULE 'A'
TO AMENDMENT NO. 600

THIS IS SCHEDULE '12'
TO AMENDMENT NO. 604
ADOPTED THE ___ DAY OF ___, 2003

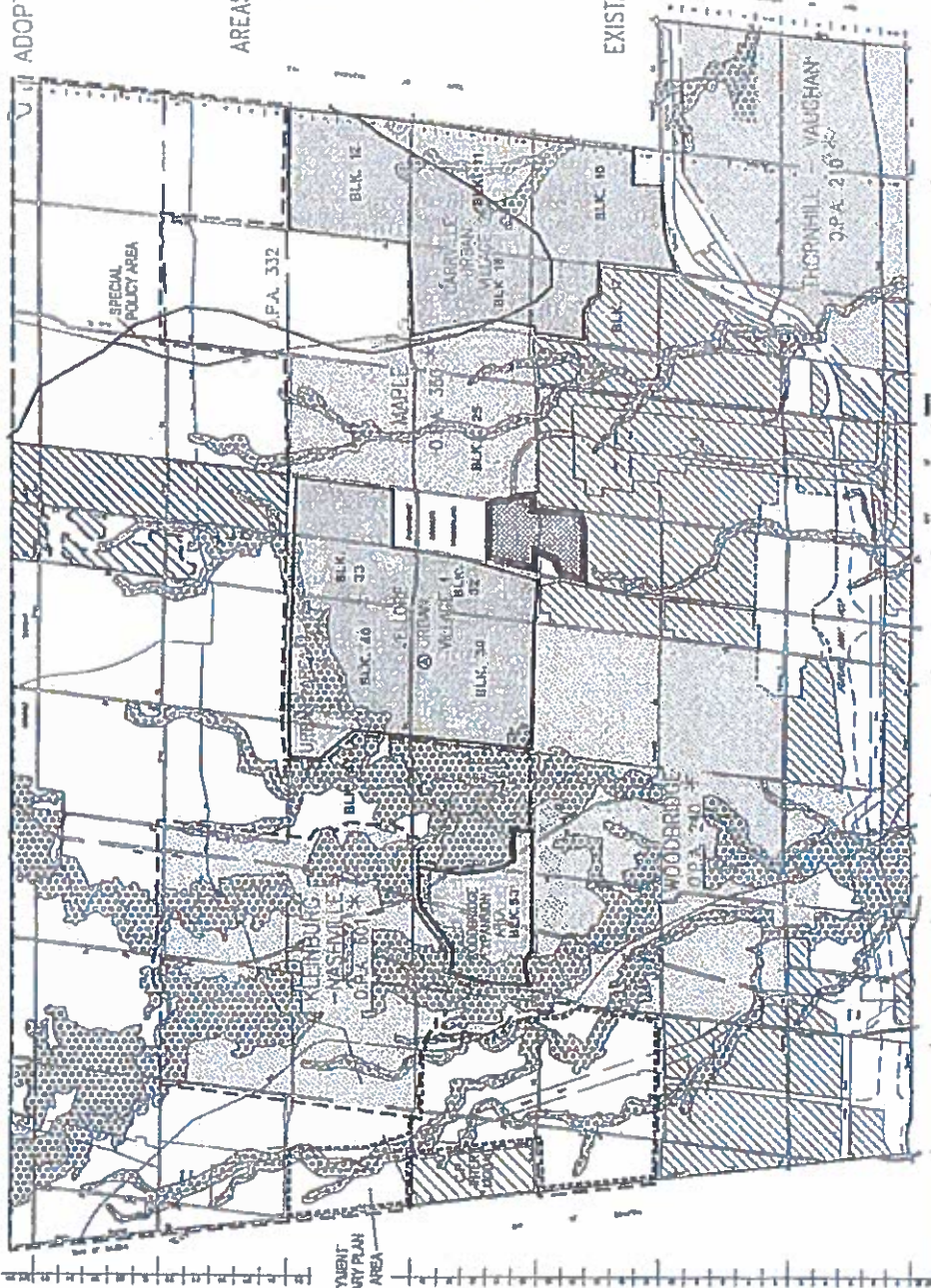
MAYOR _____

CLERK _____

AREAS DESIGNATED BY OPA 600:

LEGEND

-  URBAN VILLAGES AND WOODBRIDGE EXPANSION AREA
-  VAUGHAN CENTRE
-  VAUGHAN CORPORATE CENTRE
-  OAK RIDGES MORAINES BOUNDARY ONTARIO REGULATION 1/02
-  RURAL AREA - GENERAL
-  MAJOR OPEN SPACE & VALLEY LANDS
-  WASTE DISPOSAL ASSESSMENT AREA
-  REGIONAL OF NO. 19
-  EXISTING COMMUNITY / EMPLOYMENT AREAS (NOT SUBJECT TO OPA 600)
-  EMPLOYMENT AREAS
-  COMMUNITY AREAS * AS AMENDED



THIS IS SCHEDULE 'G'
TO AMENDMENT NO. 637

THIS IS SCHEDULE 'H'
TO AMENDMENT NO. 637

THIS IS SCHEDULE 'F'
TO AMENDMENT #500

THIS IS SCHEDULE '16' TO
AMENDMENT NO. 604

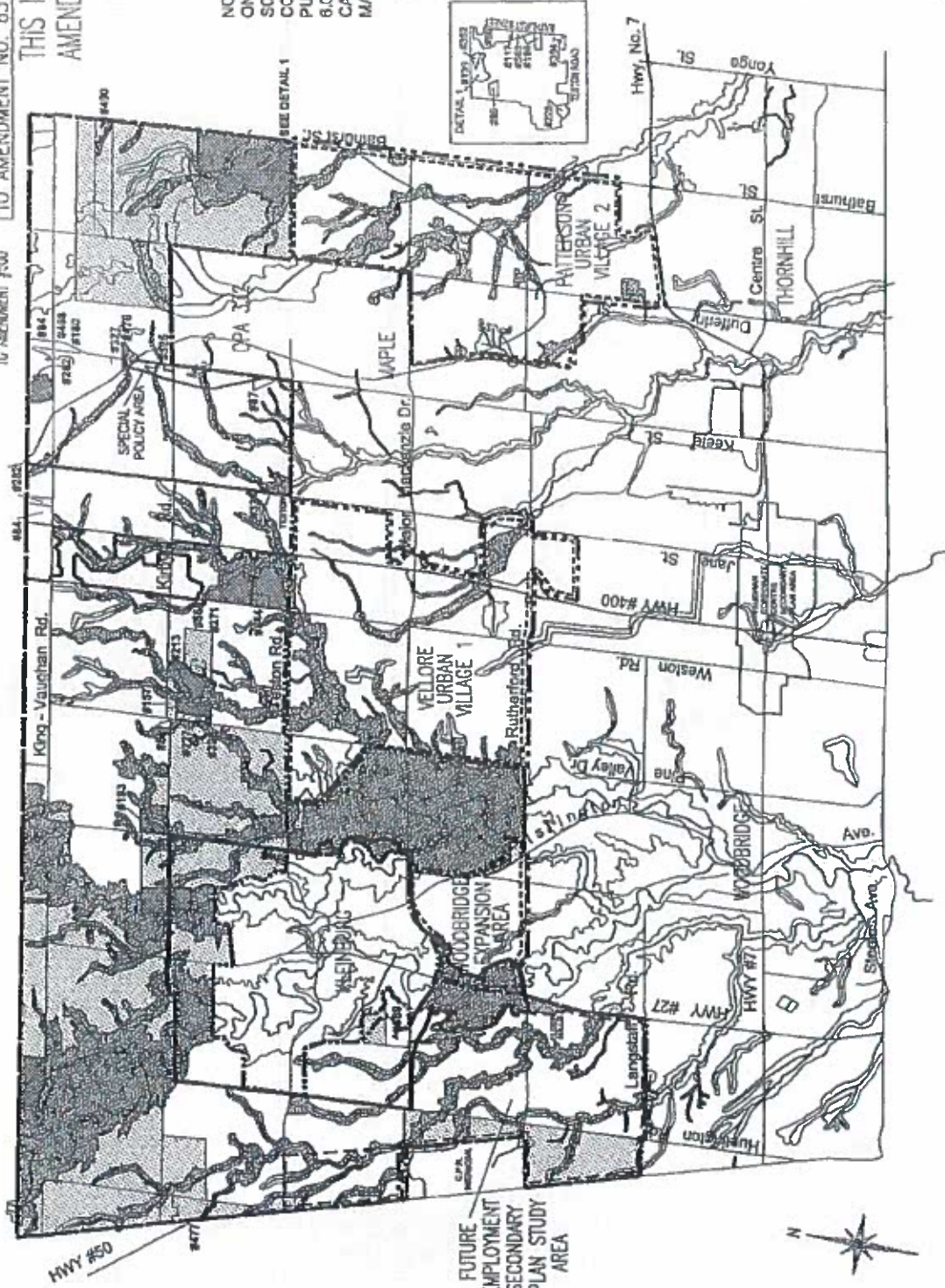
NOTE: FOR LANDS LOCATED
ON THE OAK RIDGES MORaine,
SCHEDULE 'F' SHALL ONLY BE
CONSULTED FOR THE
PURPOSES OF SUBSECTION
6.0 II.b.1, AND IN ALL OTHER
CASES, REFERENCE SHALL BE
MADE TO SCHEDULE 'F1'.

RURAL AREA GENERAL

LEGEND

- LANDS SUBJECT TO RURAL AREA GENERAL
- ESTATE RESIDENTIAL
- AGRICULTURE AREA
- VALLEY & STREAM CORRIDOR
- RURAL USE AREA
- HARLET
- SITE SPECIFIC ZONES
- #138
- 125 HA DRAINAGE UNIT
- OAK RIDGES MORaine 1/22
- CHANGS REGION 1/22

SCALE
1:1 (meters)



This is Schedule 'I' to
Amendment No. 637

Schedule 6A to OPA 450
Employment Area
(Highway 400 North)
Transportation Corridor
Protection Areas

LEGEND

-  Interchange Study Area
-  GTA West Transportation Corridor Protection Area
-  Structural Plan Boundary

NOTE: WHERE THE INTERCHANGE STUDY AREA AND THE GTA WEST TRANSPORTATION CORRIDOR PROTECTION AREA LINES PARALLEL EACH OTHER IT IS INTENDED THAT THE INTERCHANGE STUDY AREA WILL BE IN THE SAME LOCATION AS THE GTA WEST TRANSPORTATION CORRIDOR PROTECTION AREA.

SEE SECTION 2.3.3.1. (J) (I) FOR RELATED POLICIES.

