



THE WVEA PLAN

secondary plan for the west vaughan employment area

Prepared for City of Vaughan
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Part 1: Background to the Secondary Plan

1.1 Introduction and Background

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

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

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

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

1.2 Area Description and Context

The WVEA comprises 975 gross hectares and is the northerly extension of the employment area known as the Vaughan Enterprise Zone. The Secondary Plan comprises lands north of Langstaff Road, between Huntington Road and Highway 27, extending north to Major Mackenzie between the Intermodal Facility and the CP MacTier Rail Subdivision and, the lands between Highway 50 and the hydro corridor between Major Mackenzie and Nashville Road. Block 64, bounded by Highway 50, Huntington Road and Langstaff Road, is not included in the WVEA because it has already been planned through a separate Block Planning process. Most of Block 65 is not included because it has already been developed with the Intermodal Facility and associated employment uses.

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

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

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

Today, the WVEA consists mainly of rural/agricultural uses with some small-scale non-agricultural uses which have been permitted through site specific amendments such as a truck terminal and recycling facility. The WVEA is traversed by the Natural Heritage Network including tributaries of the Humber River. A high-voltage hydro transmission

corridor runs generally from the south east to the north west of the WVEA. The Lorna Jackson Transformer station is located south of Rutherford Road, on the west side of the hydro corridor.

1.3 Current Initiatives

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

427 Transportation Corridor Environmental Assessment

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

Western Vaughan Transportation Improvements Individual Environmental Assessment

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

GTA West Corridor Individual Environmental Assessment

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

1.4 Policy Framework

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

Growth Plan for the Greater Golden Horseshoe

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

York Region Official Plan

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

Vaughan Official Plan

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

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

In order to protect designated employment lands for employment uses that are not compatible with other areas of the City, the Official Plan also has significant restrictions on the amount of non-employment uses that are permitted. *Retail* and office uses that are ancillary to a primary industrial, manufacturing and warehousing use are permitted with certain size restrictions. *Retail* and office uses that are not directly related to an otherwise permitted employment use are only permitted in Prestige Employment areas

subject to size and in the case of *retail*, locational constraints. *Retail* uses in particular are only permitted if they are small in scale and intended to serve the daily needs of the employees and visitors of the area businesses.

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

1.5 WVEA Planning Goals

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

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

The WVEA provides a distinct product within the context of the employment areas in Vaughan and across the GTA. Large tracts of greenfield employment land are increasingly rare in the context of the GTA-wide employment land supply. Within Vaughan the new Highway 427 Corridor provides an additional supply of large sites with excellent highway access. The employment area at the centre of the City, primarily east of Highway 400 and north of Highway 7, is built out and constricted from expansion by surrounding development. The new Highway 400 North Employment Area provides a larger proportion of prestige development sites and sites for office campus-type development which will garner high land values. Only the WVEA can accommodate both the prestige development and a significant supply of lands for land-intensive industrial, manufacturing and warehousing uses that require large parcels, excellent transportation facilities and relatively lower land costs.

The CP Intermodal Facility is an asset to be leveraged

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

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

Large parcel sizes mean that the WVEA will retain the ability to attract a wide variety of users, especially those in the growing warehousing sector that require large, flat sites,

and those which like the existing Sears and Fast Freight warehouses, take advantage of proximity to the Intermodal Terminal. While the Secondary Plan does not propose minimum lot sizes, the proposed block pattern anticipates retaining larger sites and discourages a fine-grained street network that would facilitate significant subdivision of the lands while at the same time ensuring connectivity.

High Quality Urban Design

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

Sustainable Design Principles from the Beginning

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

1.6 Opportunities and Constraints

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

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

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

Highway 427 extension corridor, hydro corridor, extensive Natural Heritage Network and local topography also present significant constraints and challenges to establishing an efficient road network.

1.7 WVEA Policy Objectives

Transportation

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

This Secondary Plan recognizes the importance of protecting the Future GTA West Transportation Corridor and its associated interchanges and access. This Secondary Plan also recognizes the interests of the Province and neighbouring municipalities to ensure that the development of the WVEA Secondary Plan does not preclude or predetermine the findings and requirements of the ongoing Environmental Assessment, the potential routing of the corridor and future location of interchanges and other access. Through this Secondary Plan, a new local street network will be developed to connect to the arterial roads and provide efficient access to the highway network thereby reducing the need for local traffic to travel extensively on area arterials.

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

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

GO Transit is investigating opportunities to provide peak period commuter service to Bolton in CP MacTier subdivision rail corridor which may result in a station in the WVEA,

or nearby. At such time as further details are known about potential GO commuter rail service, additional studies should be undertaken to identify appropriate station locations, or re-examine land use permissions in the vicinity of the station.

Environment

A large network of tributaries of the Humber River forms the basis of the Natural Heritage Network in the WVEA, which also includes *wetlands* and *woodlands*. These natural heritage resources provide a variety of ecosystem functions that should be preserved and enhanced through new development, as stated in Volume 1 of the Official Plan. The presence of natural features should be characterized as an asset to the area providing attractive settings for business and enabling the City's trail network. Impacts on the Natural Heritage Network as a whole, and on any specific local features, will be minimized through on-site environmental enhancement, including Low-Impact Development techniques (LID) for stormwater management, and landscaping. Other urban design and built form initiatives, such as green roofs, on-site green energy generation, and other means, could provide further environmental enhancement benefitting both the natural environment and businesses. The detailed development limits against all natural heritage features and hazards will be determined at the Block Plan stage. This level of analysis should include the most recent relevant information from external agencies such as the February 2010 release of the "Recovery Strategy for Redside Dace (*Clinostomus elongatus*) in Ontario", and any findings from the City's Natural Heritage Network Study.

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

Parks

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

District Park with an approximate area of 6 ha and one Neighbourhood Park with an approximate area of 2 ha in the WVEA east of the Highway 427 corridor will be required. The residual parkland, approximately 2-3 ha, may be located elsewhere in the WVEA subject to City approval. Parkland will be acquired by the City through the combined parkland dedication requirements of the whole Secondary Plan area and would be secured through landowner agreements and/or agreements with the City.

Cultural Heritage

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

Land Use

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

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

Part 2: The West Vaughan Employment Area Secondary Plan Policies

2.1 General Policies

It is the policy of Council:

- 2.1.1 That the West Vaughan Employment Area (WVEA), identified on Schedule 1, will accommodate a significant portion of Vaughan's employment growth in industrial, manufacturing and warehousing to 2031 by taking advantage of:
- a large supply of vacant employment lands;
 - the WVEA's strategic location within the Greater Toronto Area;
 - existing and planned railway and highway infrastructure; and,
 - significant open space and natural heritage resources.
- 2.1.2 That the policies of Volume 1 of the Official Plan apply to the WVEA. Where there is a conflict between this Secondary Plan and Volume 1 of the Official Plan, the policies of the WVEA Secondary Plan shall prevail.
- 2.1.3 To establish a minimum target of 40 jobs per hectare for the WVEA in accordance with the York Region Official Plan.
- 2.1.4 That the WVEA shall provide opportunities to accommodate and attract industrial, manufacturing, warehousing and limited office employment uses by:
- providing for large development parcels;
 - leveraging significant existing and planned transportation infrastructure; and,
 - restricting non-employment land uses, including residential, major office and major retail, from the WVEA.
- 2.1.5 To attract industries to the WVEA that will take advantage of the CP Intermodal Facility by:
- supporting the retention of large development parcels throughout the WVEA and in particular in the vicinity of the Intermodal facility, as attractive locations for industries dependent on intermodal shipping; and,
 - establishing transportation patterns that support efficient access to the Intermodal Facility.

- 2.1.6 To require a comprehensive transportation network, including highways, streets, transit infrastructure, and bicycle and pedestrian facilities, including any necessary grade-separated rail crossings, to facilitate access to, from and within the WVEA.
- 2.1.7 To protect and enhance the Natural Heritage Network and prioritize sustainable design, including a treatment train approach and/or at-source controls, in new development to minimize adverse impacts on the natural environment.

2.2 Transportation

It is the policy of Council:

- 2.2.1 To implement the local transportation network and support implementation of the Regional street and Provincial highway networks, as identified on Schedule 1.
- 2.2.2 To support the early implementation of the planned Highway 427 Corridor, including the 427 Corridor transitway, as identified in the 427 Transportation Corridor Environmental Assessment.
- 2.2.3 To protect lands within the “GTA West Transportation Corridor Protection Area” for the use of a potential Highway, the following policies will apply to all Block Plan and development applications and approvals within the affected portion of the West Vaughan Employment Area Secondary Plan as shown on Schedules 1, 2, and 3 as “GTA West Transportation Corridor Protection Area”:
- a. The City and the Region will continue to work with the Ministry of Transportation (MTO) to assist with the EA process.
 - b. As the EA study advances, the Province will formally notify the City and Region in writing when specific lands in the identified area are released from the application of policies c) and d) below. Any amendments to Schedules 1, 2 and 3 of this plan to reflect the release of lands in accordance with this paragraph may occur without amendment to this Plan.
 - c. Development within the identified area shall not be approved by the appropriate approval authority. For the purpose of these sections “development” includes the approval of any planning applications (i.e., official plan, site plan, zoning, holding by-laws and subdivisions) as well as block plan approval.
 - d. The review of development applications for lands within the identified area shall occur as follows:
 - i) The application is premature unless the Province has provided formal written notice that the lands have been released from the identified area;

- ii) If the application is premature, the City shall notify the applicant that the application is premature and the application will be held in abeyance until such time as the Province has released the lands from the identified area;
 - iii) If there is any uncertainty or dispute as to whether the lands have been released from the identified area, through consultation with the Province, the Province will confirm whether the lands have been formally released;
 - iv) If there is any disagreement by any affected party about whether the lands should be released, the City, the Region and the Province will consult with each other to resolve that issue as soon as practicable.
- e. A Block Plan for lands outside the GTA West Transportation Corridor Protection Area, within the WVEA Secondary Plan, shall demonstrate through the submission of a transportation study among other means, to the satisfaction of the City and Region, that a comprehensive street network, access and servicing plan can be put in place or can be reserved in the Block Plan that will effectively integrate development and accommodate improvements to the internal and external networks.
- f. Should the finalized Highway alignment be located in close proximity to or within the WVEA Secondary Plan, the Block Plan will be adjusted to accommodate the alignment and establish the appropriate mitigation measures, based on supporting studies to the satisfaction of the City and other pertinent authorities. If the impact of the finalized Highway alignment is so substantial that it compromises the intent and purpose of this Plan, then the City may require an amendment to the Official Plan to reflect the new circumstances prior to or concurrently with the Block Plan approval process.
- g. Notwithstanding Policies 2.2.3(c) and 2.2.3(d), applications for zoning by-laws pursuant to Section 39 of the Planning Act that would allow the temporary use of land, buildings or structures may proceed and/or be approved even if the lands have not yet been released from the GTA West Transportation Corridor Protection Area, provided the temporary use meets the following conditions:
- i) Is consistent with the general intent of this Secondary Plan;
 - ii) Is compatible with adjacent land uses;
 - iii) Is temporary in nature and can be easily terminated when the temporary zoning by-law expires;
 - iv) Does not require new buildings or significant structures;
 - v) Does not require significant grading of land;
 - vi) Sufficient servicing and transportation capacity exists for the temporary use;

vii) Maintains the long-term viability of the lands for the uses permitted in this Secondary Plan; and

viii) The duration of use and proposed interim use are to the satisfaction of the Province.

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

2.2.5 To develop an interconnected street network composed of east-west and north-south Collector Streets, supported by complementary Local Streets that:

- a. efficiently serve the transportation needs of local users, including servicing and shipping needs;
- b. maximizes connectivity within the employment area;
- c. achieves a balanced street network that efficiently distributes traffic to and from the external arterial system and the system of local streets;
- d. accommodates local car and truck traffic and truck access to the planned Highway 427 extension to reduce vehicle conflicts and capacity issues on arterial streets;
- e. minimizes crossings of the Natural Heritage Network;
- f. minimizes encroachments into the Natural Heritage Network; and,
- g. accommodates an enhanced active transportation network and future transit services throughout the entire WVEA.

2.2.6 Schedule 1 identifies a Primary Street network made up of Major and Minor Collector Streets. The Primary Street network gives organization to the street system within Concession Blocks and allows for convenient and efficient vehicular and pedestrian movement within and between adjacent Concession Blocks. The location of access points to the Regional road system and the alignments of the primary streets will be confirmed through the Block Plan approval process, to the satisfaction of the City, in consultation with the Region, based on transportation studies and analyses submitted in support of the Block Plan application. Adjustments to the alignment and location of the Street network set out in Schedule 1 may occur without amendment to this Secondary Plan, subject to the intent of the Secondary Plan being maintained.

Local streets are not shown on Schedule 1. The Local Street network will be established through the Block Plan approval process or, if permitted by the City, through the Zoning By-law Amendment or Draft Plan of Subdivision approval process, in consideration of the criteria cited in Policy 2.2.5 and the following principles, to the satisfaction of the City:

- a. Allows for parcel sizes consistent with the objectives of this Secondary Plan;
- b. Supports the creation of regularly configured, easily developed lots;

- c. Preserves opportunities for access to developable parcels; and,
- d. Provides for multiple connections to the collector system for security of access and the provision of local services and utilities.

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

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

2.2.8 Notwithstanding the Major Collector (Primary) and Minor Collector (Primary) road network shown on the Schedules to the Official Plan and this Secondary Plan and the associated policies relating to collector and local roads of the Official Plan and this Secondary Plan, the following policies apply to the road network within the Block bounded by Huntington Road, Rutherford Road, Highway 27 and Langstaff Road:

- a. The east-west Major Collector (Primary) Road north of Langstaff Road running between Huntington Road and Highway 27 cannot be deleted, however, adjustments to its alignment and location can be implemented without the need for amendment to this Plan, provided its alignment remains part of a continuous collector extending from east of Highway 27 to west of Huntington Road, based on a transportation study being completed to the satisfaction of the City and the Region.
- b. Adjustments to the alignment or location of other Major Collector (Primary) and Minor Collector (Primary) Roads or portions thereof may occur without the need for an amendment to this Plan based on a transportation study being completed to the satisfaction of the City and the Region. Deletions of other Major Collector (Primary) and Minor Collector (Primary) Roads or portions thereof require an amendment to this Plan, except where the City and the Region agree that an Official Plan Amendment is not required.
- c. A request to delete a road or portion thereof must be accompanied by a comprehensive transportation study being completed to the satisfaction of the City and the Region. The transportation study must include, among other things, an assessment of the effects of such change on the surrounding local and regional

road network to ensure that there are no negative impacts resulting on the development and functioning of the surrounding lands.

- d. If, based on the transportation study, City and Regional staff can support the proposed Primary Road deletion, City and Regional staff will determine whether an Official Plan Amendment is required or whether the proposed road deletion may be implemented through a Zoning By-law Amendment and/or a Draft Plan of Subdivision and a site plan application. In any event, the Block Plan must be amended by Council.

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

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

- a. supporting the long term protection of the rail corridor and intermodal facility for goods movement, employment related uses, and future commuter rail opportunities including potential for future GO Transit stations; and,
- b. protecting lands from development that could preclude or negatively affect the use of transportation corridors, rights-of-way and associated facilities for the purposes they are identified, or for which they are actively being planned.

2.2.11 To minimize conflict between truck traffic and other forms of transportation by:

- a. ensuring a complete network of streets within the WVEA that minimizes truck travel on arterial streets; provides for safe and comfortable co-existence for pedestrians, cyclists and vehicles on both Collector and Local streets; and provides efficient access to the planned Highway 427 corridor, the Intermodal Facility and other local destinations;
- b. minimizing at-grade rail crossings; and,
- c. enhancing the trail/path network to support pedestrian and bicycle traffic.

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

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

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

- b. support the successful integration of local transit with future rapid and regional transit as identified in policy 2.2.8.(a) above; and,
- c. support the successful integration of transit oriented development and travel demand management as identified in Sections 4.2.2 and 4.3.3 of Volume 1 of the Official Plan.

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

- a. requiring the provision of sidewalks on both sides of all local and collector streets;
- b. maximizing pedestrian and bicycle connections to existing and planned trails within and adjacent to the WVEA;
- c. providing bicycle lanes on collector streets that, where appropriate, connect with proposed arterial bicycle lanes;
- d. requiring direct pedestrian linkages between the street and public sidewalks to, primary building entrances and through parking areas; and,
- e. requiring the provision of bicycle parking facilities as per City policy.

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

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

2.3 Environment

It is the policy of Council:

- 2.3.1 That the environment policies of Chapter 3 of Volume 1 of the Official Plan apply, including protection of the Core Features of the Natural Heritage Network and the naturalization and enhancement of the Enhancement Areas.
- 2.3.2 To protect and enhance Vaughan's Natural Heritage Network in the WVEA as identified on Schedule 2 Natural Heritage, including enhancing biodiversity, protecting wildlife corridors, enhancing water quality in the Humber River watershed and enhancing ecosystem functions.
- 2.3.3 The precise limits of mapped natural heritage features shall be determined through appropriate study to the satisfaction of the City and the Toronto and Region Conservation Authority, prior to any development approvals.
- 2.3.4 That Enhancement Areas identified on Schedule 2 provide an opportunity to protect, enhance and expand the Natural Heritage Network. Addressing two Enhancement Areas in the WVEA shall include:
 - a. prioritizing natural heritage enhancements around existing streams and associated uses, such as recreational trails for portions of the hydro corridor north of Major Mackenzie Drive in consultation with the appropriate hydro authority; and,
 - b. appropriate studies to determine an east-west natural heritage linkage across the rail corridor south of Major Mackenzie Drive, which forms a connection between two tributaries of the Humber River.
- 2.3.5 That the sustainable development policies of Section 9.1.3 of Volume 1 of the Official Plan apply, including the requirement that, until the City develops Green Development Standards, proponents for development submit a Sustainable Development Report identifying how the development is addressing sustainability. In addition to the green development elements of Volume 1 policy 9.1.3.2, the following additional green development approaches shall be considered:
 - a. requiring on-site and shared stormwater management approaches and infrastructure that contribute to and are integrated with the Natural Heritage Network, where appropriate;
 - b. minimizing stormwater-runoff through on-site approaches including extensive landscaping, rainwater harvesting and porous paving materials where appropriate;
 - c. implementing a treatment train approach and/or at-source controls to protect water quality; and,

- d. on-site energy production, such as solar electricity, solar hot water and small scale wind energy.

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

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

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

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

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

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

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

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

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

2.4 Parks and Open Space

It is the policy of Council:

- 2.4.1 To apply the parkland dedication policies of Volume 1 of the Official Plan to acquire parkland within the WVEA. Resources secured through parkland dedication process shall be directed toward securing one District Park of approximately 6 ha on the east side of the planned Highway 427 Corridor. A preferred location for a District Park has been identified and is shown on Schedule 3 “Land Use” as “Proposed District Park”. The location of the park may be adjusted without amendment to this plan, subject to facility fit assessments for alternative sites, and must conform to City standards respecting the design and use of District Parks. Where the District Parkland requirement is less than 10 ha, the residual parkland dedication may be located elsewhere in the WVEA subject to City standards and approval.
- 2.4.2 To initiate landowners’ agreements on a block by block basis among all the landowners within the WVEA in order to secure a location and lands for new parkland or payment of cash-in-lieu, as appropriate, in the WVEA, or as otherwise agreed to by the City.
- 2.4.3 That the District Park shall be located adjacent to and integrated with the Natural Heritage Network and cultural heritage resources, where appropriate, and shall maximize connectivity to trail networks and nearby residential communities and employment uses.
- 2.4.4 To support the use of the Natural Heritage Network and other open spaces, where appropriate for trail development and trail connections to surrounding communities.

2.5 Land Use & Built Form

It is the policy of Council:

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

- 2.5.2 To support the retention of large, consolidated parcels of land that can accommodate large scale employment uses particularly in the Intermodal Priority Area by:
- a. minimizing lot severance and subdivision;
 - b. minimizing additions to the local street network identified through the Block Plan or Plan of Subdivision processes;
 - c. requiring that the detailed street network is implemented to maintain the viability of large development parcels; and,
 - d. encouraging smaller scale employment activities that require smaller development parcels to locate in areas where natural heritage and topography may limit the development of large industrial buildings and where small scale ancillary use clusters are located.
- 2.5.3 To require development in high visibility areas, including those parcels abutting arterial streets, 400 series highways, rail corridors and heritage and natural features, to respond with an approach to design and building orientation that addresses the importance of these strategic locations. Through the Block Plan process each such area will be evaluated and where warranted will be made subject to special zoning standards, including but not limited to building siting, the amount and location of outside storage if permitted and minimum landscape requirements. Lands abutting and visible to these areas will be subject to site plan control. Urban Design Guidelines will be prepared to provide detailed direction on the creation of an attractive and appropriate City image.
- 2.5.4 To require that development on the north side of Major MacKenzie Drive, west of the Highway 427 terminus, be set back from the front property line in order to provide a substantial landscaped area and berm, sufficient to screen the activity on the site. The zoning by-law will establish the minimum setback. Urban design guidelines will be prepared to provide detailed direction on the extent and form of the required landscape and topographical relationships to Major Mackenzie Drive.
- 2.5.5 To recognize the cultural heritage resources within the WVEA and to:
- a. encourage the integration of cultural heritage resources with the Natural Heritage Network, parks and other open spaces;
 - b. establish appropriate buffers, including landscape and distance buffers, between cultural heritage resources and adjacent employment uses; and,
 - c. seek to actively conserve and utilize built heritage resources through adaptive reuse and other means.
- 2.5.6 To support the expansion of intermodal uses in the Intermodal Priority Area, as identified on Schedule 3, by:

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

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

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

- a. Area-wide Design Guidelines:
 - i) Special Character Areas, including but not limited to “high visibility areas” and “small scale ancillary use clusters”;
 - ii) Open Space;
 - iii) Landscaping;
 - iv) Public Realm (streetscaping, public squares, trails and other);
 - v) Built Form;
 - vi) Cultural and Natural Heritage;
 - vii) Environmental Sustainability consistent with the “Sustainability Performance of New Development Standards”;
 - viii) Parking;
- b. The guidelines will inform the standards addressing such matters in the implementing zoning by-law; and,
- c. Such guidelines will inform the preparation of the implementing draft plans of subdivisions and site plan approval applications.

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

- 2.5.10 To encourage development to occur in a manner that is capable of supporting employment *intensification* and change over time. This may include:
- a. Designing buildings to accommodate future expansion; and,
 - b. Identifying locations for additional buildings sites in the siting and orientation of proposed buildings, parking areas and other considerations.
- 2.5.11 To encourage the coordination of shared parking, driveways and laneways between adjacent parcels to:
- a. Minimize curb cuts on streets;
 - b. Minimize paved surfaces;
 - c. Achieve higher parking efficiencies; and,
 - d. Maximize areas for landscaping.
- 2.5.12 That regulations and standards governing height and massing, setbacks, building footprint and other considerations shall be identified through the Block Plan process and the zoning by-law.
- 2.5.13 That regulations and standards governing height and massing, setbacks, landscaping, storm water management, building footprint, outside storage of goods and materials or any other activity not contained within a wholly enclosed building and other considerations shall be implemented.

2.6 Implementation

It is the policy of Council:

- 2.6.1 That the preparation of detailed Block Plans shall be required for all areas of the WVEA to implement the Secondary Plan, in accordance with the policies of Section 10.1 of Volume 1 of the Official Plan. The precise location and boundaries of each Block Planning Area shall be identified by the City in consultation with landowners and the Toronto and Region Conservation Authority.
- 2.6.2 That the Transportation Master Plan required in the preparation of Block Plans shall be completed to the satisfaction of the City, the Region and the Ministry of Transportation, and in consultation with the Region of Peel, City of Brampton and Town of Caledon.
- 2.6.3 That where changes are proposed to the detailed road network established in the Block Plan, a revised Transportation Master Plan shall be submitted to the satisfaction of the City and Region.

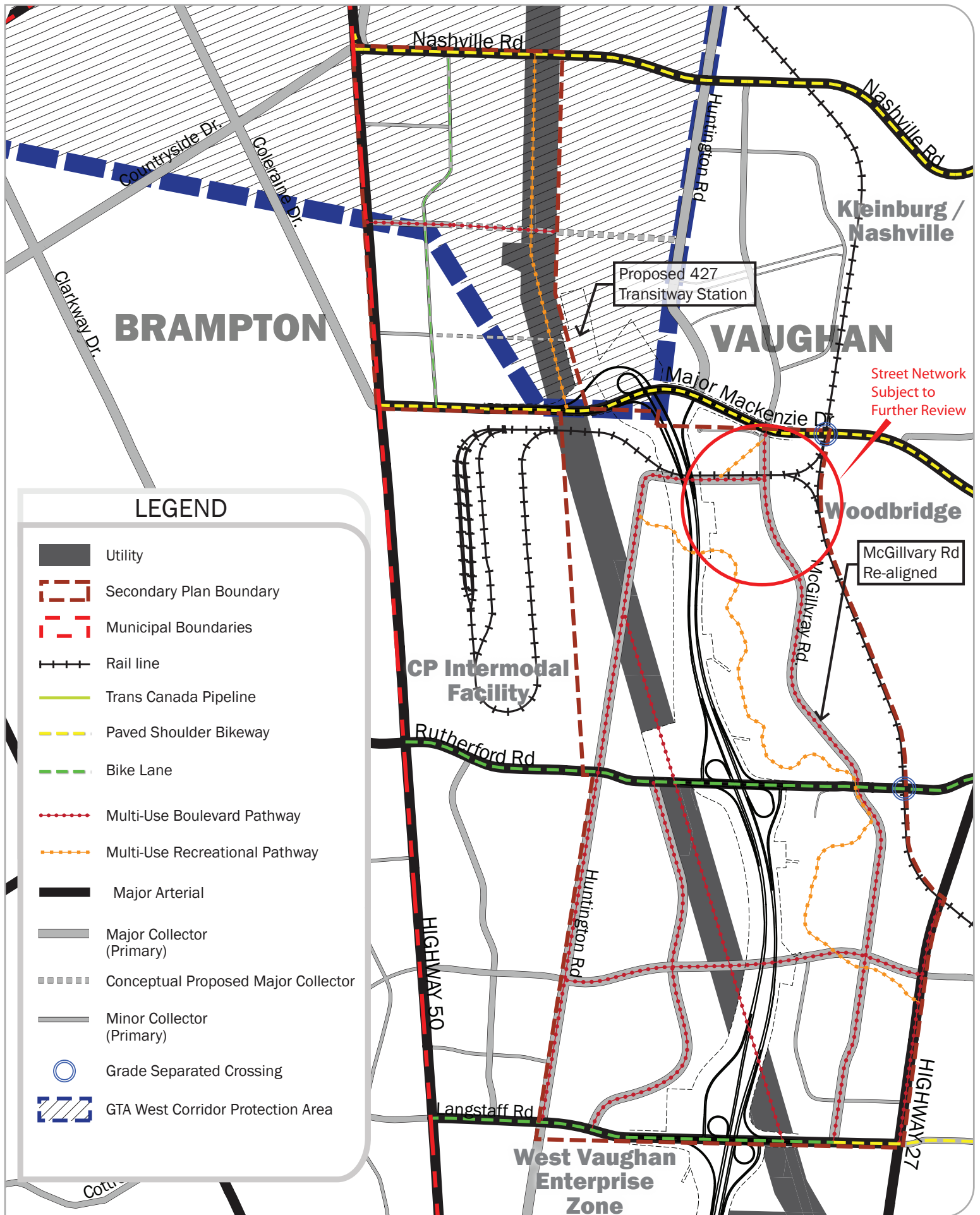
- 2.6.4 To require comprehensive landowner agreements for infrastructure planning in the WVEA to ensure the effective provision of infrastructure and services and to ensure there are no adverse financial impacts to the City. In addition to the policies identified in Chapter 10 of Volume 1 of the Official Plan, landowner agreements may provide direction regarding the location, funding and implementation of:
- a. the local street network;
 - b. grade separated crossings of the planned Highway 427 corridor, valley systems and the rail corridor;
 - c. parkland, open space and heritage preservation; and,
 - d. shared stormwater management facilities, where appropriate.
- 2.6.5 That prior to the final approval of any Block Plan, Site Plan or Plan of Subdivision, and in addition to any requirements identified in Chapter 10 of Volume 1 of the Official Plan, the following shall be prepared to the satisfaction of the City and Region, in consultation with the Toronto and Region Conservation Authority where appropriate:
- a. a comprehensive development phasing plan related to the timing of infrastructure improvements;
 - b. a heritage conservation plan if the site contains heritage resources; and,
 - c. comprehensive urban design guidelines and a streetscape master plan.
- 2.6.6 That the City will require an Environmental Assessment to be completed for all road crossings over 400 series highways if they were not originally approved or recognized in the applicable EA (e.g. Highway 427 Extension EA).

2.7 Site Specific Policies

It is the policy of Council:

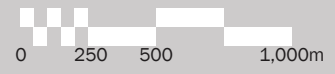
- 2.7.1 That the following policies shall apply to the lands identified on Schedule 3 “Land Use” as “Lands Subject to Policy 2.7.1”:
- a. In accordance with Policy 9.2.2.11 “Prestige Employment” of the Official Plan, a distribution warehouse use located within a wholly enclosed building and which does not require outside storage is permitted on the lands identified on Schedule 3: Land Use as “Lands Subject to Policy 2.7.1”. The area used for the placing or parking of transitory vehicles, trucks, tractors and trailers used for the conveyance of goods and materials to and from the distribution warehouse use on the lot shall not be considered to be outside storage. The following additional policies shall apply to the subject lands:
 - i) The stacking of shipping containers and/or the long-term storage of transitory vehicles is not permitted.

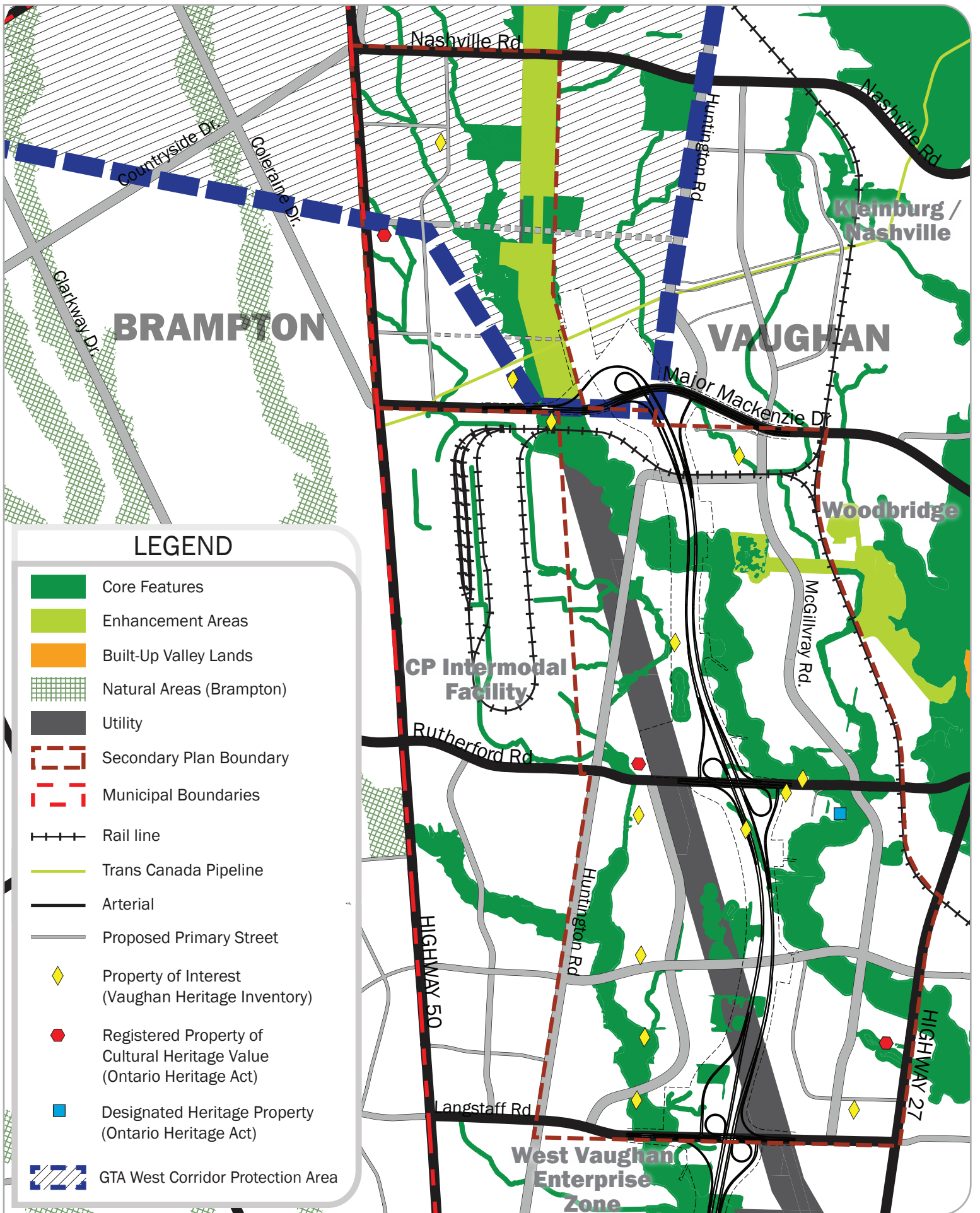
- ii) Where a distribution use fronts onto an arterial road, the parking or loading of transitory vehicles, trucks, tractors and trailers shall not be permitted within the yard extending across the full width of the arterial road frontage and the nearest part of the main building.
- b. In order to maintain the desired urban design objectives for the Prestige Employment Area and in the context of the site having exposure to three road frontages, the following policies shall apply:
 - i) The site shall be subject to a detailed Urban Design/Landscape Master Plan that will form the basis for the implementing site specific zoning amendment and site development plan.
 - ii) The detailed Urban Design/Landscape Master Plan shall ensure that the Highway 27 frontage is generously landscaped and provides the required screening to establish an attractive interface with the Community Area to the east.
 - iii) The treatment of the abutting intersections (i.e., Highway 27 and the east-west collector; and, the east-west collector and the north-south collector) will be appropriate to their scope and function. They will be designed as gateways and will reflect design measures that will reinforce the prominence of the location.
 - iv) Screening and buffering along the remaining collector road frontages will minimize the visual impact of the loading and vehicular parking areas in order to create attractive, pedestrian-friendly streetscapes. The width of the buffer and its treatment will be determined through the Urban Design/Landscape Master Plan, which will respond to screening requirements through the individual sections of each road.
 - v) The Urban Design/Landscape Master Plan shall identify convenient pedestrian entrance points for employees taking public transit services.
 - vi) Matters identified in i) to v) above shall be addressed in the context of the overall Urban Design/Landscape Master Plan. All urban design and landscape architectural measures shall be designed to support the planned municipal park along the west side of the north-south collector road including but not limited to streetscape design, vehicular and pedestrian access, active transportation, landscaping and other measures.
- c. Policy 9.2.3.7.d shall not apply to the subject lands.



LEGEND

- Utility
- Secondary Plan Boundary
- Municipal Boundaries
- Rail line
- Trans Canada Pipeline
- Paved Shoulder Bikeway
- Bike Lane
- Multi-Use Boulevard Pathway
- Multi-Use Recreational Pathway
- Major Arterial
- Major Collector (Primary)
- Conceptual Proposed Major Collector
- Minor Collector (Primary)
- Grade Separated Crossing
- GTA West Corridor Protection Area

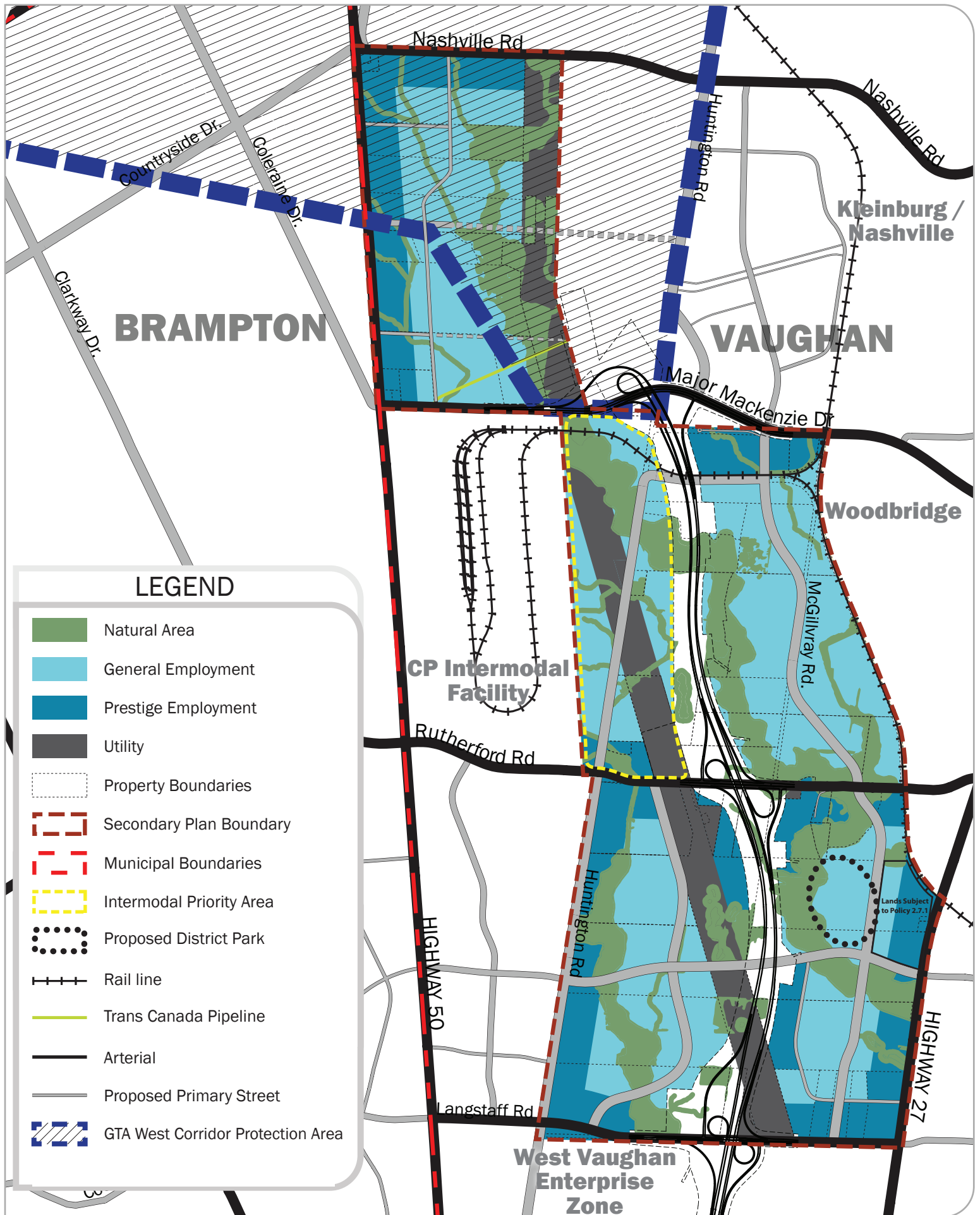




LEGEND

- Core Features
- Enhancement Areas
- Built-Up Valley Lands
- Natural Areas (Brampton)
- Utility
- Secondary Plan Boundary
- Municipal Boundaries
- Rail line
- Trans Canada Pipeline
- Arterial
- Proposed Primary Street
- Property of Interest (Vaughan Heritage Inventory)
- Registered Property of Cultural Heritage Value (Ontario Heritage Act)
- Designated Heritage Property (Ontario Heritage Act)
- GTA West Corridor Protection Area





LEGEND

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

