

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 (the 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. a large supply of vacant employment lands;
 - b. the WVEA's strategic location within the Greater Toronto Area;
 - c. existing and planned railway and highway infrastructure; and,
 - d. 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:
- a. providing for large development parcels;
 - b. leveraging significant existing and planned transportation infrastructure; and,
 - c. 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:
- a. 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,
 - b. 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 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.
- 2.2.4. To develop a grid-like street network with north-south and east-west mid-block collectors that:
 - a. efficiently serves 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;
 - d. accommodates local truck traffic and truck access to the planned Highway 427 extension to reduce vehicular conflicts and capacity issues on arterial streets;
 - e. minimizes crossings of the Natural Heritage Network; and,
 - f. minimizes encroachments into the Natural Heritage Network.

- 2.2.5. That the street network identified on Schedule 1 identifies both primary and secondary streets forming a local street network. While the street network must be implemented generally as identified on Schedule 1, the need for the secondary streets to effectively service development parcels may re-evaluated during the Block Plan Process, subject to transportation analysis prepared by the Block Plan proponents, to the satisfaction of the City.
- 2.2.6. 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 Heritage Network, natural heritage features and built heritage; and,
 - d. ensuring connected and continuous street network.
- 2.2.7. 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.
- 2.2.8. 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
- 2.2.9. 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 and provide 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 network to support pedestrian and bicycle traffic.
- 2.2.10. 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 Brampton.
- 2.2.11. 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 as identified in Section 4.2.2 of Volume 1 of the Official Plan.
- 2.2.12. 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 pathways between the street and sidewalks, parking areas, and primary building entrances, especially where a property abuts a transit stop; and,
 - e. requiring the provision of bicycle parking facilities as per City policy.
- 2.2.13. 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 enhance and grow the Natural Heritage Network. The two Enhancement Areas in the WVEA include:
 - a. in consultation with the appropriate hydro authority portions, of the hydro corridor north of Major Mackenzie Drive, which will be prioritized for natural

heritage enhancements around an existing stream and associated uses, such as recreational trails; and,

- b. an east-west natural heritage linkage across the rail corridor south of Major Mackenzie Drive, which forming 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 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 mitigation 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 and the promotion 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 at minimum one District Park on the east side of the planned Highway 427 Corridor, in the conceptual location shown on Schedule 3.
- 2.4.2. To initiate a landowners agreement among all the landowners within the WVEA in order to secure a location and lands for new parkland in the WVEA and to coordinate parkland dedications.
- 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 opens spaces, where appropriate for trail development and trail connections to surrounding communities.
- 2.4.5. To recognize the cultural heritage resources within the WVEA and to the extent possible:
 - 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 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 by:
 - a. minimizing lot severance and subdivision;
 - b. minimizing additions to the street network through the Block Plan or Plan of Subdivision processes that would serve to support the subdivision of larger parcels;
 - 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.
- 2.5.3. To require development in high visibility areas, including those parcels abutting arterial roads, and the Highway 427 and rail corridors and natural heritage features, to respond with an approach to design and building orientation that addresses the importance of these strategic locations. Urban design guidelines will be prepared to provide detailed direction on the creation of an attractive and prominent City image including:
 - a. presenting a 'front' or primary facade to both the abutting street and any other publicly accessible viewing area;
 - b. locating outdoor storage and loading areas away from and/or attractively screening them from publicly accessible viewing areas; and,
 - c. the extent and form of the required landscape and topographical relationships to these areas.
- 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 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.
- 2.5.6. 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 station are appropriately accommodated and protected.
- 2.5.7. That the following minimum landscaped open space requirements shall apply to all development in the WVEA:
- a. **Prestige Employment** designations – 15% of the lot area
 - b. **General Employment** designations – 10% of the lot area
- 2.5.8. That the required minimum landscaped open space shall be directed to the following areas:
- a. street frontages;
 - b. surface parking areas;
 - c. landscaped buffers of parking and outdoor storage areas visible from the street;
 - d. areas *adjacent* to the Natural Heritage Network, where applicable;
 - e. green roofs to a maximum of 20% of the requirement in policy 2.5.7 above; and,
 - f. on-site naturalized stormwater management facilities.

- 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 and driveways 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.

2.6 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 10.1.1 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 Plans required in the preparation of Block Plans shall be completed to the satisfaction of the City of Vaughan, York 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 Plans shall be submitted to the satisfaction of the City of Vaughan and York 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 impacts on the City's financial capability. In addition to the policies identified in Chapter 10 of Volume 1 of the Official Plan, landowner agreements shall provide direction regarding the location, funding and implementation of:
- a. the local street network;
 - b. grade separated crossings of the planned Highway 427 corridor and the rail corridor;
 - c. parkland; 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 of Vaughan, and York Region, and 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.