

**COMMITTEE OF THE WHOLE (PUBLIC HEARING) MAY 29, 2006**

**6. DRAFT OFFICIAL PLAN AMENDMENT 637  
HIGHWAY 400 NORTH EMPLOYMENT AREA SECONDARY PLAN STUDY  
FILE 15.73.8**

**P2006.45**

**Recommendation**

The Commissioner of Planning recommends:

THAT the Public Hearing for File 15.73.8 (Highway 400 North Employment Area Secondary Plan Study – OPA 637) BE RECEIVED, and that the issues identified by the public and Council be addressed by Staff in a future report to Committee of the Whole.

**Economic Impact**

Development of the lands subject to the Highway 400 North Employment Area Secondary Plan will have a substantial positive impact upon the City of Vaughan in terms of new development, assessment, job opportunities, etc.

**Purpose**

The purpose of draft OPA 637 is to implement the findings and recommendations of the Highway 400 North Employment Area Secondary Plan Study. The Study was undertaken to examine the rationale for an urban boundary expansion on the Highway 400 corridor, adding to the City's supply of employment lands, and to prepare a secondary plan. This report summarizes the Study process to date, and the draft Secondary Plan (OPA 637) for the Highway 400 North employment lands.

**Background – Analysis and Options**

**The Study Process to Date**

On January 14, 2005, Council approved the Terms of Reference for the Highway 400 North Employment Area Secondary Plan Study. Subsequently, on 15 June 2005, Council approved the selection of the consulting firm, Macaulay Shiomi Howson Ltd. to lead a team of consultants in carrying out the Study.

During the summer of 2005, Staff met with staff from the Region of York, and the Province (Ministry of Municipal Affairs and Housing, Ministry of Public Infrastructure Renewal) regarding the Study Terms of Reference, and requirements and issues associated with securing approval for an urban boundary expansion.

On November 9, 2005, an Open House was held to introduce the consulting team to the public, to outline the Study Process, and to identify residents, public agencies and representatives of the development community who were willing to become members of a Stakeholder Consultation Group (SCG) to work with the consulting team and staff through the Study Process. A group of approximately 40 people indicated their desire to participate, including residents, representing the Vaughanwood Estates Homeowners, and the Rimwood Estates Homeowners' Association, landowners, and staff from the Region of York and the Toronto and Region Conservation Authority (TRCA).

A Technical Advisory Committee (TAC) composed of representatives from City departments was also formed to keep the departments advised about the progress of the Study, and to receive their input.

On December 23, 2005, two draft reports, "Highway 400 North: Working Paper On Employment Land Need" by Hemson Consulting, and "Highway 400 North Employment Lands Secondary Plan" were completed and loaded onto the City's web site to provide the public with access to the work completed to date. Subsequently, the latter report was updated to include additional information, and put onto the web site early in March.

On January 26, 2006, SCG Meeting #1 was held to discuss the background work and analysis, to present three alternative Development Scenarios, and to outline a set of evaluation criteria to be employed in assessing the Scenarios. The meeting was attended by 28 individuals.

On March 9, 2006, SCG Meeting #2 was held. This workshop meeting was used to evaluate the Development Scenarios and identify which scenario was preferred by the SCG. The meeting was attended by 29 individuals.

On March 28, 2006, at a Working Session of Committee of the Whole, the three alternative Development Scenarios were presented, and a Recommended Scenario was approved as the basis for preparation of a Secondary Plan.

On April 20, 2006, SCG Meeting #3 was held. The Recommended Scenario was discussed in detail and participants provided their comments. The meeting was attended by 31 individuals.

### **The Policy and Planning Context**

#### **1. Province of Ontario Policies**

The current Provincial government has undertaken three significant policy initiatives which have modified the planning and policy context in terms of Provincial policy. These include the updated Provincial Policy Statement, The Greenbelt Plan, and the Places To Grow Act.

These new statements of Provincial policy establish the parameters and requirements to be addressed by municipalities when engaging in growth management processes and decisions, including expansions of settlement area boundaries.

These Provincial policies are of particular relevance to the Highway 400 North Employment Lands Study, given that the Study intends to justify an expansion of the City's urban area. Provincial Policy requires a comprehensive analysis as a basis for any urban expansion. In August 2005, City and York Region staff met with Provincial staff to discuss issues of relevance to the Study. Provincial staff identified the need for a comprehensive analysis as a basis for any urban expansion, based on the requirements of the Provincial Policy Statement (PPS) and the Places To Grow Plan. Addressing this requirement would mean establishing the need for the expansion within the Region of York as a whole, and demonstrating that the Study Area was the best location in Vaughan for the proposed employment area. In particular, the need was identified to look beyond the Study Area at the remaining lands outside the existing urban boundary and the Greenbelt Plan as part of the Study's planning process.

#### **2. York Region Official Plan**

The York Region Official Plan is the upper tier planning document that provides the framework for achieving the Region's urban structure. Amendments to the City's Official Plan must conform to the Region's Official Plan. The Regional Official Plan also includes criteria relating to urban boundary expansions, similar to those articulated by the PPS.

## **The Highway 400 North Employment Lands Study**

The Study was initiated in the summer of 2005, with the retention of the consulting team. The Terms of Reference identified a Study Area focused on the Highway 400 corridor from Weston Road to Jane Street, and extending from Teston Road northward to the City boundary with King Township. An existing estate residential development located at the northeast corner of Weston Road and Teston Road was excluded from the Study Area.

The Study's objectives included:

- Determining the location and scale of appropriate employment area land uses for the Study Area, including Prestige Areas and Employment Area – General uses as identified in OPA 450;
- Assessing the need for new developable employment areas within the City of Vaughan in general, and in particular the near-term potential for establishing such uses within the Study Area;
- Identifying the major servicing systems and strategy for the employment lands;
- Identifying sensitive environmental features including valley and stream corridors;
- Producing conceptual lot, block and supporting local and regional road options;
- Preparing a Secondary Plan that will form an amendment to the City's employment area official plan, OPA 450, and an accompanying zoning by-law and urban design guidelines; and
- Preparing the appropriate documents necessary to establish the case for a formal request to the Region of York to expand the Urban Area Boundary in the Region of York Official Plan to permit employment uses to proceed.

The Study was undertaken to address the City's future needs for employment lands. As of 2004, the available supply of developable and designated employment lands had dwindled to a two-year supply based on prevailing rates of employment land absorption. Although the West Vaughan Employment Area was designated by OPA 600 and the York Region Official Plan (ROPA 19) in 2001 to address the City's ongoing need for employment land, lack of progress in completing an Environmental Assessment (EA) for the Highway 427 corridor extension effectively precluded development decisions in the area. Although the Province finally initiated the EA in 2005, with expected completion in 2008, significant uncertainty remains respecting the timing of future development of the West Vaughan Employment Area. The 'Places To Grow' Growth Plan for the Greater Golden Horseshoe was approved on June 13, 2005. While it recognizes the importance of the transportation system, it indicated that the Highway 427 extension is not an immediate Provincial priority. The Plan also sets out criteria for evaluating urban boundary expansions, and conceptually identifies an 'Economic Corridor' – a potential future growth area – located near the City's northern boundary and extending west to the Kitchener/Waterloo area.

The Study Area encompasses approximately 860 gross hectares, most of which is designated 'Agriculture Area' by OPA 600, and is currently in agricultural use. The Study Area also includes a significant area west of Highway 400 which is included in the Province's Greenbelt Plan, as well as a variety of environmental features. There are also a few scattered farm dwellings, rural industrial uses with outdoor storage, and two service station sites on Highway 400 north and south of Kirby Road.

The Study was carried out in three phases as summarized below.

## **Phase One: Background Analysis and Conclusions of the Highway 400 North Study**

Phase One focused on background data collection and analysis of all of the information relevant to the Study Area, and its future development. It also included a detailed examination of employment land supply and demand on a City-wide and Region-wide basis, to determine whether an urban expansion to add employment lands is warranted, and if so, to provide the technical justification for the expansion, to comply with Regional and Provincial policy.

Phase One concluded with two reports assessing the City's and Region's employment land needs, and evaluating the suitability of the study area from a planning perspective as a location for employment uses. The key conclusions of these reports included:

- York Region requires additional employment lands beyond the existing designated supply to accommodate projected employment growth on employment lands.
- The Highway 400 North employment lands have excellent potential to become a successful employment land area. There are few alternative potential locations in the City or Region with the same level of "400 – highway" access and central location.
- York Region and Vaughan have a limited supply of available employment lands to respond to forecast high levels of demand for employment lands in the future.
- The designation of this land is required now or the Region is at risk of not being able to provide an adequate employment land supply in the medium term.
- The proposed urban expansion satisfies the criteria in the new Provincial Policy Statement, and the requirements of the Region of York Official Plan.
- Lands in the Greenbelt Plan on the west side of Highway 400 provide a unique setting for employment development, but isolate small parcels of non-Greenbelt lands along Highway 400. The lands in the Greenbelt Plan also present resource management constraints (coldwater fisher, wetlands) that will affect adjoining land use practices. Environmental constraints on lands outside the Greenbelt Plan, apart from stream corridors, do not appear to be significant based on existing data, but will require more detailed examination at the block planning stage.
- The majority of the Study Area is used for agricultural or rural uses which generally do not create any significant constraints to new employment uses. However, there are some existing residential uses which will require careful integration with proposed employment uses. In addition, the existing service stations, Highway 400, the gas pipeline and railway create some limitations for future development.
- Potential heritage buildings and structures have been identified in the Study Area and can contribute to the creation of the character of the proposed employment area.
- Transportation and servicing infrastructure is limited, reflecting the current rural uses, and will require significant upgrading to service the proposed employment uses.

## **Phase Two: Defining the Recommended Land Use Scenario**

Phase Two involved the formulation of three development scenarios, their evaluation, public review, and the determination of a recommended scenario. The development scenarios were intended to provide a focus for discussion by City Council and staff, residents, landowners, agencies and other stakeholders, leading to the formulation of a preferred scenario.

Two scenarios, Scenario 1 (see Attachment 1) and Scenario 2 (Attachment 2), were formulated for the lands within the Study Area. In contrast, Scenario 3 (Attachment 3) includes lands east of Jane Street, outside the Study Area defined by Council.

The decision to include Scenario 3 was a direct result of input from stakeholders, and Provincial Staff. Provincial Staff had indicated that there was a need as part of the Study, to conduct a comprehensive analysis of all the land outside the City's urban boundary in order to justify any expansion of the urban boundary in the Study Area. During the review of the background work, members of the Stakeholders Consultation Group (SCG) identified a similar concern. They felt that the Study Area should not be looked at in isolation, but rather should be examined in the context of potential future development of lands to the east and west. Building on this direction, some members of the SCG expressed the view that the lands west of the Study Area would be appropriate for residential development in the future. They suggested further that the Greenbelt Plan Area west of Highway 400 in the Study Area should be considered as an appropriate buffer between employment uses to the east, and future residential development to the west.

In response to the public and Provincial input, a review of the lands outside the urban boundary was undertaken as part of the background analysis. In addition, in the initial review necessary as a basis for the preparation of the development scenarios, general consideration was given to the relationship of the Study Area to potential future development east and west of the Study Area. Through that process it became apparent that, at least at a general level of analysis, there was potential for additional employment land east of Jane Street, because of the amount of available land there, and the lack of constraints to development, particularly limited environmental features. Further, this review indicated that there was also potential for future residential uses east and west of the Study Area.

In the more detailed development of the actual scenarios, it was felt that the submissions of the public with respect to using the Greenbelt west of Highway 400 as a boundary between employment land and future residential development should be considered, to make sure that a full, comprehensive analysis of all possible options was conducted. However, in order to ensure that such an option included sufficient employment land to make it comparable to the other options, additional land was required for employment uses outside the Study Area. Given the results of the general review, the lands east of Jane Street were included in Scenario 3.

Through the background review, the analysis undertaken as a basis for the preparation of the three scenarios, and the evaluation of the scenarios, consideration was given to the potential development of lands east and west of the Study Area, as well as the appropriateness of the development of Study Area in relation to other areas outside the urban boundary. The review determined that the lands east of Jane Street do not have the same level of accessibility to Highway 400 as the lands within the Study Area. Truck traffic related to the employment uses would have a negative impact on existing residential areas to the south and the function of Keele Street. However, the analysis supported the selection of the Study Area for the development of a future employment area. It also indicated that introducing employment land designations in the Study Area would not preclude either future residential or employment land uses on non-Greenbelt lands east or west of the Study Area.

#### Description of Development Scenarios

The three development scenarios have a number of similarities, in that each one recognizes physical constraints to development such as the Provincial Greenbelt, natural features, the Highway 400 corridor right-of-way, the TransCanada pipeline, service stations, and existing arterial road network. The scenarios are presented on Attachments A, B and C. Table 1 in Attachment D outlines the area and employment statistics for each scenario. Each scenario provided for a 'Landscape Buffer' along the east side of Highway 400 to present a more pleasing and attractive face to the passing public at this 'gateway' to Vaughan. Each scenario also

anticipates establishment of a Regional Park, conceptually identified east of Weston Road, north of Kirby Road. Each of the three development scenarios proposes to introduce a similar range of new land use designations providing opportunity for new employment land development, including 'Prestige Employment', 'Employment – Higher Order Public Realm' (similar to the City's designation, 'Employment – General'), and 'Mixed Use – Employment/Commercial'. Each scenario also identified an 'Employment Area/ Activity Centre' along Kirby Road as a focus of more intense activity for the surrounding area.

Scenarios 1 and 2 focused on the lands within the Study Area between Weston and Jane Street. Both scenarios anticipate that an 'Estate Residential' designation would be applied to the remaining vacant parcel north of the existing estate residential development at Weston and Teston Roads. Both scenarios also envisioned 'Prestige Employment' lining the developable lands adjacent to Highway 400.

These two scenarios differ in that Scenario 1 focuses 'Prestige Employment' uses primarily east of Highway 400 in the block between Teston Road and Kirby Road, with the 'Mixed Use-Employment/Commercial' designation along King-Vaughan Road. On the other hand, Scenario 2 proposes 'Prestige Employment' primarily west of Highway 400 between Kirby Road and King-Vaughan Road, and has a more limited 'Mixed Use-Employment/Commercial' designation on Kirby Road east of Highway 400. Scenario 1 has a greater allocation of 'Prestige Employment' lands (238 ha.) while Scenario 2 includes more of the 'Employment – Higher Order Public Realm' designation (287 ha.).

Scenario 3 is entirely different from Scenarios 1 and 2 in that, with the exception of the lands flanking King-Vaughan Road and a small pocket between Kirby and King-Vaughan, it concentrates new employment land designations east of Highway 400 and extends them east of Jane Street to the defined boundary of the Oak Ridges Moraine. The lands adjacent to Highway 400 are primarily 'Prestige Employment', and the 'Mixed Use-Employment/Commercial' and 'Activity Centre' are focused on Kirby Road east of the highway. The balance of the scenario is proposed for the 'Employment – Higher Order Public Realm' designation. Given its larger overall area, Scenario 3 includes substantially greater area devoted to the 'Employment – Higher Order Public Realm' designation (460 ha.), as well as a substantial 'Prestige Employment' area (205 ha.)

The 'Mixed Use-Employment/Commercial' designation varies in area from a high of 79 hectares in Scenario 1, to 63 hectares in Scenario 3, to 39 hectares in Scenario 2.

#### Evaluation of Scenarios

The three development scenarios were evaluated by the consulting team. This exercise was based upon seven evaluation criteria which were developed through the background analysis:

- compact efficient development form
- compatibility of employment uses with adjacent land uses
- transit/pedestrian friendly development form
- implementation potential
- ability to address the employment land needs of the Region of York, as well as the City of Vaughan
- ability to create an attractive "Gateway" to the City of Vaughan
- transportation considerations.

The team's detailed evaluation of the scenarios concluded that Scenario 2 was the scenario which best satisfied the criteria. However, while it ranked significantly higher than Scenario 3, it was only marginally better than Scenario 1.

A further review of Scenarios 1 and 2 alone reinforced the conclusions of the evaluation with respect to the ranking of Scenario 2. It was concluded that the Scenario had:

- i. the best potential for implementation, particularly with respect to the Prestige Employment Areas; and
- ii. the least impacts with respect to truck traffic.

This conclusion was further reinforced by the results of the SCG Workshop on March 9, 2006. All four sub-groups at the workshop, carried out their own independent evaluation of the scenarios and concluded that Scenario 2, with some modifications, was the preferred scenario.

#### "The Recommended Scenario"

Staff and the consulting team completed its analysis and evaluation, taking account of the input and comments from the SCG, and defined the "Recommended Scenario" presented on Attachment 4. The Recommended Scenario is very similar to Development Scenario #2, with the following modifications:

- A new 'Prestige Employment-Office' designation has been added west of Highway 400 north of Kirby, in order to reflect an emphasis on securing major office uses in this area to take advantage of its unique setting adjacent to the Greenbelt;
- The 'Prestige Employment' designation has been added along the frontages of most of the Study Area's arterial roads to ensure higher quality design and development in the areas most visible to the passing public;
- The 'Mixed Use-Employment/Commercial' has been added along Kirby Road west of Highway 400;
- The 'Mixed Use-Employment/Commercial' designation has been added north of Teston Road east of Highway 400 adjacent to the existing residential area in Maple;
- 'Significant Interface Areas' have been added at the major existing intersections (e.g. Kirby and Jane) at the edge of the Study Area recognizing that consideration should be given in these locations to future land uses in the quadrants outside the Study Area where land uses remain to be determined; and
- Along the Highway 400 corridor, 'Potential Interchange Study Areas' have been identified at Kirby Road, and further north to the King boundary where one or two interchanges need to be planned and designed recognizing existing environmental constraints.

The consulting team supports the Recommended Scenario which is the result of a comprehensive review of planning and development considerations associated with the three defined development scenarios. The Recommended Scenario is very similar to Development Scenario 2 (which was widely endorsed by the public at the SCG workshop) but incorporates a number of modifications consistent with the issues and concerns identified at the workshop, and by members of the consulting team.

#### **Phase Three: The Secondary Plan, Urban Design Guidelines and Zoning Bylaw**

Phase Three entails the preparation of the draft Secondary Plan Urban Design Guidelines and a draft zoning bylaw for review by the public and Council. This report summarizes the draft Secondary Plan, presented as draft OPA 637. The Secondary Plan is based upon the Recommended Scenario approved by Council. The Urban Design Guidelines and draft zoning bylaw will be undertaken subsequent to Council's adoption of the amendment.

## Overview of the Draft Secondary Plan (OPA 637)

The draft Secondary Plan implements the recommendations of the Highway 400 North Employment Lands Study by creating new employment areas on both sides of Highway 400 north of Teston Road. The Subject Lands are presented on Attachment 5. Draft OPA 637 amends both OPA 600, from which the Subject Lands are removed, and OPA 450, to which the Subject Lands are added. OPA 450 is further amended by the policies of OPA 637.

The Amendment builds upon OPA 450, the City's Employment Area Growth Management Plan, by designating the majority of the Amendment Area for a variety of typical general and prestige employment uses, and by introducing a new Prestige Employment – Office/Business Campus Area designation. The only exception is a small area proposed for residential uses abutting existing estate residential development on the west side of Highway 400, north of Teston Road.

The Amendment also establishes a Plan for the area which is transit-supportive, while also recognizing the need for additional interchanges with Highway 400, to ensure the viability of the proposed development, particularly with respect to truck movement. Further, the Plan recognizes the "Gateway" nature of this area, on the Highway 400 corridor at the northern limit of the City's urban development, with enhanced urban design and landscaping requirements.

### 1. Land Use Designations

The Amendment introduces five land use designations within the Subject Lands:

#### a. Prestige Areas

- Provides for uses which require high visual exposure, good access and an attractive working environment;
- Located along arterial roads and the Highway 400 right-of-way; and
- Prohibits retail warehousing, banquet halls and open storage, and requires building elevations facing a street to present a "front" elevation.

#### b. Employment Area – General

- Permits a wide range of uses, including those which occur outside, or require outside storage;
- Located internal to concession blocks, served by local roads; and
- Provides for uses not requiring a high profile location.

#### c. Prestige Areas – Office/Business Campus

- Provides opportunities for a higher order of employment uses, including office and business campus-style development;
- Prohibits retail warehousing, banquet halls and open storage; and
- Located west of Highway 400 and adjacent to Greenbelt lands, to appeal to businesses requiring good access in an urban environment enhanced by a location close to attractive natural features.



d. Employment Area Activity Centre

- Encourages a concentration of uses to provide services to the surrounding employment area and adjacent areas, in addition to the uses permitted in the underlying land use designations;
- Located along Kirby Road east and west of Highway 400; and
- Envisioned as a pedestrian-oriented focal point for the area, and focus of public transit service.

e. Mixed Use Areas – Employment/Commercial

- Permits a range of retail and service commercial uses, in addition to other permitted uses in the Prestige Areas designation;
- Located at the intersection of Teston and Jane Street, and also applies to existing; and commercial uses on the west side of Highway 400; and
- Intended to service employment areas north of Teston Road, the residential area south of Teston, and passing traffic.

2. Urban Design Policies

Urban design policies are being added to OPA 450 with respect to the Amendment Area. These policies address the following matters:

- To ensure that the new designations, "Employment Areas Activity Centres" and "Mixed Use Areas – Employment/Commercial" are treated as priority areas in terms of their urban design requirements and reflects the role of these areas as focal points for the Highway 400 North Employment Area. Kirby Road, in particular, is identified as a 'character road' requiring special treatment, given that it will function as both a transportation corridor, potentially with an interchange at Highway 400, and as a pedestrian-oriented place within the "Employment Area Activity Centre";
- To ensure that the design of development within the "Prestige Areas – Office/Business Campus" designation focuses on enhancing the relationship between the development and the lands in the Greenbelt and other natural features, and facilitates creation of attractive private development and public streetscapes; and
- To require urban design guidelines for the lands along Highway 400 which will enhance the City's image, the prestige nature of the Amendment Area, and its gateway location. The guidelines will also provide detailed direction respecting requirements for the "Significant Enhanced Landscape Area" along the Highway 400 frontage, and the "Significant Interface Areas" located at arterial intersections, "gateways' into the employment area, to anticipate and address the lands at the intersection outside the Amendment Area.

3. Environmental Planning Framework

Environmental policies are being added to OPA 450 to recognize the Provincial Greenbelt Plan, and to provide for the environmental designations in the Plan to be

examined in detail during the subsequent Block Plan process, to finalize the actual extent of the designations, based on development limits and buffering requirements.

#### 4. Transportation Policies

Transportation policies are being added to OPA 450 to:

- recognize the need to conduct an Environmental Assessment to determine the location of one or two new interchanges with Highway 400;
- develop an integrated, multi-modal transportation network within the Amendment Area, supplemented by a traffic demand management plan to improve the efficiency of the transportation system and encourage public transit ridership; and
- develop a comprehensive walkway and bikeway system, and a continuous trail system in the Greenbelt Area.

#### 5. Servicing Policies

Servicing policies are being added to OPA 450, to:

- provide for the final location and design of stormwater management ponds to be determined to the satisfaction of the City and TRCA, and integrated with the open space and trail system; and
- require preparation of a Master Servicing Study to comprehensively address servicing requirements for the entire Amendment Area.

#### Amendment of OPA 600, Schedules A and F

Draft OPA 637 also amends OPA 600, Schedules A and F, to reflect the deletion of the lands now being incorporated within OPA 637, and to redesignate lands abutting existing estate residential use in OPA 600 from 'Agriculture Area' to 'Estate Residential'.

#### Next Steps Toward Implementing A Plan For The Study Area

On June 19, 2006, Staff will submit a report responding to the comments received at the May 29 Public Hearing. Upon Council adoption of the draft Secondary Plan, the consulting team will proceed with the preparation of Urban Design Guidelines and a preliminary zoning framework in support of OPA 637, with the intention of presenting them for Council's consideration in September 2006.

Staff will also be meeting with York Region staff regarding the necessary steps involved in defining and implementing the servicing infrastructure required to enable development to proceed within the Highway 400 North employment lands. Affected landowners will be consulted on an ongoing basis to reach a conclusion on these requirements, including the required financial commitments.

#### Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

#### Conclusion

The City's consulting team and Staff have now completed most of the Study requirements, and recommend that the draft Secondary Plan (OPA 637) for the Study Area proceed to the Committee of the Whole meeting on June 19, 2006. The Secondary Plan is the result of a comprehensive review and analysis of all relevant planning considerations pertaining to the Study, reflects the public input received through the SCG consultation process, and is consistent with the approved Terms of Reference. Furthermore, the Secondary Plan will supplement the City's employment land supply, and provides part of the basis for an urban boundary expansion consistent with Regional and Provincial policy requirements. Should Council concur, the Commissioner of Planning's recommendation should be endorsed.

**Attachments**

Attachment 1 – Scenario 1

Attachment 2 – Scenario 2

Attachment 3 – Scenario 3

Attachment 4 – Recommended Scenario

Attachment 5 – Draft OPA 637, Schedule C, Land Use

Attachment 6 – Official Plan Amendment Number 637 (Members of Council ONLY)

**Report prepared by:**

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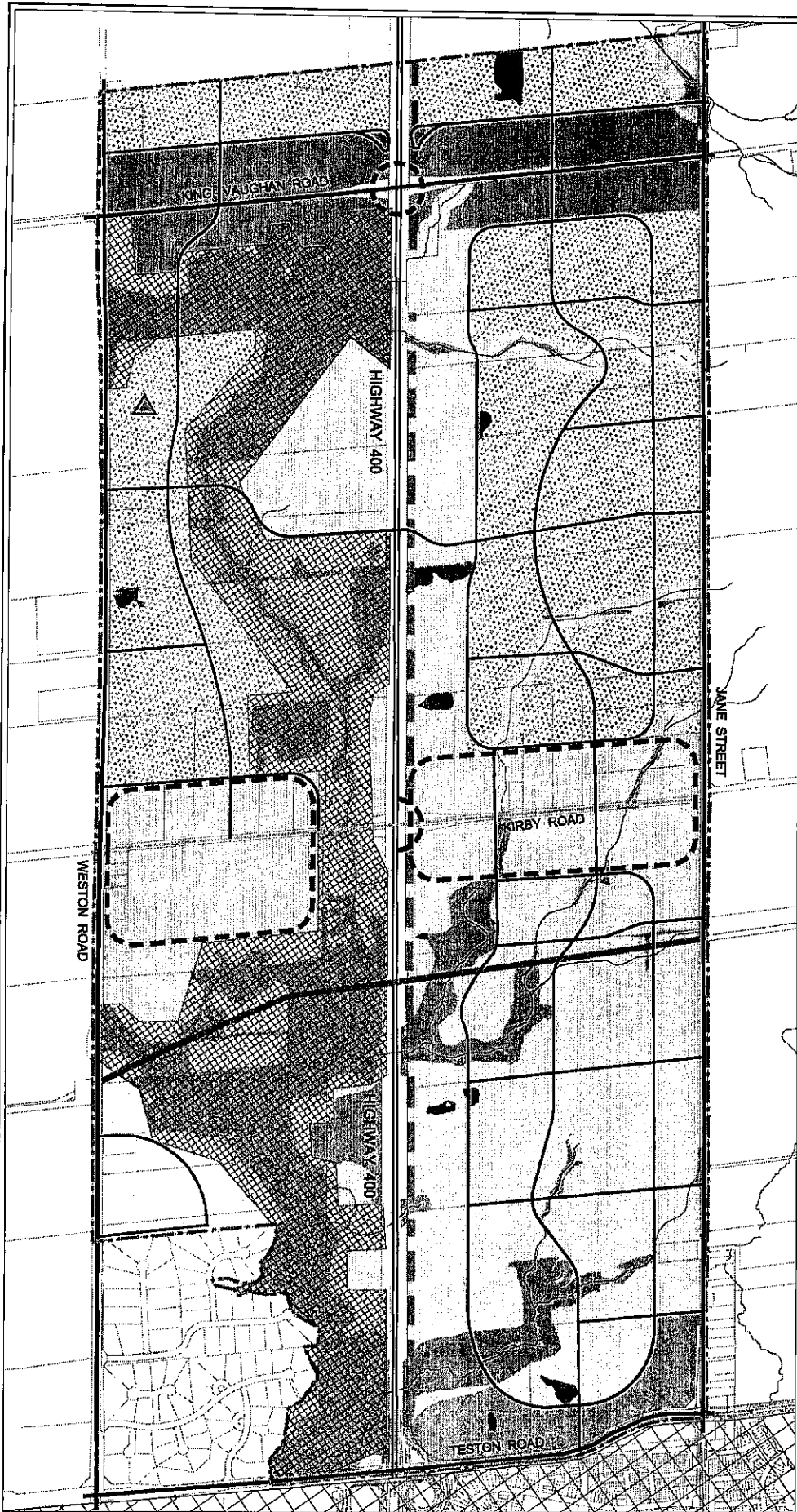
Respectfully submitted,

JOHN ZIPAY  
Commissioner of Planning

DIANA BIRCHALL  
Director of Policy Planning/Urban Design

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**LEGEND**

- Study Area Boundary
- Existing Urban Area
- Provincial Controlled Access Highway
- Arterial Road
- Collector/Minor Collector Road
- Character Road
- Trans Canada Pipeline
- Potential Interchange
- Employment Area/Activity Centre
- Greenbelt Area
- Stream Corridors
- Significant Natural Features
- Other Natural Features
- ▲ Potential Regional Park Location (to be determined)
- Estate Residential
- Prestige Employment
- Employment - Higher Order Public Realm
- Mixed Use - Employment / Commercial
- Rural Area
- Landscape Buffer

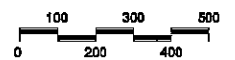
# Attachment 1

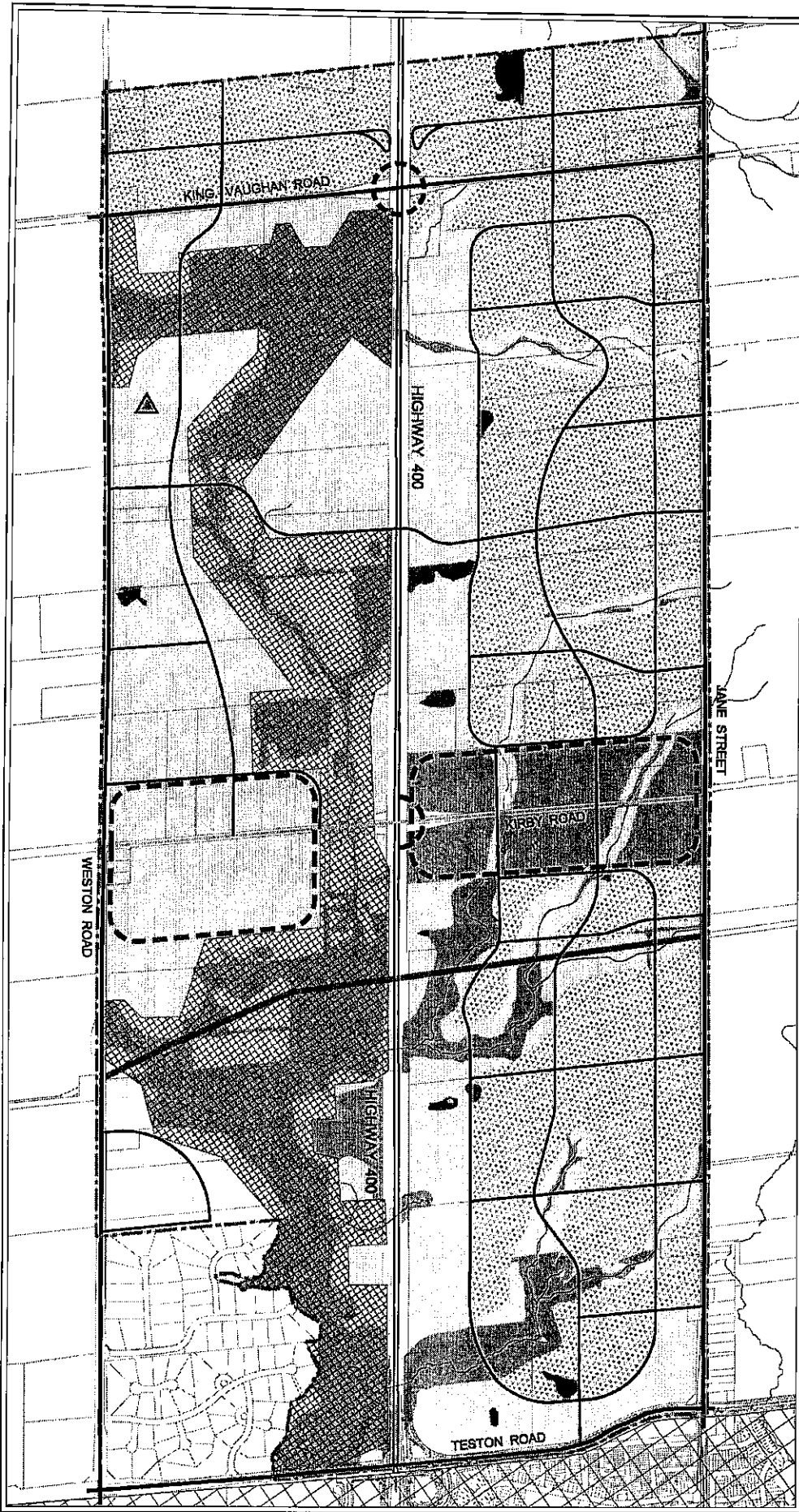
**City of Vaughan**

Highway 400 North Employment Lands  
Secondary Plan

**MAP 2**  
*Development Scenario 1*  
**Highway 400 Employment Focus -  
Prestige Area East**

May 9 2008





**LEGEND**

- Study Area Boundary
- Existing Urban Area
- Provincial Controlled Access Highway
- Arterial Road
- Collector/Minor Collector Road
- Character Road
- Trans Canada Pipeline
- Potential Interchange
- Employment Area/Activity Centre
- Greenbelt Area
- Stream Corridors
- Significant Natural Features
- Other Natural Features
- ▲ Potential Regional Park Location (to be determined)
- Estate Residential
- Prestige Employment
- Employment - Higher Order Public Realm
- Mixed Use - Employment / Commercial
- Rural Area

# Attachment 2

**City of Vaughan**

Highway 400 North Employment Lands  
Secondary Plan

**MAP 3**  
**Development Scenario 2**  
**Highway 400 Employment Focus -**  
**Prestige Area West**

May 9 2006



**LEGEND**

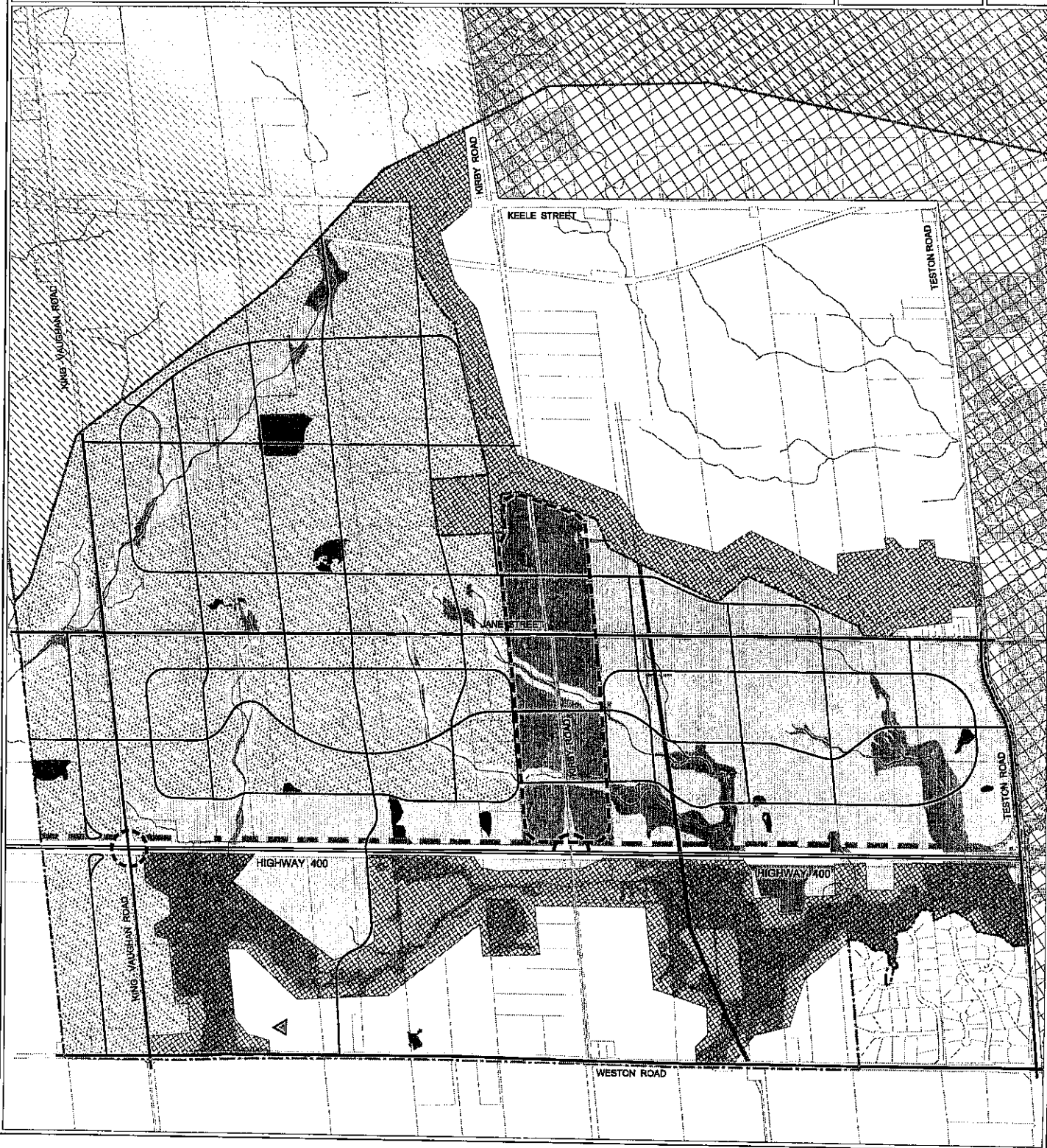
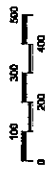
- Study Area Boundary
- ▨ Existing Urban Area
- ▤ Provincial Controlled Access Highway
- ▧ Arterial Road
- ▧ Collector/Minor Collector Road
- ▧ Character Road
- ▧ Trans Canada Pipeline
- ▧ Potential Interchange
- ▧ Employment Area/Activity Centre
- ▧ Greenbelt Area
- ▧ Oak Ridge Moraine Area
- ▧ Stream Corridor
- ▧ Significant Natural Features
- ▧ Other Natural Features
- ▧ Potential Regional Park Location (to be determined)
- ▧ Freestyle Employment
- ▧ Employment - Higher Order Public Realm
- ▧ Mixed Use - Employment / Commercial
- ▧ Rural Area
- ▧ Landscape Buffer

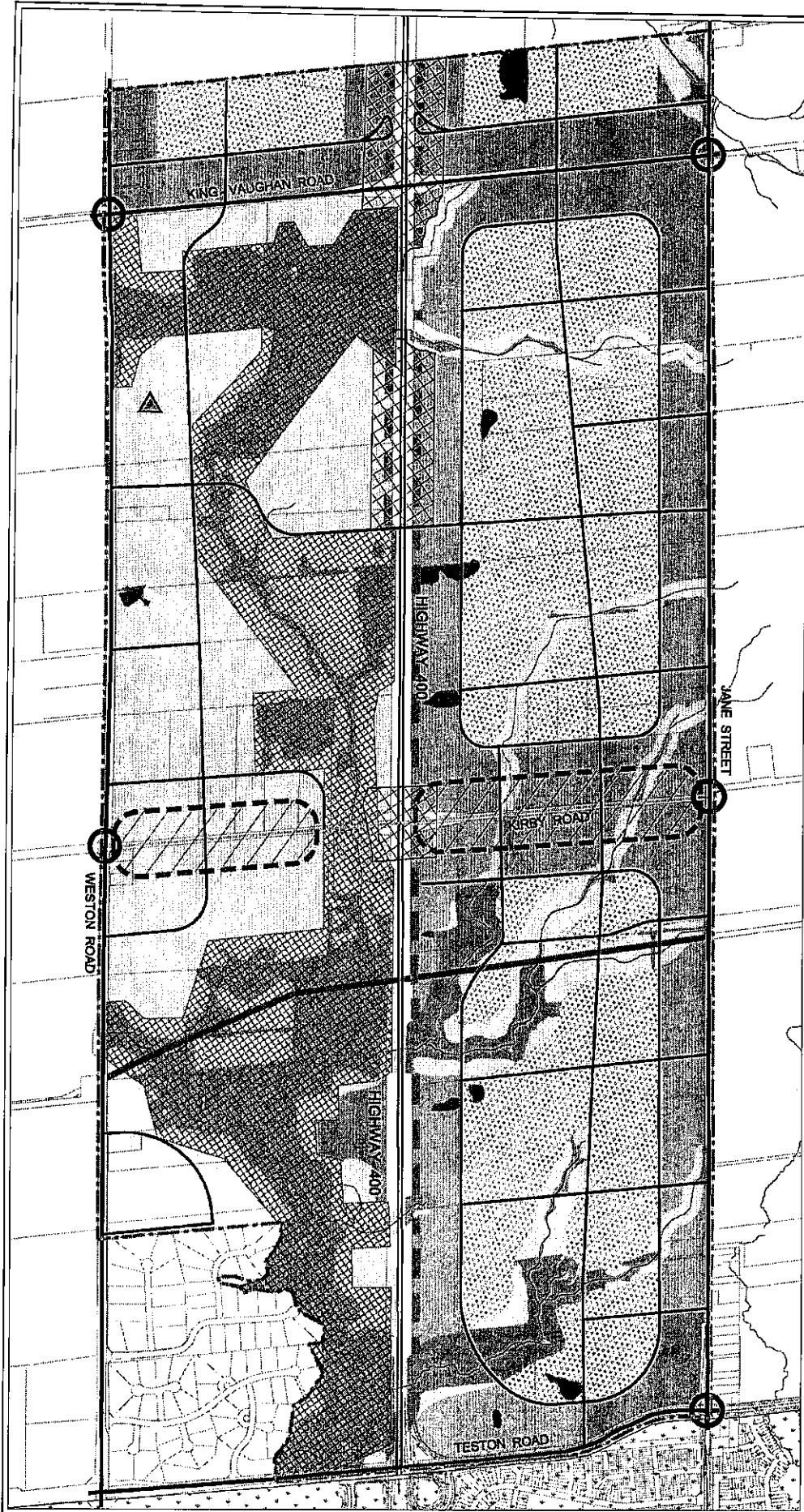
# Attachment 3

**City of Vaughan**  
 Highway 400 North Employment Lands  
 Secondary Plan

**MAP 4**  
 Development Scenario 3  
 East Employment Focus

May 9 2006





**LEGEND**

- Study Area Boundary
- Existing Urban Area
- Provincial Controlled Access Highway
- Arterial Road
- Collector/Minor Collector Road
- Character Road
- Trans Canada Pipeline
- Potential Interchange Study Area
- Employment Area/Activity Centre
- Significant Interface Area
- Greenbelt Area
- Stream Corridors
- Significant Natural Features
- Other Natural Features
- Potential Regional Park Location (to be determined)
- Estate Residential
- Prestige Employment
- Prestige Employment - Office/Business Campus
- General Employment
- Mixed Use - Employment / Commercial
- Rural Area
- Significant Enhanced Landscape Area

# Attachment 4

**City of Vaughan**

Highway 400 North Employment Lands  
Secondary Plan

**MAP 5**  
*Recommended Development Scenario*  
**Highway 400 Employment Area**

May 9 2006

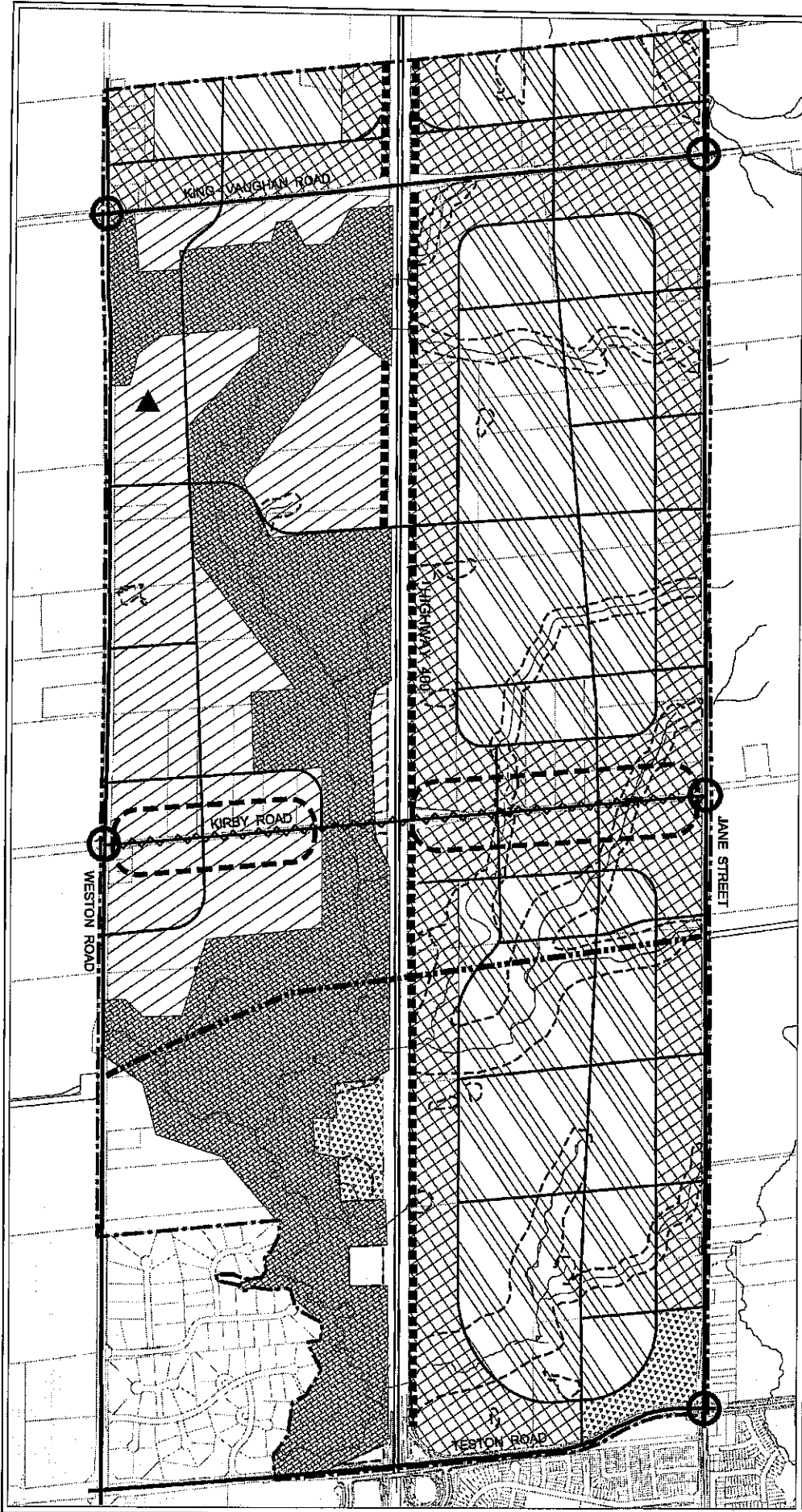


This is Schedule 'C' to  
Amendment No. 637

## 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
- ▨ Greenbelt Natural System Area
- ▧ Potential Valley and Stream Corridor
- ▲ 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



# Attachment 5

