

Vaughan 400 North Employment Lands Comments from SCG Workshop March 9, 2006

Group 1

Group 1's preferred option was Development Scenario 2 (with some modifications). Suggested modifications and comments are as follows:

- Avoid outside storage on Higher Order sites
- Interchange should be located "in between"; north Kirby limits options for interchange in future - not typical spacing – explore 2 partial interchanges; lands to east and west will need services
- Interchange and character street are not compatible
- Kirby (west side) should be mixed use
- Need more options for truck access from 400 other than Kirby Road
- Jane and Weston Prestige and Commercial
- Kirby, King-Vaughan highest order uses
- Mix of residential and employment would better support character street
- Greenway may be counter-productive to high quality uses
- Greenway can also be positive – use storm ponds as buffers
- Greenbelt is both a constraint and opportunity for development
- Mixed uses at all intersections along Weston Road and Jane Street
- Prestige uses along west side of Jane Street (except at intersections)
- Mixed use at corner of Jane Street and Teston Road
- Mixed use on north and south sides along King-Vaughan Road

Group 2

Group 2's preferred option was Development Scenario 2 (with some modifications). Suggested modifications and comments are as follows:

- Should look west of Weston Road
- Consider existing and future residential areas
- Maintain employment close to Highway 400
- Move park south of Kirby Road and closer to residential area
- Locate more residential closer to Kirby Road
- Make western leg of Kirby into a mixed-use, pedestrian precinct
- Interchange at Kirby/400 is required

Group 3

Group 3's preferred option was a combination of Development Scenario 1 and 2. Suggested modifications and comments are as follows:

- Mixed use could locate on mid-block collector
- Containment of garbage a concern
- Neighbouring uses a concern
- Prestige should be on major roads
- Green buffer blocks visibility of uses and reduces value
- Highway should have some green
- Kirby interchange is preferred to King-Vaughan line
- Mid-block interchange?
- 1 Concentrated activity area is preferred, rather than 2 separate
- Environmental concern re: east of Jane (aquifer)
- Some participants support Higher Order Employment uses focused along major arterial roads

Group 4

Group 4's preferred option was Development Scenario 2:

- It maximizes use of Highway 400;
- Prestige employment location west of 400 maximizes location adjacent to Greenbelt;
- Minimizes traffic impacts, particularly from trucks, on areas to the south;
- Support concept of activity centre along Kirby Road

Suggested modifications to Development Scenario 2 included:

- Straightening centre north/south collector road east of 400 to reduce stream crossings;
- Replacing Prestige Employment Area on Teston Road with a Mixed Use Area to maximize utilization of Teston Road interchange;
- Replacing Prestige Employment Area along Kirby Road west of 400 with Mixed Use Area to maximize potential of development of activity center/focal point; and,
- Relocating interchange at Kirby Road to maximize potential for development of activity centre/focal point. Group very much concerned that pedestrian oriented area could not be developed given volume of traffic to an interchange; and,
- Green landscape area along 400 was not supported because it was felt that there was already substantial green areas protected on the plan, that it would be better to enhance landscaping in other areas such as Kirby Road, that ultimately the land might be taken for expansion of the Highway and that it was more appropriate to have prestige development visible from the 400.