

# 11.4 Highway 400 North Employment Lands Secondary Plan

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON NOVEMBER 21, 2011

## 11.4.1 General

- 11.4.1.1. The following policies and Schedules “A” - “I” form Official Plan Amendment No. 637, as approved by the Ontario Municipal Board on November 21, 2011, and constitute the policies of the Highway 400 North Employment Lands, as identified on Schedule 14-A to the Vaughan Official Plan 2010.
- 11.4.1.2. 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 11.4.2 below. It also amends OPA #600, in accordance with Section 11.4.3, following.

## 11.4.2 The Amendment of Official Plan Amendment #450

- 11.4.2.1. Amendment #450 to the Official Plan of the City of Vaughan Planning Area, as amended, is hereby amended by:
- a. 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.
  - b. 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.
  - c. 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.

- d. 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".
- e. 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)."
- f. Adding a new Schedule "6A". Provincial, Regional and City Transportation Corridor Protection Areas, attached hereto as Schedule "I" to this Amendment, thereby identifying an "Interchange Study Area" and the "GTA West Transportation Corridor Protection Area".
- g. Deleting Schedule "7", Transportation-City Road Network, and replacing it with a new Schedule T, 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:
  - i. 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)."
  - ii. 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").
- h. 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:
  - i. 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).”

- ii. 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’).
- i. 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.”

- j. 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 bylaw.
- 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.”
- k. 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.”
- I. 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.”
- m. 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.”
- n. 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.”

- o. 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.”

- p. 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.”

- q. 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.”

- r. 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 waterbased 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 an amendment to the zoning by-law is required as a condition of a severance 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.”
- s. 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 “1” 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."

- t. Adding to Section 2.3.3, Transportation, a 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.
- u. 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.”
- v. 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.”

- w. 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.”
- x. 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.”

- y. Adding to 3.4.2 Development Process a new subsection 1):  
“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.”

### 11.4.3 The Amendment of Official Plan Amendment #600

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

- a. 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).
- b. 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”.
- c. 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; ensure 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.”

# FIGURE '1' EMPLOYMENT AREA CONTEXT PLAN

THIS IS SCHEDULE 'A'  
TO AMENDMENT NO. 637

THIS IS SCHEDULE '1'  
TO AMENDMENT NO. 450

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

DEFERRED  
UNDER SECTION 17(10)  
OF THE PLANNING ACT

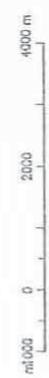
\_\_\_\_\_  
MAYOR

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CLERK

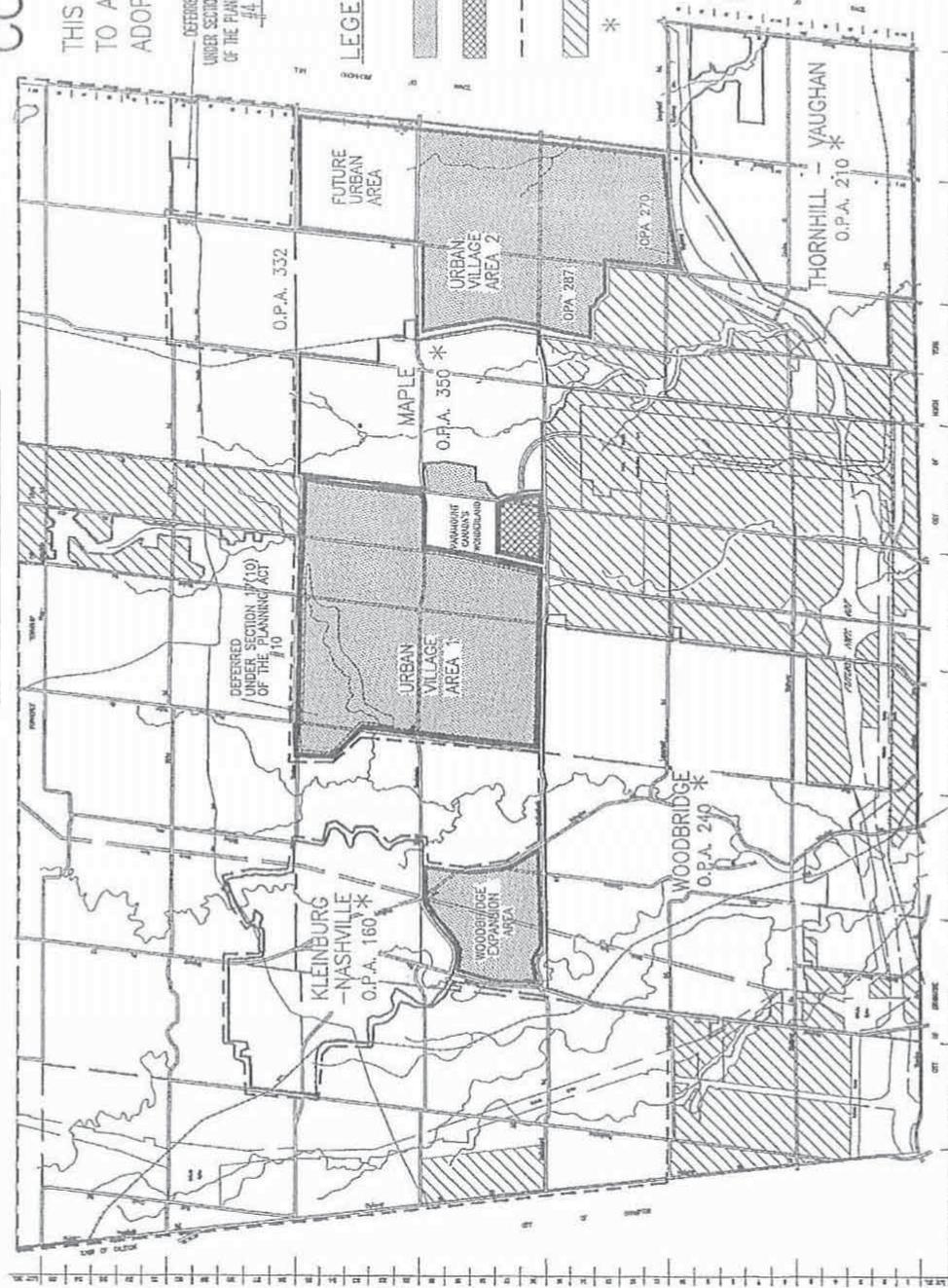
## LEGEND

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

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



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 'B'  
TO AMENDMENT NO. 450  
ADOPTED THE 3 DAY OF OCTOBER, 1994.

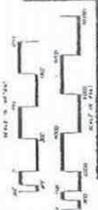
L.D. JACKSON MAYOR  
J.D. LEACH CLERK

REVISED FEBRUARY 26, 1996

**LEGEND**

- BOUNDARY OF PLANNING AREA
- RESIDENTIAL AREA
- INDUSTRIAL AREA
- RURAL AREA
- TRANSPORTATION AREA
- THEME PARK AREA
- PARKWAY BELT WEST PLAN
- EMPLOYMENT AREA

**MODIFICATION**  
No. 32  
**UNDER SECTION 17(9) OF**  
**THE PLANNING ACT**



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|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
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| 1000   | 1001   | 1002   | 1003   | 1004   | 1005   | 1006   | 1007   | 1008   | 1009   |

DEFERRED SECTION (110) OF THE PLANNING ACT #4

MAPLE COMMUNITY PLAN SEE AMENDMENT NO. 100

WILLOW COMMUNITY PLAN SEE AMENDMENT NO. 101

PURPLEVILLE COMMUNITY PLAN SEE AMENDMENT NO. 102

WOODBRIDGE & EAST WOODBRIDGE COMMUNITY PLAN SEE AMENDMENT NO. 103

LANGSTAFF COMMUNITY PLAN SEE AMENDMENT NO. 104

THEME PARK COMMUNITY PLAN SEE AMENDMENT NO. 105

PARKWAY BELT WEST PLAN SEE AMENDMENT NO. 106

EMPLOYMENT AREA SEE AMENDMENT NO. 107

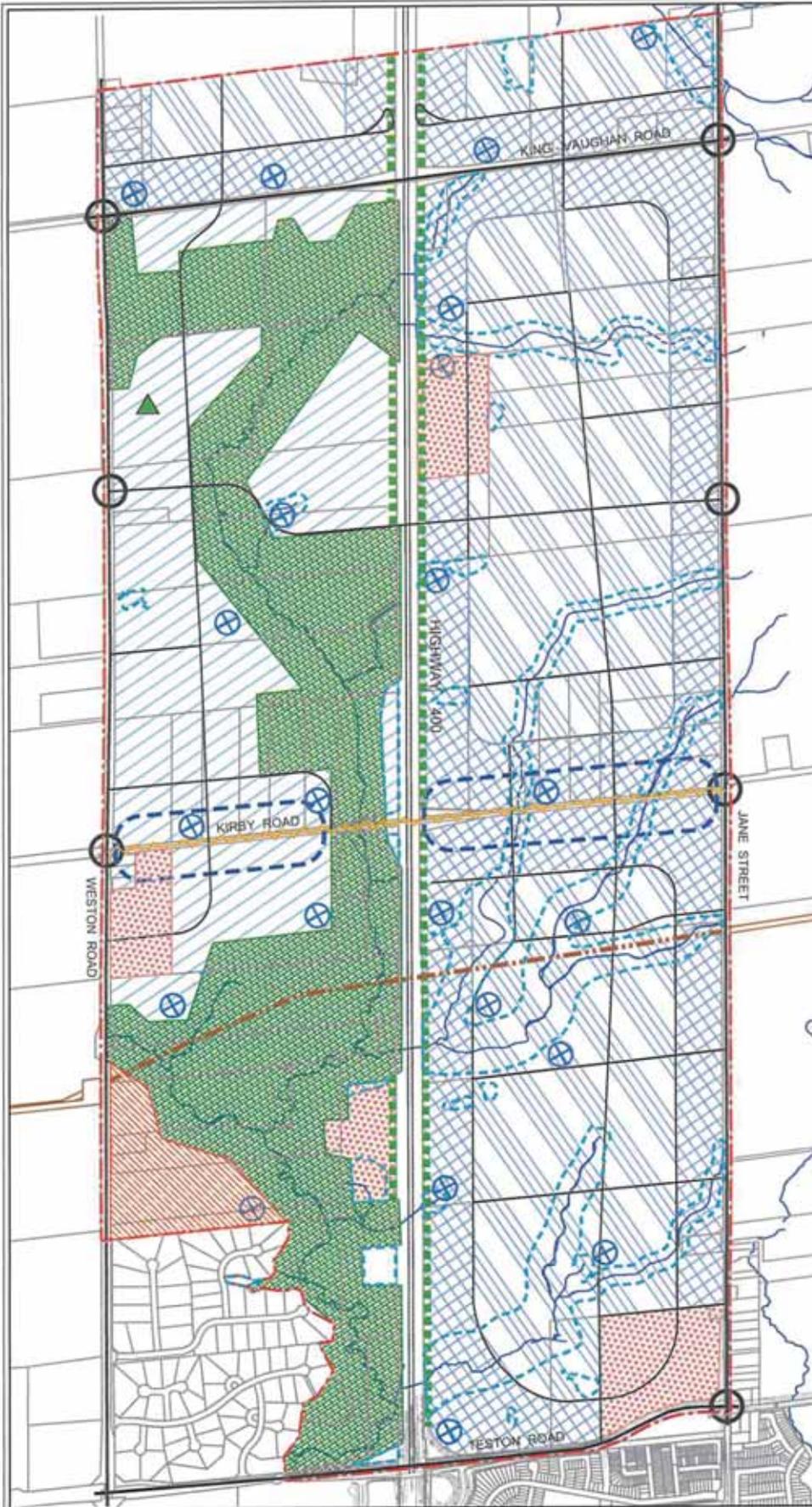
This Is Schedule 'C' to  
Amendment No. 637

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 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 (d) (i).

\* CROSS - REFERENCE  
SCHEDULE "M" FOR  
NEW INTERCHANGE  
STUDY AREA

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

SPRING OFFICES

L. O. JACKSON

MAPPER

J. D. LEACH

CLERK

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

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

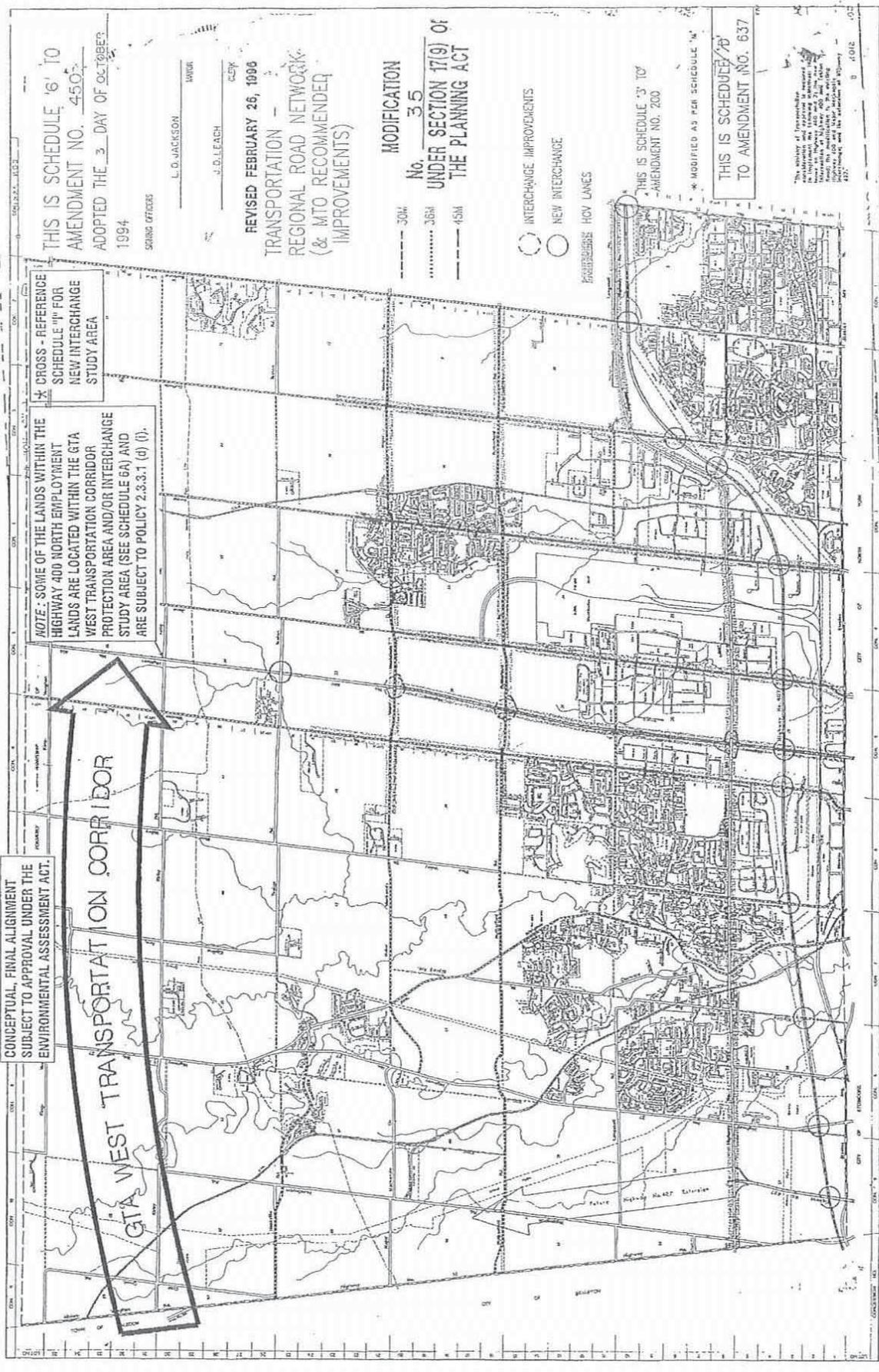
30M  
36M  
45M

INTERCHANGE IMPROVEMENTS  
NEW INTERCHANGE  
PROPOSED HOV LANES

THIS IS SCHEDULE '3' TO  
AMENDMENT NO. 200

\* MODIFIED AS PER SCHEDULE 'M'  
THIS IS SCHEDULE '6'  
TO AMENDMENT NO. 637

The Ministry of Transportation  
is pleased to have a number of  
interchanges and HOV lanes  
proposed in the GTA West  
Employment Lands and MTO  
Recommended Interchanges  
Study Area and the surrounding  
area.



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

GTA WEST TRANSPORTATION CORRIDOR

\* CROSS - REFERENCE  
SCHEDULE "H" FOR  
NEW INTERCHANGE  
STUDY AREA

MODIFICATION  
No. 316  
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 6A) AND  
ARE SUBJECT TO POLICY 2.3.3.1 (f) (i).

REFERRED TO O.M.S. # 3  
(Under OPA 400)

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

SENIOR OFFICERS  
L.D. JACKSON  
WORK  
J.D. LEACH  
CLERK

REVISED FEBRUARY 26, 1996

TRANSPORTATION -  
CITY ROAD NETWORK

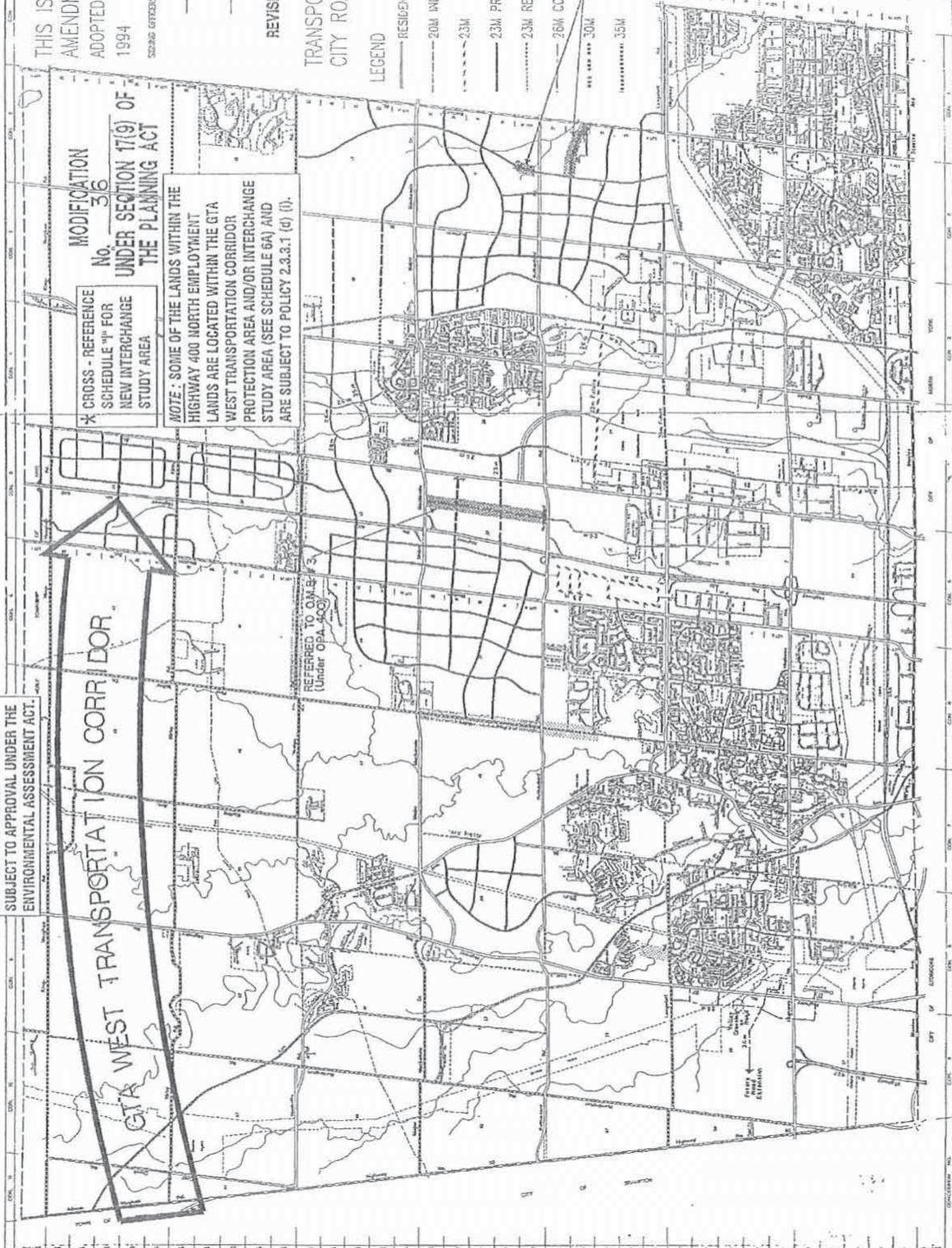
- LEGEND
- RESIDENTIAL LOCAL
  - 20M INDUSTRIAL
  - 23M
  - 23M PRIMARY (PLANNED)
  - 23M RESIDENTIAL FEEDER
  - 26M COLLECTOR
  - 30M
  - 35M
  - REFERRED TO O.M.S. # 5  
(Under OPA 400)
  - 23M PRIMARY (FUTURE)

IMPROVEMENTS  
REQUIRED PER CITY-WIDE  
TRANSPORTATION STUDY

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

THIS IS SCHEDULE '2' TO  
AMENDMENT NO. 200

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 (d) (i).

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

REFERRED TO ONLY BY  
(Under DPA 400)

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

L. D. JACKSON MTR  
J. D. LEACH CDM

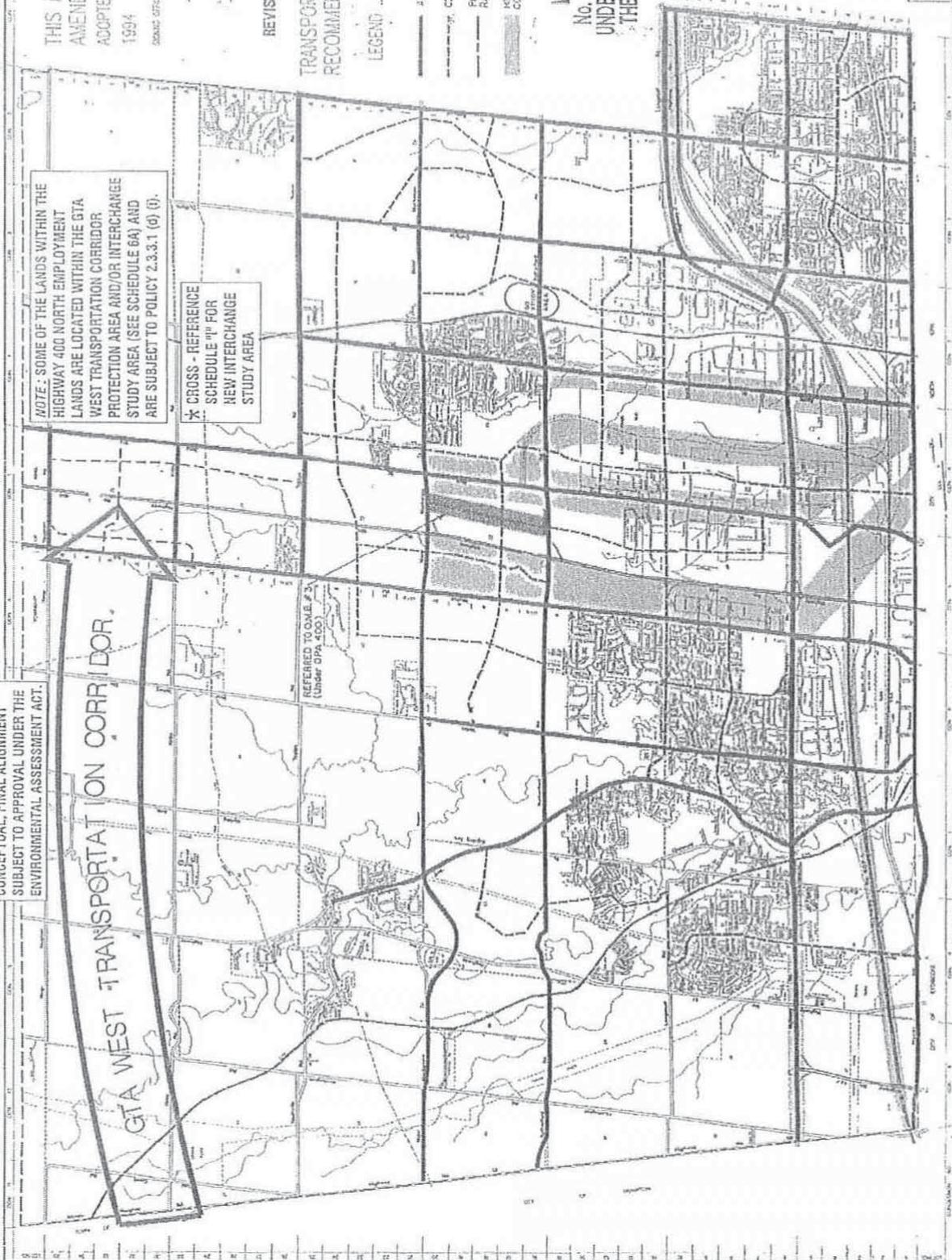
REVISED FEBRUARY 26, 1996

TRANSPORTATION -  
RECOMMENDED TRANSIT NETWORK

LEGEND

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

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



THIS IS SCHEDULE 'F'  
TO AMENDMENT NO. 6.

THIS IS SCHEDULE 'A'  
TO AMENDMENT NO. 600

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

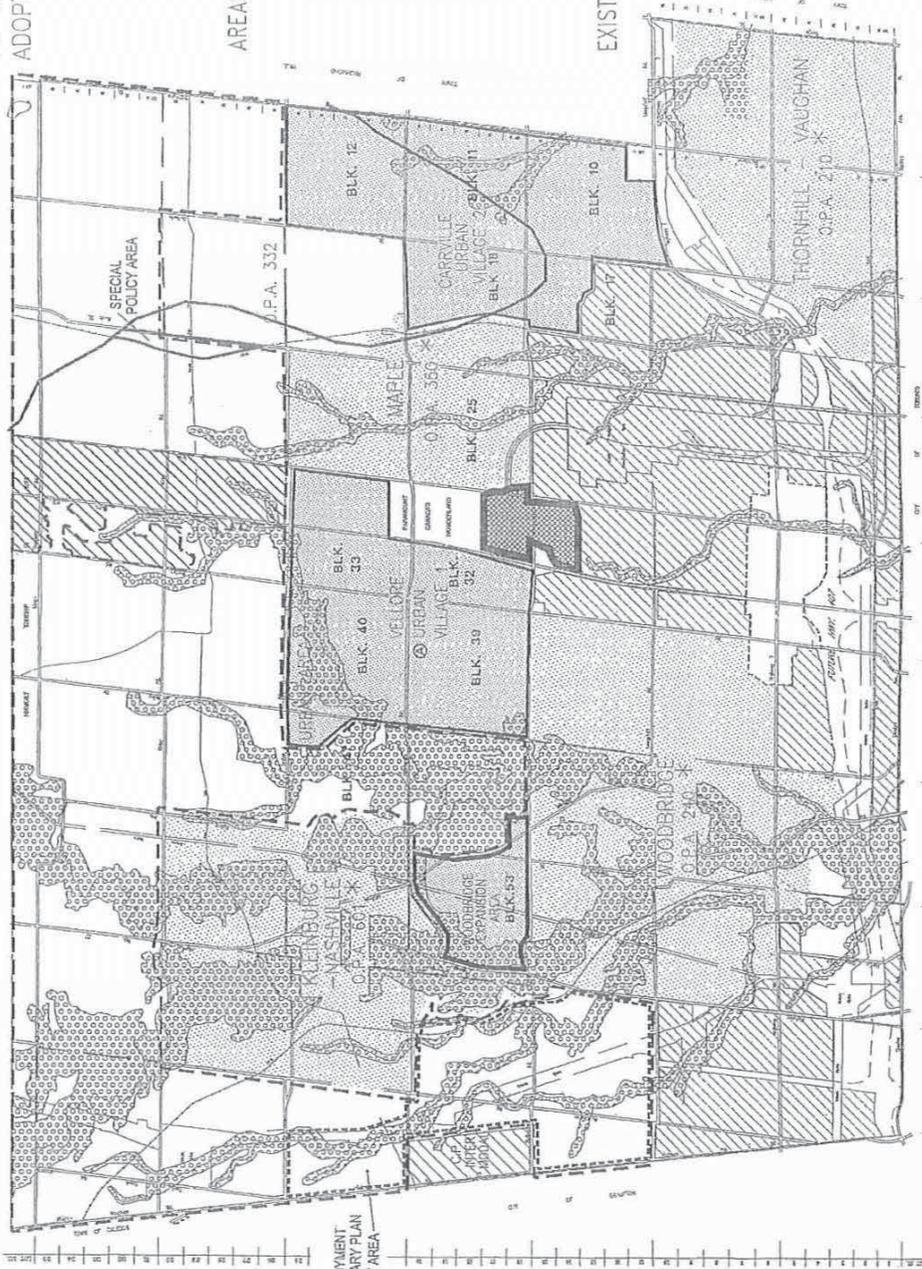
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

AREAS DESIGNATED BY OPA 600:  
LEGEND

-  URBAN VILLAGES AND WOODBRIDGE EXPANSION AREA
-  VAUGHAN CENTRE
-  VAUGHAN CORPORATE CENTRE
-  OAK RIDGES MORaine BOUNDARY ONTARIO REGULATION 1/02
-  RURAL AREA - GENERAL
-  MAJOR OPEN SPACE & VALLEY LANDS
-  WASTE DISPOSAL ASSESSMENT AREA
-  REGIONAL OP 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 'I' to  
Amendment No. 637

This Is Schedule 'C' to the  
Minutes of Settlement

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. (d) (i) FOR RELATED POLICIES.

