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# 1. Purpose of the Field Investigations Report

This report documents the results of field investigations of the land use planning context conducted for the Western Vaughan Transportation Improvements Individual Environmental Assessment (IEA). These investigations focused on the proposed road and transit improvements associated with Alternative 8, the preferred Alternative to the Undertaking. Investigations were also completed for the following disciplines:

- Natural Environment;
- Hydrogeology;
- Built Heritage;
- Archaeology; and,
- Socio-Economics.

The results of these investigations will be used as part of the net effects analysis and comparative evaluation of the Alternative Methods of Carrying out the Undertaking.

# 2. Study Area for the Field Investigations

In accordance with the approved Terms of Reference (ToR), the study area for the IEA includes the western portion of the City of Vaughan from Highway 400 to the east, Highway 50 in the west, Steeles Avenue to the south and Teston Road to the north. (See Figure 1). As mentioned in the ToR, the study area was reviewed following the identification of a preferred Alternative to the Undertaking.

The study area for the field investigations has been scoped to reflect the improvements associated with Alternative 8, the preferred Alternative to the Undertaking. Nine Alternatives to the Undertaking were evaluated based on a comprehensive list of factors and criteria, indicators and measures, completed as part of the IEA methodology. Alternative 8 was the most preferred based on the results of the evaluation and feedback from the public, as well as analysis of the study area environment (natural, social, built, and cultural environment), technical and financial factors.

Alternative 8 is comprised of a series of road and transit improvements, which include:

- Widening Major Mackenzie Drive to six (6) lanes from Weston Road to Highway 50;
- Widening Rutherford Road to six (6) lanes from Weston Road to Highway 50;
- Widening Highway 27 to six (6) lanes from Major Mackenzie Drive to Steeles Avenue, and to four (4) lanes from Teston Road to Major Mackenzie Drive;
- Widening Weston Road to six (6) lanes from Major Mackenzie Drive to Steeles Avenue;
- Widening Pine Valley Drive to four (4) lanes from Teston Road to Rutherford Road, and to six (6) lanes, from south of Highway 7 to Steeles Avenue; and,
- Widening Highway 50 to six (6) lanes from Major Mackenzie Drive to Rutherford Road, and from Highway 7 to Steeles Avenue.

For each of these improvements, the study team identified a 30-metre buffer that extended on either side of the existing road's centre line. The only exception was along Major Mackenzie Drive in the vicinity of Highway 27, where the proposed improvement includes elimination of the jog at that particular intersection. In this location, a wider buffer was identified. These buffers define the extent of the study area for field investigations, as shown in **Figure 1**.

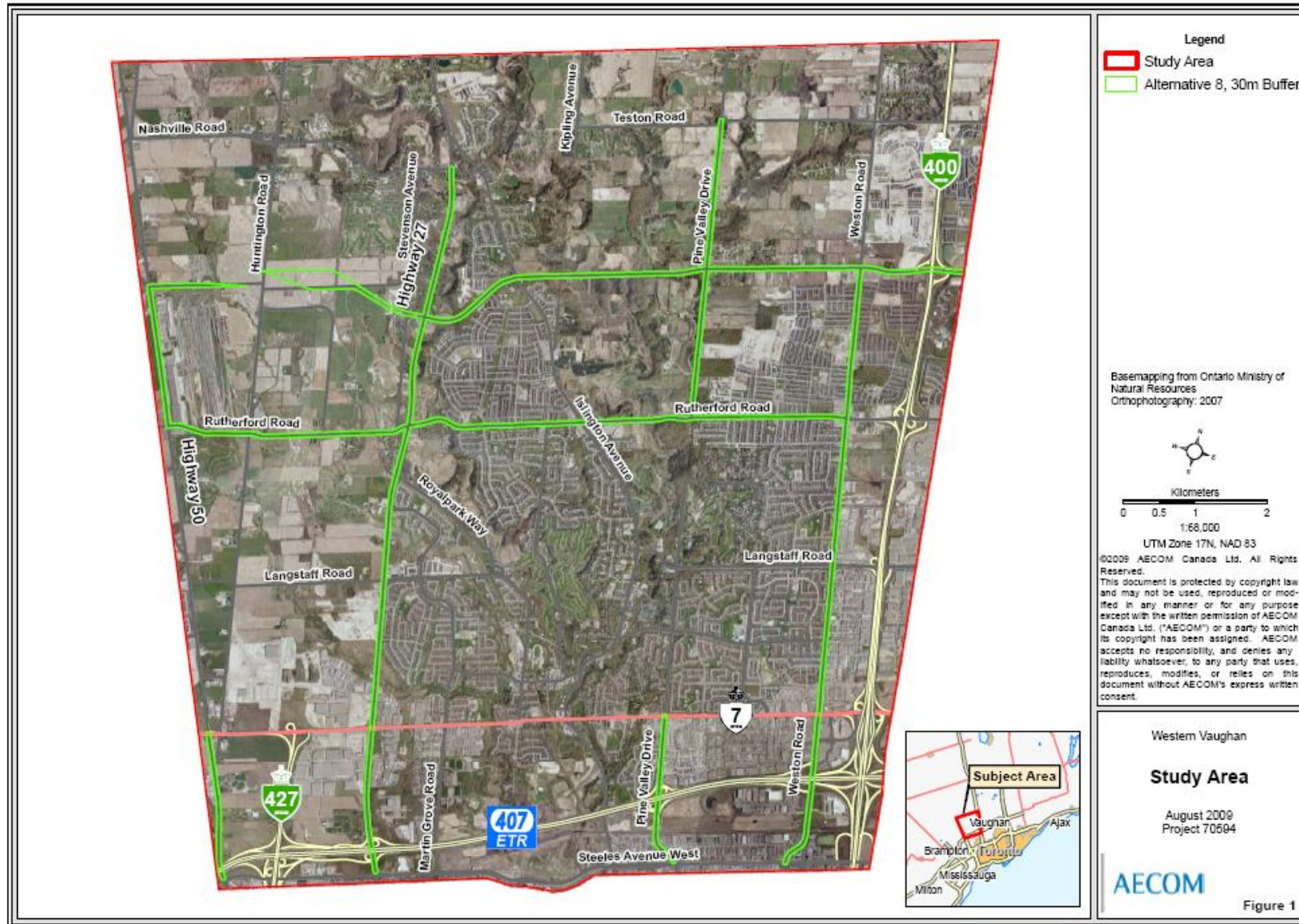


Figure 1. Western Vaughan Transportation Improvements IEA Study Area

### 3. Methodology for Field Investigations

Project study teams, consisting of land use planners, were sent out to conduct a context analysis/field investigation of the Land Use features within the refined study area.

The Field Investigations included a visual assessment and photographic survey of each of the corridors in the study area to determine and confirm existing land uses and conditions. Information gathered through the visual assessment was augmented by a detailed review of applicable land use planning policy documents and active development applications.

### 4. Results of Field Investigations

#### 4.1 Overview of Corridor and Streetscape Characteristics within the Study Area

Given the vast area covered by the IEA, a wide range of streetscapes and road character types can be found within the study area. The following represent the general character types that can be found along each of the corridors.

#### Forest / Naturalized Field or Ravine / Golf Course



*Major Mackenzie Drive at Pine Valley Drive*



*Pine Valley Drive at Major Mackenzie Drive*

Farm Fields/ Light Industrial



*Langstaff Road, between Highway 50 and Highway 27*



*Major Mackenzie Drive between Highway 50 and Highway 27*



*Highway 50 at Major Mackenzie Drive*

**Large Industrial**



*Highway 7, between Highway 50 and Highway 27*

**Commercial Node**

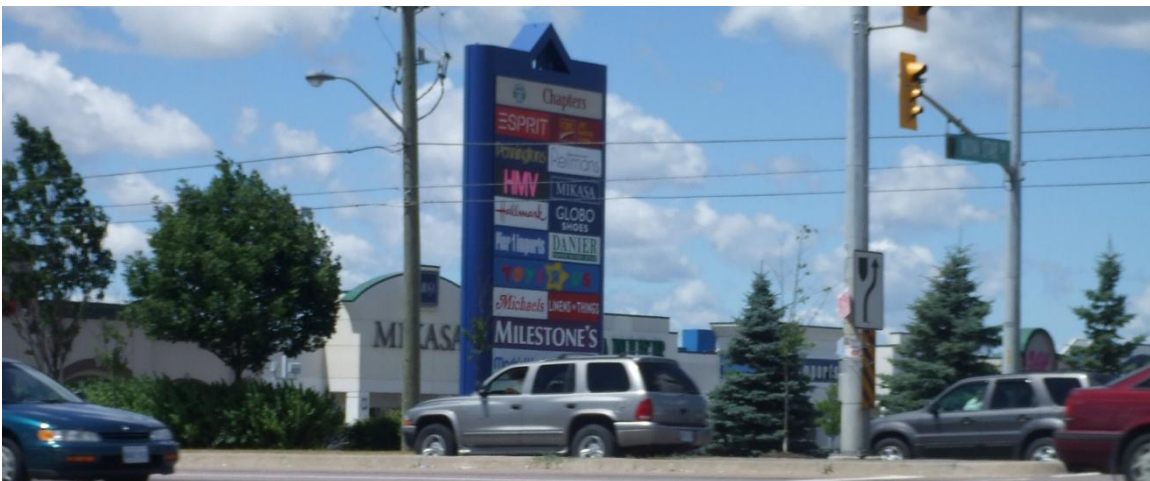


*Weston Road and Rutherford Road*



*Weston Road and Rutherford Road*

**Big Box Commercial**



*Highway 7 at Pine Valley Drive*



Highway 7 at Pine Valley Drive

Strip Plaza / Strip Office



Highway 7 at Pine Valley Drive



Weston Road, Royale Avenue Plaza

Mixed Commercial



Highway 7 at Pine Valley Drive



Weston Road at Highway 7

Reverse Frontage Residential / Fences



Langstaff Road at Pine Valley Drive



*Rutherford Road at Fossil Hill Road*



*Highway 7 at Bruce Street*

**Front Residential / Side Frontage Residential / Window Street**



*Islington Avenue at Gamble Road*



*Weston Road near Major Mackenzie Drive*

## 4.2 Major Mackenzie Drive West

The Major Mackenzie Drive corridor has three different streetscape character types; however, its road width remains fairly constant at two-lanes. The first streetscape can be found approximately between both Weston Road and Pine Valley Drive, and Islington Avenue and Highway 27. These portions of the corridor are directly lined by small grassy fields with reverse frontage residential units visible in the lots behind. The second streetscape can be found primarily between Pine Valley Drive and Islington Avenue. This portion of the corridor is lined by lush vegetation set back from the road, and surrounded by forested areas. The third streetscape only occurs to the west of Highway 27 and is composed of agricultural fields and light industrial uses, such as freight carton storage.

In terms of development activity, there are two active Draft Plans of Subdivision located on the south side of Major Mackenzie Drive West between Weston Road and Woodend Place. Application 19T-97V23 is a draft approved while 19T-03V03 is currently under review. Both proposed developments may be affected by access restrictions, which could be mitigated by ensuring that appropriate access points are accommodated.

Furthermore, it should be noted that the Draft Plan of Subdivision (file number 19T-05V10) and accompanying Official Plan (OPA 686) and Zoning By-law Amendments (By-law 31-2009) for the lands located on the north side of Major Mackenzie Drive, west of Highway 27, were approved by the City of Vaughan on October 9, 2009. As per the Report of the Commissioner of Planning (Nov. 3, 2008), the lands are zoned with a Holding Provision (H) subject the achievement of a number of conditions, including the allocation of adequate water supply and sewer servicing capacity.

## 4.3 Rutherford Road

Rutherford Road is a four-lane road between Weston Road and Highway 27, and a two-lane road between Highway 27 and Highway 50. This corridor contains three different streetscapes: suburban, naturalized and farm/industrial.

The suburban landscape is primarily residential with big box commercial or retail plazas at road intersections. Along these portions of the corridor, the road is primarily lined with fences or windows – reverse frontage residential units or units fronting onto a side street parallel to Rutherford Road, creating a window street.

The naturalized landscape surrounds the roadway with forested areas and lush vegetation; however, the vegetation is set back from the road – so it does not overcrowd or hang over the corridor.

Along the western portion of the Rutherford Road corridor, the farm/industrial landscape is predominant. Large fields surround the road, occasionally containing industrial buildings or farms. Just east of Highway 50, a very large warehouse has been built on the northern side of the corridor.

In terms of approved/draft approved development applications, there is a draft approved Draft Plan of Subdivision (19T-06V13) for the lands located at the southeast corner of the Highway 50 and Rutherford Road. This development plan may be affected by access restrictions, which could be mitigated by ensuring that appropriate access points are accommodated.

## 4.4 Weston Road

The Weston Road corridor has three major streetscape characters: rural farmland, suburban residential and large format commercial. At the northern section of the study, agricultural vendors and open fields lining a two-lane road characterize the rural area; however, new residential units are now being developed in this area. Further south, the road width widens to four-lanes and the streetscape is lined by residential units that either face a side street parallel to Weston Road creating a window street, or side onto Weston Road itself. Fences and reverse frontage residential units begin to appear south of Rutherford Road. Strip plazas or big box commercial nodes can be found at major intersections. Finally, the southern part of Weston Road is predominantly commercial in nature. It contains big box retail plazas and mixed commercial offices surrounded by large parking lots.

In terms of approved/draft approved development applications, there is a proposed draft plan of subdivision (19T-87014) that is currently 'in process' for a business park located southeast of the Weston Road and Rutherford Road intersection. This proposed development plan may be affected by access restrictions, which could be mitigated by ensuring that appropriate access points are accommodated.

## 4.5 Pine Valley Drive

### 4.5.1 Teston Road to Rutherford Road

The northern Pine Valley Drive corridor is rural in nature. The two-lane road is either closely lined by forested areas, or surrounded by farmer's fields, where the setback of the farmhouse to the road varies. A small pocket of bungalows can be found near the intersection with Major Mackenzie Drive, each lot surrounded by dense forest.

### 4.5.2 Highway 7 to Steeles Avenue

The southern Pine Valley Drive corridor is characterized by the dominance of fences from reverse frontage residential units, mixed with the occasional front facing home. The street has a very spacious feel, as the four-lane corridor is opened up by small grassy berms before terminating at a wall of fences. The study corridor terminates at Highway 7 with a large commercial node.

## 4.6 Highway 27

The north end of this corridor has an abundance of naturalized areas with the occasional home or individual commercial store along the highway. The road is often lined by trees or small fields, and a small cliff can be found on the east side of the road, with trees overlooking the corridor. As one travels south of Major

Mackenzie Drive, the two-lane highway expands into four-lanes. The trees along the cliff are replaced with reverse frontage residential units and the topography flattens, leaving a streetscape composed of farmers fields on the west and reverse frontage residential units on the east. As Highway 7 is approached, large industrial warehouses become the dominant built form across the landscape.

In terms of active development applications along the Highway 27 corridor, there are currently no unbuilt approved or draft approved development plans in this area.

## 4.7 Highway 50

### 4.7.1 Major Mackenzie Drive to Rutherford Road

The character of this corridor is that of a rural highway with a four-lane cross-section. The segment between Major Mackenzie Drive and Rutherford Road is characterized by the CP Intermodal Terminal on the east side of Highway 50 and associated industrial warehouse and freight carton storage, including an agglomeration of industrial uses on the southwest corner of Highway 50-Major Mackenzie Drive interchange. The remainder of this segment is characterized by agricultural uses.

In terms of active development applications, there are currently no unbuilt approved or draft approved development plans east of Highway 50 between Major Mackenzie Drive West and Rutherford Road.

### 4.7.2 Highway 7 to Steeles Avenue

The southern Highway 50 corridor is also characteristic of a rural highway. Used as a speedy route for traffic, this four-lane highway is primarily surrounded by fields and open space. Other uses located along this segment include a golf course, a large nursery/greenhouse operation and a cemetery.

A review of the approved/draft approved development plans indicate that the southern Highway 50 alignment (assuming the addition of 6 lanes, plus a turning lane at the Highway 7 intersection and a right of way that is less than 45 metres as permitted by the York Region Official Plan) will have potential access restrictions that may affect the approved industrial subdivision (19T-04V06).

## 5. Planning Policy Context

The following is a review of the existing planning policy documents and emerging planning direction within the Western Vaughan Transportation IEA study area. Provincial, Regional, and local documents that affect the study area include the Provincial Policy Statement, the Greenbelt Plan, Places to Grow: Growth Plan for the Greater Golden Horseshoe, the York Region Official Plan and the City of Vaughan Official Plan.

### 5.1.1 Provincial Policy Statement (2005)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. It supports the Provincial goal to enhance the quality of life for its citizens by promoting the development of strong communities, a clean and healthy environment and a strong economy.

In reviewing the Provincial Policy Statement, Section 1.0 *Building Strong Communities* is the most pertinent section with respect to the study area. The following are excerpts from the subsections that are of particular relevance to the study area:

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs*

1.5.1 *Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling;*

1.6 *Infrastructure and Public Service Facilities*

1.6.1 *Infrastructure... shall be provided in an efficient and cost-effective manner to accommodate projected need. Planning for infrastructure shall be done in a way that planning for growth so that these are available to meet current and projected needs.*

1.6.2 *The use of existing infrastructure... should be given consideration is given to developing new infrastructure.*

1.6.3 *Infrastructure... should be strategically and efficiently located to facilitate the delivery of emergency management services...*

1.6.5 *Transportation Systems*

1.6.5.1 *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

1.6.5.2 *Efficient use shall be made of existing and planned infrastructure.*

1.6.5.3 *Connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.*

1.6.5.4 *Transportation and land use considerations shall be integrated at all stages of the planning process.*

1.6.6 *Transportation and Infrastructure Corridors*

1.6.6.1 *Planning authorities shall plan for and protect corridors and right-of-ways for transportation, transit and infrastructure facilities to meet current and projected needs.*

1.6.6.2 *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

1.6.6.3 *The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and should be encouraged, wherever feasible.*

1.6.6.4 *When planning for corridors and rights-of-way for significant transportation and infrastructure facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources.*

- 1.8.1 b) *Promote the use of public transit and other alternative transportation modes in and between residential, employment (including commercial, industrial and institutional uses) and other areas where these exist or are to be developed.*

In addition to Section 1.0, Section 2.0 of the document outlines the importance of protecting natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources to provide for long-term prosperity and environmental and social health:

- 2.1.1 *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features.*

While the PPS represents a statement of the province's interest in transportation planning and development, it does not provide specific direction on transportation planning within the study area. More specific transportation policies related to the study area are found in Regional and local documents.

## 5.1.2 Greenbelt Plan (2005)

The Greenbelt Plan identifies where urbanization should not occur in order to provide protection to the agricultural land base and the ecological features and functions occurring within the Greenbelt as a result there are general policies that are important to consider for the Western Vaughan Transportation IEA study area.

Greenbelt Plan Maps 58, 59 and 70, illustrated on the attached map titled *Provincial Greenbelt Lands*, identify the several Greenbelt designations that apply to the study area: Protected Countryside, Settlement Areas Outside the Greenbelt, Natural Heritage System, River Valley Connections and Minor Roads. Section 4.2 of the Plan identifies policies for transportation development and planning:

*There is already extensive local and regional infrastructure within the Greenbelt to serve its settlements, agricultural and resource sectors and the rural economy. Existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt.*

*In addition, major infrastructure serving national, provincial and inter-regional needs traverses the Greenbelt. It is also anticipated that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.*

Furthermore, Section 4.2.1 General Infrastructure Policies identifies policies for lands in the study area falling within the Protected Countryside designation:

1. *All existing, expanded or new infrastructure subject to and approved under the Canadian Environmental Assessment Act, the Environmental Assessment Act, the Planning Act, the Aggregate Resources Act, the Telecommunications Act or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted within the Protected Countryside, subject to the policies of this section and provided it meets one of the following two objectives:*

- a) *It supports agriculture, recreation and tourism, rural settlement areas, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or*
- b) *It serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban growth centres and between these centres and*
2. *The location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure in the Protected Countryside, are subject to the following:*
- a) *Planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by such infrastructure;*
- b) *Planning, design and construction practices shall minimize, wherever possible, the negative impacts and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;*
- c) *Where practicable, existing capacity and co-ordination with different infrastructure services is optimized so that the rural and existing character of the Protected Countryside and the overall urban structure for southern Ontario established by Greenbelt and any provincial growth management initiatives are supported and reinforced;*
- d) *New or expanding infrastructure shall avoid key natural heritage features or key hydrologic features unless need has been demonstrated and it has been established that there is no reasonable alternative; and*
- e) *Where infrastructure does cross the Natural Heritage System or intrude into or result in the loss of a key natural heritage feature or key hydrologic feature, including related landform features, planning, design and construction practices shall minimize negative impacts and disturbance on the features or their related functions, and where reasonable, maintain or improve connectivity.*
3. *Infrastructure serving the agricultural sector, such as agricultural irrigation systems, may need certain elements to be located within the vegetation protection zone of a key natural heritage feature or key hydrologic feature. In such instances, these elements of the infrastructure may be established within the feature itself or its associated vegetation protection zone but all reasonable efforts shall be made to keep such infrastructure out of key natural heritage features or key hydrologic features or the vegetation protection zones.*

### 5.1.3 Growth Plan for the Greater Golden Horseshoe | Places to Grow (2006)

The Growth Plan for the Greater Golden Horseshoe (GGH) guides decision-making related to growth management on a range of issues including transportation planning. It contains policies that are intended to manage population and employment until 2031 by directing a significant portion of new development to the existing built-up areas, with a focus on urban growth centres, intensification corridors, major transit station areas and brownfields. Within the 2031 timeframe, the GGH is expected to accommodate approximately 3.7 million additional people and 1.8 million additional jobs. York Region is forecasted to grow to 1.5 million people and 780,000 jobs in that same 25-year period.

Key policies within the plan related to transportation development and planning include Section 3.0, which provides the framework for infrastructure planning and strategic investment decisions to support and accommodate forecasted population and economic growth in the GGH. In addition, Section 3.2.2 of the Plan

states that the overall transportation system within the GGH will be planned and managed to a) provide connectivity among transportation modes for moving people and for moving goods, b) offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking, c) be sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making; d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services; and, e) provide for the safety of system users.

Schedule 2: Places to Grow Concept of *Provincial Growth Plan*, identifies existing major highways, future transportation corridors and highway extensions, proposed routes for higher order transit as well as the proposed Urban Growth Centre at Weston Road and Highway 7.

## 5.1.4 Regional Policies

### 5.1.4.1 The York Region Official Plan

The policies of the York Region Official Plan co-ordinate the provision of transportation related services in the Region in keeping with the Plan's goals of sustainable natural environment, economic vitality and healthy communities.

Section 6 of the Plan identifies policies that support planning and protecting street and road corridors so that they can be developed in a manner that is supportive of the future urban and rural structure of York Region. Street and road corridors area also expected to accommodate future transportation demands, while at the same time, ensuring that the roads are improved in a manner that is supportive of all modes of transportation including walking, cycling, automobile and transit.

The York Region Official Plan identifies Highway 7 as a "Regional Corridor" – which is intended to develop with higher density land uses that will support the planned transit route. The Official Plan suggests that over the next 25 to 50 years, the Plan's vision for Highway 7 will direct its transition from a provincial highway to a multi-purpose transit supportive urban street.

The Official Plan includes 4 maps that relate to transportation (Maps 5, 8, 9 and 10). Map 5 identifies the Regional Structure including the Urban Area, Towns and Villages as well as Regional and Local Corridors. Maps 8, 9 and 10 identify the necessary basic right-of-way widths for the regional road system, future arterial and freeway network and the conceptual regional transit network – including urban transit service, existing and potential commuter rail lines as well as existing higher order transit routes. These maps are attached to this document.

It should be noted that the Region of York released its new draft Official Plan in June, 2009. It is anticipated that the new Official Plan will be submitted to Regional Council for adoption before the end of the year, subject to refinements based on public and stakeholder input.

### 5.1.4.2 York Region Transportation Master Plan Planning 2031

York Region developed a Transportation Master Plan (TMP) with the purpose of defining a long term transportation vision and integrated road and transit network plan that will support growth in York Region to 2031. From a transportation perspective, the Region and the City of Vaughan are committed to the implementation of an integrated road and transit network that will support both existing development and planned growth. This commitment is identified in the York Region Official Plan and is reaffirmed in the TMP.

The TMP integrates transportation and land use planning and is founded upon the Official Plan goals of sustainable natural environment, economic vitality, and healthy communities. It supports the Region's planned urban structure of Regional Centres, linked by Regional Corridors serviced by rapid transit, and complements the Region's Strategic Plan — Vision 2026.

The Plan identifies the ultimate transit network for the Region. The backbone of this network is the introduction of rapid transit services in four key corridors in York Region including Highway 7. The Plan indicates that Highway 7 is an important linkage across the Region as it bisects areas planned for urban development. In this way, it serves as an important route for trip making within the Region and is expected to accommodate high travel demands between adjacent urban centres.

## 5.1.5 Municipal Policies

### 5.1.5.1 City of Vaughan Official Plan

The City of Vaughan's Official Plan establishes a contemporary policy framework to guide the City's future growth and development. The current Official Plan, which dates from 1961, is primarily made up of more than six hundred Amendments. The current Amendments that directly relate to the Western Vaughan Transportation IEA study area include: OPA 240, 450, 500, 600, 601, 650 and DRAFT OPAs 660, 661 and 662.

### 5.1.5.2 OPA 240 Woodbridge Community Plan

The Community Plan for Woodbridge applies to the lands west of Weston Road and east of Highway 27, south of Rutherford Road and includes the majority of the land north of the 407. The Plan identifies the importance of developing an efficient system of roads including the provisions of right-of-ways for major and minor arterials, residential and industrial collectors and local streets in order to facilitate public and private vehicular movement. It also provides specific standards and design considerations for future right-of-way development.

### 5.1.5.3 OPA 450 Employment Area Growth and Management Plan

Within the Western Vaughan Transportation IEA study area, OPA 450 applies to lands at the intersection of Weston Road and Highway 7. It includes two land use designations along the Corridor— "Prestige Area" and "Employment Area General". These designations permit a wide range of industrial, office, business and civic uses. Transportation policies encourage the development of employment areas that are served by regional and local roads and transit systems. In addition, the Plan states that the operational needs of the road network and transit system must be considered during the development review process.

### 5.1.5.4 OPA 500 Vaughan Corporate Centre

The Vaughan Corporate Centre Secondary Plan Area includes a small portion of land within the Western Vaughan Transportation IEA study area at the intersection of Weston Road and Highway 7. OPA 500 builds on the regional importance of the Vaughan Corporate Centre and recognizes it as the primary focus for higher intensity employment, entertainment, cultural, municipal and residential land uses. The Corporate Centre Plan is based on a grid of roads and urban sized blocks, an urban form that creates a pedestrian friendly environment while promoting a mix of land uses that can evolve over time as the market dictates. The Plan's transportation strategy is to optimize the use of the existing infrastructure with particular attention to the potential to increase the use of transit services.

#### 5.1.5.5 OPA 600 (Replaced OPA 400)

OPA 600 applies to the lands within the Western Vaughan study area that are east of Pine Valley Drive, south of Teston Road, west of Highway 400 and north of Rutherford Road. The purpose of the amendment is to explain the planning rationale for the lands included within the boundaries of the OPA. Section 8.0 of the Amendment provides both general and specific policies for arterial and primary roads, public transportation and undertaking road improvements.

#### 5.1.5.6 OPA 601 (Kleinburg-Nashville Community Plan)

The boundaries of OPA 601 are Huntington Road to the west, Kirby Road to the north, Kipling Avenue and the east side of the East Humber River valley to the east and Major Mackenzie Drive and the Main Humber River valley corridor south to Rutherford Road. The purpose of this Community Plan is to direct and guide the development/redevelopment of land in the Kleinburg-Nashville area. The Plan provides specific policies related to developing heritage streetscapes and establishing a Master Plan for all arterial streets. Specific guidelines are recognized in the Plan for Islington Avenue which define the Avenue as an important gateway point for the Kleinburg-Nashville area. Arterial road policies apply to Regional Road 27, Nashville Road west of Regional Road 27 and Major Mackenzie Drive and primary road policies apply to Islington Avenue and Nashville Road (east of Regional Road 27).

#### 5.1.5.7 OPA 650 (Vellore Village District Centre)

The Vellore Village District Centre is located at the intersection of Weston Road and Major Mackenzie Drive, west of the Major Mackenzie Drive interchange in the community of Vellore-Urban Village 1. The purpose of the document is to establish policies that will guide the City's consideration of development applications within the Vellore Village District Centre. The plan provides specific policies for Weston Road and Major Mackenzie Drive, including road allowance and streetscaping, transit objectives and policies that are intended to facilitate safe movement of pedestrians and cyclists.

The Vellore Village District Centre to be developed over time as a focus for community scale facilities to serve the entire Vellore Community. This includes a range of retail and service commercial uses, higher intensity residential uses, offices, parks and institutional and cultural uses. Approximately 1,600 residential units and 3,500 residents are anticipated at full build out. In addition, 600 to 1,800 persons are anticipated to be employed in the District Centre.

#### 5.1.5.8 DRAFT OPAs 660/661/662

An Avenue Seven Land Use Futures Study was undertaken by the City of Vaughan in 2001, and in turn constitutes the planning analysis on which these Amendments are based. The Study developed a new vision for future development across the Highway Seven corridor – including higher order transit, transit-supportive residential and commercial development. The Drafts have been adopted by Council and await Regional approval.

Draft OPA 660 amends and builds upon OPA 450. It applies to the lands located adjacent to the former Highway 7 (now Regional Road 7), including the properties fronting on the north and south sides of Highway 7 from York Road 24 (formerly Highway 50) to east of York Road 27 (formerly Highway 27). It identifies a transit-supportive land use plan that includes a series of urban centres and that provides broad direction to the public and private sectors with respect to street and block patterns, land use, building height and density, and urban design.

Draft OPA 661 amends and builds upon OPA 240. It applies to the lands located adjacent to the former Highway 7 (now Regional Road 7), including the properties generally within 200 metres both north and south of Highway 7 from east of York Road 27 (formerly Highway 27) to Pine Valley Drive, and on the north side of Highway 7 to just west of Ansley Grove Road. It also includes some properties fronting Kipling Avenue north and south of its intersection of Highway 7. As with Draft OPA 660, Draft OPA 661 identifies a transit-supportive land use plan that includes a series of urban centres and that provides broad direction to the public and private sectors with respect to street and block patterns, land use, building height and density, and urban design.

Draft OPA 662 amends and builds upon OPA 345. It applies to the lands adjacent to Highway 7 (now Regional Road 7) and includes properties generally within 200 metres south of the Highway 7 right-of-way, from Pine valley Drive to Whitmore Road. As with OPA Draft 660, Draft OPA 662 identifies a transit-supportive land use plan that includes a series of urban centres and that provides broad direction to the public and private sectors with respect to street and block patterns, land use, building height and density, and urban design.

#### 5.1.5.9 *The Vaughan Enterprise Zone*

The area located west of Highway 27 and flanking Highway 7 north to Langstaff Road has been identified as the “Vaughan Enterprise Zone”. This area is subject to OPA 450 and is considered a key location for future major employment generating land uses.

#### 5.1.5.10 *Vaughan Tomorrow: Official Plan Review*

The City of Vaughan is currently in the process of undertaking its Official Plan Review. As part of this process, the City is undertaking a number of associated supporting studies and initiatives, including an Environmental Master Plan.

## 6. Recommendations / Further Work

Further work may be required to confirm the status of current development applications along the study corridors. In addition, the Vaughan Official Plan Review process and parallel studies should be monitored closely in order that new land use planning objectives are considered in the IEA process.