

SPECIAL COMMITTEE OF THE WHOLE – AUGUST 31, 2010

WEST VAUGHAN EMPLOYMENT AREA SECONDARY PLAN RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY SUBMISSIONS FILE 25.5.19 WARD 1 & 2

Recommendation

The Commissioner of Planning recommends that:

1. The draft West Vaughan Employment Area Secondary Plan (May, 2010) be revised in accordance with the recommendations set out in Attachment No. 1 to this report.
2. The revised version of the West Vaughan Employment Area Secondary Plan proceed to Council for adoption at the Council meeting of September 7, 2010 as part of Volume 2 of the new Official Plan; and that the plan reflect the changes approved by Committee of the Whole at this meeting.

Contribution to Sustainability

The new policy directions within the City's Official Plan will also apply to the West Vaughan Employment Area Secondary Plan, including policies related to sustainability, natural heritage protection, built form and transportation demand measures.

The Secondary Plan addresses the City's Community Sustainability and Environmental Master Plan and the following key sustainability initiatives in "Green Directions" as listed below:

- Goals 1 & 5: To demonstrate leadership through green building and urban design policies;
- Goal 2: To ensure sustainable development and redevelopment;
- Goal 2: To protect green space and the countryside by establishing a Natural Heritage Network and limiting urban expansion;
- Goal 3: To ensure that Vaughan is a city that is easy to get around with low environmental impact;
- Goal 4: To create a vibrant community where citizens, business and visitors thrive;
- Goals 5 & 6: An overall vision and policy structure that supports the implementation of Green Directions Vaughan.

Economic Impact

The new Vaughan Official Plan, including the West Vaughan Employment Area Secondary Plan, establishes the planning framework for development throughout the City to 2031. The Official Plan, will have a positive impact on the City of Vaughan in terms of managing growth and fostering employment opportunities while fulfilling the City's obligations to conform to Provincial policies and meet Regionally imposed targets for residential and employment growth.

Communications Plan

The West Vaughan Employment Area Secondary Plan has been subject to an extensive consultation process, including discussions with stakeholders and an open house on April 22, 2010. Notice of the statutory Public Hearing held on June 14, 2010 was mailed to landowners within the West Vaughan Employment Area (WVEA) and all owners within 150 metres of its boundary. Notices were posted on online web pages, including the City of Vaughan website, Vaughan Tomorrow, City Page Online and the Policy Planning Public Hearing page. Notices were also published in various local newspapers, including the Vaughan Weekly, Vaughan Liberal, and Vaughan Citizen and mailed to any individuals requesting notification.

Purpose

The purpose of this report is to report on the recommended revisions to the draft West Vaughan Employment Area Plan, following the review of the comments received during and since the June 14, 2010 Public Hearing.

The Official Plan document will be produced in two volumes. Volume 1 will introduce City-wide policies. Volume 2 will include a consolidation of approved site and area-specific policies and secondary plans, including the WVEA Secondary Plan. The public hearing report deals with the policies specific to the WVEA Secondary Plan.

Background – Analysis and Options

Location

The lands subject to the draft Secondary Plan comprise approximately 975 gross hectares, being the northerly extension of the Vaughan Enterprise Zone employment area.

The lands are located north of Langstaff Road, between Huntington Road and Highway 27 (Block 59), extending north to Major Mackenzie Drive between the Intermodal Facility and the CP MacTier Rail line (Block 60), and north of Major Mackenzie to Nashville Road between Highway 50 and the hydro corridor (Block 66) as shown on Attachment #2.

Official Plan Designations

The Secondary Plan introduces a set of land use designations applicable throughout the Plan area, as shown on Attachment #5 (Schedule 3 - Land Use), and related land use policies, including built form, transportation, the environment, and sustainable development.

The Secondary Plan identifies lands within the study area that are subject to further detailed planning through the Block Plan process. Policy 10.1 in the new Official Plan specifies the details to be addressed by the Block Plan, including: density, housing mix, transportation network (including provisions for transit, walking, cycling), servicing and natural and cultural heritage.

Zoning

The provisions of Zoning By-law 1-88 will remain in effect until they are updated or replaced by zoning consistent with the new Official Plan, including this Secondary Plan. With the approval of the Official Plan, it is anticipated that preparation of a new zoning by-law will be commenced to bring the City's zoning provisions into conformity with the new Official Plan. A budget and work schedule to include the zoning review in the 2012 Capital Budget will be prepared for consideration by Council next year.

Secondary Plan Review Process and Community Consultation

- On April 22, 2010, the Policy Planning Department held a Public Open House for the Secondary Plan. A presentation was made by the consultants, Urban Strategies Inc., discussing the background work, and proposed transportation, environmental and land use policies. The notification process for the public hearing included notices mailed to surrounding residents and landowners 150 metres from the study area, postings on the electronic City Page, the City's website, local newspapers, and postings in public facilities (e.g. community centres and libraries).
- June 14, 2010 – Statutory Public Hearing.
- August 31, 2010 – Committee of the Whole Technical Report

Policy Context

i) Provincial Policy

a. Provincial Policy Statement (2005)

The policies in the Secondary Plan are consistent with the PPS in encouraging the promotion of efficient land use and development patterns to support strong, liveable and healthy communities, protection of environment and public health and safety, and to facilitate economic growth through intensification and the protection of employment areas.

b. Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The Growth Plan was approved in 2006 and provides more refined policies that build on the Provincial Policy Statement requiring prescribed intensification targets and for the identification and protection of employment lands.

Under the Growth Plan, population and employment will be accommodated through compact development, intensification and directing growth within built-up areas, and identification and protection of employment lands. Density targets in employment areas (and non-employment areas) are also defined. The policies in the Secondary Plan conform to the Growth Plan.

ii) Regional Policy

The Region Official Plan (2005) designates the subject lands as "Urban Area". Portions of the lands form part of the "Regional Greenlands System", which are to be identified, protected and restored where possible.

The lands are also subject to Regional Official Plan Amendment No. 19 (ROPA 19), re-designating the lands to "Urban Area" in the Regional Official Plan. ROPA 19 also requires the preparation of local secondary plans to identify detailed land use, infrastructure, and environmental requirements, prior to development.

York Region Council adopted its new Official Plan in December 2009; approval from the Province is pending. The subject lands are designated as "Urban". The Region of York Official plan requires that Regional Greenlands Systems within Urban Areas be identified, specifically in local official plans and secondary plans, and be integrated in community

design (s. 2.1.9). Plans for the Regional Greenlands System must contain policies that support system remediation and enhancement opportunities.

Figure 2 of the Regional Official Plan identifies the Secondary Plan area as "strategic employment lands", which are to be protected for employment use. The policies in the Secondary Plan conform to the Regional Official Plan.

iii) Highway 427 Transportation Corridor Environmental Assessment

A technically preferred route for the extension of Highway 427 has been identified by the Province and is reflected in the Secondary Plan. The Highway 427 Transportation Corridor Environmental Assessment is near completion, and a timeline for construction of the Highway is pending with the Province.

Council Direction

The statutory public hearing was held on June 14, 2010 for the purpose of obtaining public input and comment on the draft West Vaughan Employment Area Secondary Plan. A total of 8 deputations and 4 written submissions were received. The following Committee of the Whole (Public Hearing) recommendation was ratified by Council on June 29, 2010:

THAT the draft Official Plan Amendment for the West Vaughan Employment Area Secondary Plan BE RECEIVED; and that any issues raised at the public hearing and comments submitted in writing be addressed in a report by the Policy Planning Department in a future report to a special evening meeting of the Committee of the Whole scheduled for August 31, 2010.

Period for Accepting Comment

The draft West Vaughan Employment Area Secondary Plan was made available for public review on May 25, 2010, and comments have been received prior to, the public hearing on June 14, 2010. Submissions have continued to be received beyond the formal commenting period and staff has endeavoured to respond to those received until mid-August. Any later submissions may be addressed through York Region's approval process. Responses have been prepared to each submission received and are reflected in Attachment 1.

It is recognized that some issues may not be resolved to the satisfaction of some respondents upon the City's adoption of the Official Plan. Tjos may result in appeals which may ultimately have to process to the Ontario Municipal Board for adjudication. Post-approval negotiations may proceed during the York Region's review process, with the opportunity for modifications prior to, and during, any Ontario Municipal Board proceeding.

Submissions Review

Several objectives were used as the basis for analyzing the submissions, made by landowners, public agencies, the development industry, residents and interest groups regarding the West Vaughan Employment Area Secondary Plan. In particular, to ensure that the new Official Plan principles were maintained, that senior level policy direction was conformed to (e.g. Regional Official Plan, Places to Grow), and that sound planning principles were adhered to. In addition, meetings were held with a number of respondents to clarify issues and discuss potential solutions.

The submissions, ranging from comments to suggested amendments to the proposed Secondary Plans, were each considered on their own merit and recommendations made on appropriate responses and actions. In addition, Staff has identified areas where changes should be made to

the Secondary Plan policies, and it is also anticipated that further City-initiated changes will need to be considered prior to Regional approval.

As a tool for the efficient and thorough review of submissions, a matrix was established to set out the content of the submissions and the recommended responses to each of the five proposed Secondary Plans. The summary matrices form the basis of an Attachment to each of the five Committee of the Whole reports on this August 31, 2010 agenda, and present information in tabular form as follows:

PART A: An index of correspondence for Part B, identifying each response by item number, correspondence date, name and subject/location.

PART B: A summary of the response/concerns/requests and staff comments and the related recommended policy and mapping changes.

The summaries in PART B contain the following:

- The Item Number related to the number in the Part A Correspondence Index
- The Submission Date and respondent identification
- The correspondence content, as summarized by Staff
- Staff comment on the submission
- Staff recommendation on the submission

The following approach was applied in the application of each of the summaries:

- Each submission was evaluated on its own merits, and provided with a response
- Multiple submissions pertaining to one property(s) or issue(s), from a person, firm or agent, could be combined to provide a single response
- Submissions pertaining to one property or issue, from more than one person, firm or agent, could be combined or have a single response.

The summary will form part of the public record of comments received on each of the focus areas, and will be forwarded to the Region of York in accordance with the approval process under the *Planning Act*.

Key Policy Areas – Overview of Recommendations

Many of the responses received address key policy areas that are fundamental to the plan. A number of the important policy issues are identified below, along with an overview of staff's recommended approach.

Applicability of Draft Official Plan (Volume 1) Policies to Secondary Plans and Site and Area Specific Amendments (Volume 2)

The new Official Plan (Volume 1) contains current policy planning initiatives (e.g. sustainability and natural heritage policies) that conform to recent Provincial and Regional land use policy directions and are intended to apply to all lands within the City. The secondary plans and site-specific amendments that form Volume 2 is intended to be read and applied together with Volume 1. Where there is a conflict between the two documents, Volume 2 policies will prevail. If there is a policy in Volume 1 relating to an issue that is not included in Volume 2, then the policy in Volume 1 will apply to the lands subject to Volume 2.

Approach to the Transition Period: Post-Adoption – Pre-Approval

In the period between the adoption and final approval of the Official Plan and the West Vaughan Employment Area Secondary Plan, the City will be operating with the official plan policies still in full force. It is expected that applications to amend the existing Official Plan and Zoning By-law 1-88 will continue to be submitted during this period. In evaluating these applications, conformity to the West Vaughan Employment Area Secondary Plan will be taken into consideration. While not in force the Official Plan and Secondary Plan represent the City's most contemporary expression of planning principles, developed over several years through extensive study and public consultation. This approach will help ensure that the integrity of the new Plan is maintained through the transition period.

GTA West Corridor Individual Environmental Assessment (I.E.A)

The Ministry of Transportation is currently conducting an Individual Environmental Assessment (IEA) to establish future transportation infrastructure needs to 2031 within a study area that extends from Highway 400 to Guelph. The IEA will determine the measures needed to provide linkages to the Urban Growth Centres in the Provincial Growth Plan (Places to Grow), particularly between Downtown Guelph and the Vaughan Metropolitan Centre.

The Region of York commented that there is a need to include policies in the new Official Plan to protect for a potential alignment in the north part of Vaughan. In the interim, future development of certain areas may be affected in the City including OPA 637 (The Highway 400 North Employment Lands) and Block 41 New Community Area, bounded by Pine Valley Drive, Teston Road, Weston Road and Kirby Road.

More information will emerge as the Provincial study evolves. The necessary modifications to the plan to accommodate the results of the study will be developed in consultation with the Region of York.

Natural Heritage

Environmental issues raised in the public comments relate largely to mapping the Core Features and Enhancement Area policies that comprise the Natural Heritage Network. Corrections to the Natural Heritage Network map will be made to reflect recent planning approvals. Policies regarding Core Features will be revised to allow for minor modification of the boundaries based on appropriate site-specific evaluations. The Enhancement Area policies will be revised to clarify that there is an underlying land use designation, but that these areas provide opportunities to improve connectivity within the Natural Heritage Network. The policies will also require that appropriate ecological evaluations be undertaken to determine whether portions of Enhancement Areas can be designated as Core Features or other open space designations, as appropriate. Other minor changes to the environmental policies will be made to provide clarity and overall consistency regarding implementation through the development approvals process.

The recommended changes will be incorporated into Volume 1, Section 3.1 "Environmental Management" of the plan.

On-site Landscaping

Respondents expressed concerns that the proposed landscape requirements were too onerous for the General Employment and Prestige Employment Designations. Section 2.5.7. of the draft Secondary Plan (May 2010) requires a minimum level of landscaped open space for Prestige Employment designations of 30% of the lot area; and General Employment designations of 20% of the lot area. New storm water facilities and elements such as green roofs would qualify to be included in the percentage requirements. Currently, the City requires at least 5% of a lot area in an Employment Area Zone, however, this applies only to the landscape setbacks on the ground.

In order to address this concern, staff is recommending a reduction to the proposed minimum landscape requirement for Prestige Employment from 30% to 15%; and General Employment from 20% to 10%. Staff will also undertake further research to address the most appropriate way of providing landscaping for employment area developments that improves on current practices, meets the objectives of *Green Directions* and the intent of the new Official Plan. Any changes will be dealt with through a modification to the Region of York.

Road and Transportation Network

Concerns were expressed about the proposed location and coordination of the road (primary and secondary) and transportation network, including pedestrian and bicycle networks. The transportation network shown on Schedule 1 in the WVEA (Attachment 3), is the preferred network system particularly for primary roads. Policy 2.5.5. in the Secondary Plan provides the opportunity to re-evaluate the secondary (local) streets in detail during the Block Plan process, subject to the Block Plan requirements set out in Section 10.1 of the Official Plan (Volume 1). As such, the secondary (local) road and transportation networks will be refined through the Block Plan process.

The Secondary Plan was prepared in consultation with AECOM, lead consultants on the City-wide Transportation Master Plan. The West Vaughan Employment Area Transportation Plan is ongoing and the transportation network presented in this Secondary Plan will be updated, as necessary, upon completion of the City's Transportation Master Plan.

Commercial Uses in Employment Areas

Concerns were expressed about the amount and type of commercial land use permitted within Employment areas. The new Official Plan permits office uses to a maximum of 7,500m² per lot within the Prestige Employment designation. Ancillary offices, directly associated with another employment use, are permitted throughout the Employment Areas. Large scale retail uses (e.g. retail warehouses) are not permitted in any employment areas.

To protect lands for valuable employment uses, the new Official Plan restricts non-employment uses in Employment Areas and only a limited amount of ancillary retail uses throughout the Employment Areas. Small-scale retail uses, supportive of employment uses and serve the daily needs of employees, visitors and area businesses will be permitted.

Existing and planned commercial-retail uses, immediately north and south of the Secondary Plan area, will serve the general retail needs of business within the WVEA, as such revisions to the Plan have not been made with respect to these policies.

Parkland Dedication

Concerns Park were expressed with respect to a planned District Park in terms of its size and location. The City has identified the need for a district park between Highway 27 and Highway 427 'conceptually' shown on Schedule 3, and discussed in Section 2.4.1. Section 1.7 *Parks* also provide an option for a smaller district park plus a neighbourhood park as an alternative to the 10 ha district park. The Official Plan and Secondary Plan provide that the location and configuration of parkland be ultimately determined through the Block Plan process.

Staff Review – Amendments to Text and Mapping

On-going staff review of the West Vaughan Employment Area Secondary Plan, including any additional comments received as a result of the August 31, 2010 meeting. Comments received by internal departments as a result of internal circulation were incorporated into the draft Secondary Plan prior to the May 25, 2010 public release. All suggested comments have been

incorporated, to the best of knowledge, into the May 25, 2010 version of the West Vaughan Employment Area Secondary Plan where appropriate.

In addition, the Schedules of Volume 1 of the Plan will be amended to reflect the Council approved West Vaughan Employment Area Secondary Plan.

Relationship to Vaughan Vision 2020

The West Vaughan Employment Area Secondary Plan pertains to the section of Vaughan Vision 2020 dealing with "Plan and Manage Growth & Economic Vitality", including the following specific initiatives:

- Complete and implement the Growth Management Strategy (Vaughan Tomorrow);
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031;
- Support and coordinate land use planning for high capacity transit at strategic locations in the City;
- Prepare an employment area plan for the Vaughan Enterprise Zone and employment lands.

Regional Implications

The Secondary Plan has been prepared in consultation with the Region of York staff and is in conformity with the Regional Official Plan, which was adopted in December 2009 and is currently awaiting approval by the Province. As the approval authority for the Vaughan Official Plan, this report will be forwarded to the Region by the in support of the Secondary Plan upon approval by Council.

Next Steps

The recommended changes to the May 2010 draft of the West Vaughan Employment Area Secondary Plan directed by Committee of the Whole, at this meeting, are anticipated to be ratified by Council on September 7, 2010. In the interim, the Plan will be revised to incorporate the recommended changes to enable Council to consider the adoption of the Secondary Plan at the September 7th meeting. Any further changes resulting from continuing review or issue resolution will be reported on September 7, 2010 by way of an additional information item.

Conclusion

The draft West Vaughan Employment Area Secondary Plan was made available for public review on May 25, 2010. This was followed by a statutory public hearing on June 14, 2010. At the public hearing Committee received the deputations and written submissions and scheduled this Committee of the Whole meeting (August 31, 2010) to consider a report and recommendations regarding for the comments received. Submissions which continued to be received up to August 12, 2010 have also been addressed.

Approximately 21 submissions received from private citizens/landowners, development interests, interest groups and governments and public agencies, have been analyzed and recommendations have been developed to respond to the identified issues. These are set out in detail in Attachment 1. The approach taken to some of the key policy areas have also been highlighted above.

Each request for a change was considered on its merit taking into consideration the principles of the new Official Plan, the need to ensure continuing conformity with senior level policy direction (e.g. the Regional OP and the *Places to Grow* plan) and adherence to sound planning principles.

Therefore, it is recommended that the draft West Vaughan Employment Area Secondary Plan (May 2010) be modified in accordance with the recommendations contained in this report. It is further recommended that that staff proceed with the revisions to the plan, incorporating the changes recommended herein, and that the revised plan proceed to Council for adoption at its September 7, 2010 meeting.

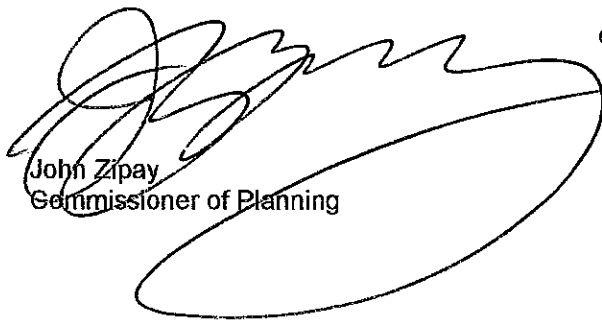
Attachments

1. Summary of Submissions, Staff Comments and Recommendations: Draft West Vaughan Employment Area Secondary Plan, May 2010.
2. Study Area Map
3. Transportation Network (Schedule 1)
4. Natural and Cultural Heritage (Schedule 2)
5. Land Use Schedule (Schedule 3)
6. Correspondence Pertaining to the Draft West Vaughan Employment Area Secondary Plan, (Volume 2) May 2010 (Mayor and Members of Council ONLY)

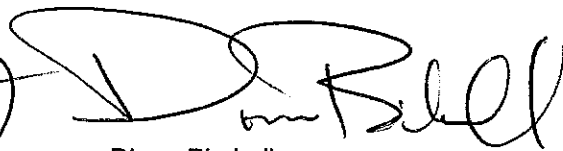
Report prepared by:

Melissa Rossi, Policy Planner 1, ext. 8320

Respectfully submitted,



John Zipay
Commissioner of Planning



Diana Birchall
Director of Policy Planning

Attachment 1**PART A: Index of Correspondence for PART B****West Vaughan Employment Area Secondary Plan****Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Date	Respondent	Subject/Location
5B	June 14, 2010	Weston Consulting Group Inc.	10355 HWY 50
6B	June 3, 2010	Weston Consulting Group Inc.	9441 Huntington Road
41	June 8, 2010	KLM Planning Partners Inc.	7050 Major Mackenzie Drive
113A	June 8, 2010	KLM Planning Partners Inc.	Block 59 (Bounded by Rutherford Road, Langstaff Road, Highway 27 and Huntington Road.
120	June 4, 2010	Ontario Realty Corporation (ORC)	West Vaughan Employment Area
126	June 14, 2010	KLM Planning Partners Inc.	Block 60, Lots 16-20, Concession 9
139	June 3, 2010	John Simone	Adjacent to proposed highway interchange for Highway 427 and Rutherford Rd.
148A	June 14, 2010	Richard Ristich Raymond Ristich	Northwest corner of Highway 27 and Langstaff Road
148B	July 5, 2010	Richard Ristich Raymond Ristich	Northwest corner of Highway 27 and Langstaff Road

Attachment 1**PART A: Index of Correspondence for PART B****West Vaughan Employment Area Secondary Plan****Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Date	Respondent	Subject/Location
210	June 11, 2010	Rice Commercial Group	8682 HWY 27
211	May 17, 2010	Metrolinx	West Vaughan Employment Area
212	June 30, 2010	City of Brampton	West Vaughan Employment Area
213	July 8, 2010	Region of Peel	West Vaughan Employment Area
214	June 11, 2010	Bell Canada	West Vaughan Employment Area
215	June 10, 2010	Toronto and Region Conservation Authority (TRCA)	West Vaughan Employment Area
216	July 6, 2010	A. DiMonte & Son Ltd.	Part of east half of lot 16, Vaughan, Pt. 3 P164R3136
319	August 6, 2010	Ministry of Municipal Affairs and Housing	West Vaughan Employment Area

Attachment 1

West Vaughan Employment Area Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
5B	<p>DATE: June 14, 2010</p> <p>RESPONDENT: Weston Consulting Group Inc.</p> <p>FOR: Danlaughton Holdings Ltd.</p> <p>LOCATION: 10355 HWY 50</p>	<p>1) Requesting consideration be given to allowing some commercial uses within the Prestige Employment designation along Highway 50 at signalized intersections.</p> <p>2) Object to proposed Transportation Network which shows the north/south collector road in the rear yard of the approved transfer facility. Requesting road be moved to the west of the building.</p> <p>3) Requesting the alignment of the east/west roads along the property lines.</p> <p>4) Object to Policy 2.5.7. proposing landscape open space requirement of 20% of the lot area for lands in General Employment, and 30% for Prestige Employment designation. Inclusion of mandatory, numeric landscaped open space requirement in Official Plan is inappropriate.</p>	<p>1) Policy 9.2.2.10 (c) of Vaughan OP Volume 1, permits a limited amount of commercial / retail uses in Prestige Employment Areas.</p> <p>The Policies set out in the new Official Plan restrict the amount of retail uses within Employment Areas. This is consistent with the policy objective of "employment land protection" of the Provincial Policy Statement, the Places to Grow: Growth Plan for the Greater Golden Horseshoe, and the York Region Official Plan (S.2.2.6).</p> <p>Further background studies initiated by the City as part of the Official Plan review such as the <i>Commercial Land Use Review</i> and <i>Housing and Employment Strategies</i>, discuss employment land and area protection</p> <p>2) Policy 2.2.5 provides the opportunity to re-evaluate the street network identified in Schedule 1 of the WVEA Secondary Plan through the Block Plan process.</p> <p>3) See comment item 5B (2) above.</p> <p>4) Staff is recommending a reduction to the proposed minimum landscape requirement for Prestige Employment</p>	<p>1) No change is recommended.</p> <p>2) No change is recommended.</p> <p>3) No change is recommended.</p> <p>4) Revise policy 2.5.7. to require the following landscape requirements:</p> <p>a. Prestige Employment designations – 15% of the lot area</p> <p>b. General Employment designations – 10% of the lot area.</p>

Attachment 1

West Vaughan Employment Area Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
			<p>from 30% to 15%; and General Employment from 20% to 10%. Policy permits for the landscape area requirement to be met through landscaped areas at grade as well as through the provision of 'green' roofs and storm water management ponds.</p> <p>Staff will also undertake further research to address the most appropriate way of providing landscaping for employment designation developments that improves on current practices and, meets the objectives of Green Directions and the intent of the new Official Plan. Any changes will be dealt by a request for a modification to the Region of York.</p>	
6B	<p>DATE: June 03, 2010</p> <p>RESPONDENT: Weston Consulting Group Inc.</p> <p>FOR: Joe Cortellucci</p> <p>LOCATION: 9441 Huntington Road</p>	<p>1) Request that the General Employment designation be shown in Volume 1.</p> <p>2) Object to policy 2.5.7 stipulating a landscape open space requirement of 20%. Wish to see numeric requirements left to the Zoning By-law.</p> <p>3) Request inclusion of policy that would allow Natural areas and buffer areas to count toward landscaping requirement.</p>	<p>1) The "General Employment" land use designation mapping for subject lands as shown in Schedule 13 (Volume 1), and Schedule 3 (WVEA Secondary Plan) should be consistent.</p> <p>2) Refer to comment for Item 5B (4).</p> <p>3) Natural area and buffers are not typically included in minimum landscape area calculations. Staff does not support this request. The letter does not provide any justification to support this request.</p>	<p>1) That Schedule 13 and 13-F (Volume 1) be amended to identify the lands as "General Employment" consistent with Schedule 3 of the WVEA Secondary Plan (Vol 2).</p> <p>2) Refer to recommendation for Item 5B (4).</p> <p>3) No change is recommended</p>

Attachment 1

West Vaughan Employment Area Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
41	<p>DATE: June 08, 2010</p> <p>RESPONDENT: KLM Planning Partners Inc.</p> <p>FOR: Guscon Mackenzie Ltd.</p> <p>LOCATION: 7050 Major Mackenzie Drive</p>	<p>1) Policy 1.7 Parkland Dedication. Concern that the area is too large to secure the parkland through landowner agreements. Request that the City purchase the required parkland from cash in lieu collected as development proceeds.</p> <p>2) Policy 2.1.3 Minimum Target of 40 jobs per hectare. This will be difficult to achieve in an area largely devoted to warehousing and logistics.</p> <p>3) Policy 2.3 Enhancement Areas. Request scientific analysis and modeling used to develop Natural Heritage Network represented on Schedule 2. Request to delete Enhancement Areas in Urban areas.</p> <p>4) Policy 2.3.9.b District Energy Systems. These are only feasible where appropriate development densities are present. See Section 8.5.1.6 of Volume 1.</p> <p>5) Policy 2.5.3 Land Use. Request to amend this policy to reflect the reality that there is no possibility to screening containers stacked 5 high through landscaping.</p> <p>6) Policy 2.5.4 Land Use. Request to</p>	<p>1) Policies 1.7 and 2.4 pertaining to parks, provides the flexibility of providing alternative park dedication such as one smaller district park and one neighbourhood park. The location of the parkland will be determined through the Block Plan process. The size of the District Park was calculated for the entire secondary plan area, based on current parkland dedication rates for non-residential uses in amounts as per the <i>Planning Act</i>.</p> <p>2) The target of 40 jobs per hectare is a target based on the Regional land budget exercise. Although it is not a requirement, the City will encourage and assist in achieving the targets as set out by the Region.</p> <p>3) Criteria for Enhancement Areas are provided on Page 31 of the Natural Heritage in the City report.</p> <p>4) The City is conducting a District Energy Feasibility Study which will determine whether District Energy Systems are feasible for this area. Policy 2.3.9. (b) also supports the Objective 1.2 (To promote reduction of greenhouse gas emissions in the City of Vaughan), in Council approved <i>Green</i></p>	<p>1) No change is recommended.</p> <p>2) No change is recommended.</p> <p>3) The text describing Enhancement Areas on in Policy 3.2.3 of the Official Plan should be changed as follows: "Enhancement Area opportunities have been identified consistent with the Region of York Official Plan policies to identify potential enhancement areas and linkages that complement the Regional Greenlands System in consultation with the Toronto and Region Conservation Authority, the potential Enhancement Areas reflect the best opportunities on remaining undeveloped land to provide additional habitat and/or ecological connectivity of the Natural Heritage Network through restoration or re-naturalization of specific natural features. Enhancement Areas have been identified conceptually on Schedule 2 (OP Volume 1).</p> <p>The request for and precise limits of Enhancement Areas to add to the Natural Heritage Network will be determined through appropriate studies to be initiated by the City or prepared as part of the development approvals process. Policy 3.2.3.9 should be changed to Policy 3.2.3.11, or</p>

Attachment 1

West Vaughan Employment Area Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
		<p>amend this policy to reflect reality of container business.</p> <p>7) Policy 2.5.5 Request to extend the land subject to this policy to encompass Guscon Mackenzie lands.</p> <p>8) Policy 2.5.7 pertaining to minimum landscape requirements. Request to delete this policy as it will require significant reduction in site area for construction, and is a significant change from Bylaw 1-88.</p> <p>9) Policy 2.6.2 Community Energy Plan. Request details on Plan and implementation.</p> <p>10) Schedule 1 Transportation Network. Request that costs are not borne by Guscon Mackenzie, as the road will be detrimental to Guscon Mackenzie's effective use of their lands.</p> <p>11) Natural and Cultural Heritage. Revise Schedule 2 to show that drainage ditch on property can be modified, realigned, or channelized.</p> <p>Schedule 3 Land Use. Request that Intermodal Priority Area be expanded to include land in first concession lot north of Major Mackenzie Drive.</p>	<p><i>Directions</i> Vaughan, the City's Community and Sustainability and Environmental Master Plan.</p> <p>5) The City will be developing a Zoning By-law and Urban Design Guidelines that will provide detailed direction on the creation of an attractive City image for this area. The Zoning By-law and Urban Design Guidelines will address appropriate level of screening and take into account specific site issues. Details of screening and design features will be further addressed in the Development Planning process.</p> <p>6) See comment 5 above.</p> <p>7) The "Intermodal Priority Area" designation is not appropriate in this location as the lands are separated from the Intermodal Area by an arterial road.</p> <p>8) Refer to comment for Item 5B (4).</p> <p>9) Policy is addressed in Section 8.5.1.2 (Volume 1) of the City Official Plan. Policy 2.6.2. respecting "Community Energy Plans" supports Policy 5.2.13 of York Region Official Plan.</p> <p>10) Policy 2.2.5 provides the opportunity to re-evaluate the street network</p>	<p>appropriate number reference, as follows: That Enhancement Areas are identified conceptually on Schedule 2 and may be important potential components of the Natural Heritage Network because they may: a) enhance form and function of watercourses; b) maintain and/or enhance water flow; c) improve wildlife habitat value; d) improve species movement and/or dispersal; e) provide restoration options; f) improve overall connectivity value; and, g) improve the likelihood of maintaining self-sustaining vegetation. Policy 3.2.3.10 should be changed to Policy 3.2.3.12, or appropriate number reference, as follows: That development as provided for on Schedule 13 is permitted on all or part of Enhancement Areas subject to environmental studies conducted by the City or submitted as part of the development process, and prepared to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority. The purpose of the studies will be to determine the function of the proposed Enhancement Area; to determine its supportability based on applicable science; and to establish the size and boundary of the Enhancement Area. Policy 3.2.3.11 to be changed to Policy 3.2.3.13, or appropriate number reference, as</p>

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			<p>identified in Schedule 1 of the WVEA Secondary Plan through the Block Plan process.</p> <p>11) A concern is raised about a drainage channel that appears as a Core Feature on the subject lands in the West Vaughan Employment Areas. As agreed by TRCA and the Region of York, all watercourses are identified as Core Features.</p> <p>Core Features policies in Section 3.2.3 of Volume 1 of the Official Plan have been changed to allow for minor modifications of the Core Features boundaries based on appropriate environmental studies.</p> <p>12) See comments for Item 41 (7) above.</p>	<p>follows: Lands deemed appropriate as Enhancement Areas will be incorporated into the Natural Heritage Network as Core Features or suitable open space designations. Such changes do not require amendment to this Plan.</p> <p>4) No change is recommended.</p> <p>5) No change is recommended.</p> <p>6) No change is recommended.</p> <p>7) No change is recommended.</p> <p>8) Refer to recommendation 5B (4).</p> <p>9) Policy 2.6.2. is redundant to Policy 8.5.1.2 in OP Volume 1. Recommendation to remove policy 2.6.2. from the WVEA Secondary Plan, however Policy 8.5.1.2. in OP Volume 1 would still apply.</p> <p>10) No change is recommended.</p> <p>11) Core Features policies to be changed to Volume 1, and applicable to Volume 2 are recommended as follows:</p> <p>Policy 3.2.3.7 (c) to be changed as follows:</p>

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				<p>That new development and/or site alteration in Core Features are prohibited except for the following: a. natural area management for the purposes of maintaining and enhancing the functions associated with Core Features; b. flood or erosion control projects, where such projects are necessary and deemed in the public interest after all alternatives have been considered, and where such projects will not result in a negative impact on the Core Features and will not have a negative impact on the ecosystem function; c. transportation, infrastructure, and utilities, where such projects are necessary and deemed in the public interest after all alternatives have been considered, and where such projects will minimize negative impacts on the Core Features and measures shall be identified to maintain habitat area and enhance overall ecosystem function; and, d. low-intensity and passive recreational activities where such activities will not result in a negative impact on the Core Features and will not have a negative impact on the ecosystem function.</p> <p>Policy 3.2.3.8 to be changed as follows:</p> <p>Unauthorized removal or alteration of natural features or functions within areas</p>

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				<p>identified as Core Features is prohibited, and will result in the features and functions being restored to their previous state at no expense to the City of Vaughan and other public agencies. In the case of a development application, the application will not proceed until restoration works have been undertaken to the satisfaction of the City and TRCA and/or Region of York, as needed. A new policy will be added to the Core Features policies, as follows: That minor modifications to the boundaries and alignment of Core Features, as identified on Schedule 2, may be considered if environmental studies, submitted as part of the development process to the satisfaction of the City and in consultation with the Toronto and Region Conservation Authority, provide appropriate rationale for such minor modifications and include measures to maintain overall habitat area and enhance ecosystem function. Minor modifications deemed acceptable by the City and the Toronto and Region Conservation Authority do not require amendment to this Plan. Core Features and their ecological buffers will be encouraged to be conveyed to the City and/or TRCA as a condition of development approval.</p>

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				12) No change is recommended.
113A	<p>DATE: June 08, 2010</p> <p>RESPONDENT: KLM Planning Partners Inc.</p> <p>FOR: Block 59 Landowners Group</p> <p>LOCATION: Block 58 (Bounded by Rutherford Road, Langstaff Road, Highway 27 and Huntington Road.</p>	<p>1) Concern with the extent of the Natural Area designation shown on Schedule 13-L. What work was relied upon to determine limits.</p> <p>2) Concern with limitations on free standing office space and office accessory to a permitted employment use. Recommend the accessory office space provision undergo further review.</p> <p>3) Request background material used in determining restrictions on retail use in employment area- floor area and locational restrictions.</p> <p>4) Recommend moving the District Park designation to land between HWY 427 and the Hydro Corridor, adjacent to the Community Multi-Use Recreational Pathway. Concerned the current designation is on valuable employment land.</p> <p>5) Concern with new Official Plan requiring studies to be undertaken on the lands within 120 metres of identified features. It is unreasonable to require work to be undertaken outside of area of</p>	<p>1) The delineation of the Natural Heritage Network is described in the background study, Natural Heritage in the City.</p> <p>2) Policy 9.2.2.9 and 9.2.2.10. in Volume 1 permits a limited amount of ancillary office uses within the Employment Areas. Section 5.2.2. (Attracting Office Uses) in Volume 1 sets out the hierarchy of office uses that reinforces Vaughan's intended Urban Structure.</p> <p>3) Background studies initiated by the City as part of the Official Plan review such as the Commercial Land Use Review and Housing and Employment Strategies; discuss retail uses within employment land and area protection.</p> <p>4) Policies 1.7 and 2.4 pertaining to parks, provides the flexibility of providing alternative park dedication such as one smaller district park and one neighbourhood park. The location of the parkland will be determined through the Block Plan process.</p> <p>5) Policy 3.2.4.3 of Volume 1 of the City</p>	<p>1) No change is recommended.</p> <p>2) No change is recommended.</p> <p>3) No change is recommended.</p> <p>4) No change is recommended. Policy 3.2.3.2 addresses the ability to make minor modifications to Core Features. Additional text is provided in relation to Policies 3.2.3.4 to 3.2.3.9 to specify the ability to make minor modifications to Core Features.</p> <p>5) No change is recommended to Policy 3.2.4.3.</p>

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		interest or on lands or a land owner they cannot control.	of Vaughan OP is based on Policy 2.1.8 of the Region of York Official Plan (adopted by the Council of the Region of York in December 2009). The policy requires an Environmental Impact Statement within 120 m of the Natural Heritage Network.	
120	<p>DATE: June 04, 2010</p> <p>RESPONDENT: Ontario Realty Corporation (ORC)</p> <p>FOR: Ministry of Energy and Infrastructure (MEI)</p>	The Ontario Realty Corporation (ORC) and Hydro One Networks Inc. (HONI) have requested a number of changes to the draft Official Plan to ensure the protection of Hydro Corridor lands for their primary intended use for the transmission and distribution of electricity. Issue # 8 in the letter speaks to concerns that consultation with appropriate hydro authority should be included in policy 2.3.4. a) concerning natural heritage 'enhancement' projects in the hydro corridor should be required	Policy 2.3.4. a) should include consultation with appropriate hydro authority with respect to natural heritage 'enhancement' projects or undertakings.	<p>Revise Policy 2.3.4.a) to read:</p> <p><i>"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 recreation trails; "</i></p>
126	<p>DATE: June 14, 2010</p> <p>RESPONDENT: KLM Planning Partners Inc.</p> <p>FOR: Block 60 Landowners</p>	<p>1) Concern with the extent of the Natural Area designation shown on Schedule 13-L. Request work that was relied upon to determine limits.</p> <p>2) Concern with limitations on free standing office space and office accessory to a permitted employment use. Recommend the accessory office space provision undergo further review.</p>	Refer to comments 1), 2) and 3) in Item 113A.	See recommendations 1), 2) and 3) in Item 113A.

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	LOCATION: Lots 16-20, Concession 9	3) Request background material used in determining restrictions on retail use in employment area- floor area and locational restrictions.		
139	DATE: June 03, 2010 RESPONDENT: John Simone LOCATION: Adjacent to proposed highway interchange for Highway 427 and Rutherford Rd.	1) Request that the land use for entire parcel be designated to Prestige Employment. 2) Land use designations too restrictive, especially with respect to GFA set at a maximum of 7500 sq m for office use. Request same land use designation as OPA 450 be applied to lands.	1) The subject lands meet the criteria for Prestige Employment Designation as set out in Policy 9.2.2.10 (Volume 1). In addition, the revisions to Policy 10.2.1.4. (Volume 1) was recently amended to extend Prestige Employment Designation uses abutting an arterial street or Provincial highway shall be interpreted extend one lot depth, up to 200 meters, in from the arterial street or Provincial highway applicable to the subject lands. 2) Refer to comments Item 113A (2).	1) Except where designated as "Natural Area" on Schedule 3 of the WVEA, amend Schedule 13 (Volume 1), and Schedule 3 - Land Use (Volume 2) to designate lands as "Prestige Employment" designation. 2) Refer to recommendation Item 113A (2).
148A	DATE: June 14, 2010 RESPONDENT: Richard Ristich Raymond Ristich FOR: Richard Ristich Raymond Ristich LOCATION: Northwest corner	Request designation of subject lands as commercial or as appropriate to permit large scale retail uses including retail shopping centre, retail only use, restaurants, office uses and gas stations.	The Policies set out in the new Official Plan restrict the amount of retail uses within Employment Areas. This is consistent with the policy objective of "employment land protection" of the Provincial Policy Statement, the Places to Grow: Growth Plan for the Greater Golden Horseshoe, and the York Region Official Plan (S.2.2.6). Further background studies initiated by the City as part of the Official Plan review such as the <i>Commercial Land</i>	No change is recommended

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	of Highway 27 and Langstaff Road		<i>Use Review and Housing and Employment Strategies, discuss employment land and area protection.</i>	
148B	<p>DATE: July 05, 2010</p> <p>RESPONDENT: Richard Ristich Raymond Ristich</p> <p>LOCATION: Northwest corner of Highway 27 and Langstaff Road</p>	Request subject lands be designated to permit large scale retail uses	See comments for Item 148-A	No change is recommended.
210	<p>DATE: June 11, 2010</p> <p>RESPONDENT: Rice Commercial Group</p> <p>FOR: HWY 27 & Langstaff Limited Partnership, Block 59 Landowners Group</p> <p>LOCATION: 8682 HWY 27</p>	<p>Parkland</p> <ol style="list-style-type: none"> 1) Proposed location and size of Parkland would take up significant portion of property; approximately 30%. 2) Policy 2.4.2. – requirement for landowners to initiate an agreement to secure a location of a Park. The District Park should not be schematically shown on Schedule 3 until landowners and the City decide on a site that is mutually agreed upon. 3) Location of a Parkland should 	<p>1) Policies 1.7 and 2.4 pertaining to parks, provides the flexibility of providing alternative park dedication such as one smaller district park and one neighbourhood park. The location of the parkland will be determined through the Block Plan process. The size of the District Park was calculated for the entire secondary plan area, based on current parkland dedication rates for non-residential uses according to the <i>Planning Act</i>.</p> <p>In the event that a Park is not provided in this location, the underlying land use will be permitted.</p>	<ol style="list-style-type: none"> 1) No change is recommended. 2) No change is recommended. 3) No change is recommended. 4) No change is recommended. 5) No change is recommended. 6) No change is recommended. 7) No change is recommended. 8) See recommendation 5B (4).

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		<p>not be located on such a prestigious and valuable piece of employment land located on Highway 27. Recommend adding a buffer with compatible use such as retail in the location shown as Parkland, if a buffer to residential across the street is intended.</p> <p>Transportation</p> <p>4) The new proposed local street network with the north-south and east-west patterns shown on Schedule 3 do not create the large development parcels noted in the Plan. The north-south road shown on the far west side of site could potentially hinder marketing efforts to attract large-scale users to the property.</p> <p>5) Figure 3 – subject lands would be landlocked and not provide direct access to frontage onto Highway 27. Appropriate access to the Secondary Plan area should be located across from Sanremo Court on the east side of Highway 27.</p> <p>Restricting Major Office</p> <p>6) Policy 2.1.4. restricts Major</p>	<p>2) The location of the District Park is the City's preferred location; however it is conceptually shown on Schedule 3 of the WVEA as discussed in Policy 2.4.1. Also see Comment 1) above.</p> <p>3) See Comment 1) and 2) above with respect to adding commercial uses.</p> <p>4) Policy 2.2.5 provides the opportunity to re-evaluate the street network identified in Schedule 1 of the WVEA Secondary Plan through the Block Plan process. However, a system of through block streets is an important objective of the Plan and options are limited with respect to their location.</p> <p>5) See comment 4 above. Access will be determined by the City of Vaughan and York Region, in consultation with the Region of Peel, and City of Brampton.</p> <p>6) Policy 9.2.2.9 and 9.2.2.10. in Volume 1 permits a limited amount of ancillary office uses within the Employment Areas. Section 5.2.2. (Attracting Office Uses) in Volume 1 sets out the hierarchy of office uses that reinforces the Vaughan's intended Urban Structure.</p> <p>7) The City is conducting a District</p>	<p>9) Revise policy 2.5.8. (e) to read "green" roofs as identified in policy 9.2.3.7.f. (Volume 1).</p> <p>Revise policy 9.2.3.7.f. (Volume 1) to read:</p> <p><i>The rooftop of Employment/Industrial Buildings should include landscaped greenspace, private outdoor amenity space or environmental features such as: solar panels and cool roofs.</i></p>

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		<p>Office from Secondary Plan Area. Request that Major Office should be included in Secondary Plan Area.</p> <p>District Energy 7) Policy 2.3.9.b promotes District Energy, however not beneficial in low density employment area. District Energy more successful in higher density area,</p> <p>Minimum Landscaped Area 8) Policy 2.5.7.a) and b) requiring a landscape coverage of 20% and 30% is not acceptable.</p> <p>9) Policy 2.5.8.e. - requiring that landscape requirements should be added to roofs would cause an increase in building cost.</p>	<p>Energy Feasibility Study which will determine whether District Energy Systems are feasible for this area. Policy 2.3.9. (b) also supports the Objective 1.2 (To promote reduction of greenhouse gas emissions in the City if Vaughan), in Council approved <i>Green Directions</i> Vaughan, the City's Community and Sustainability and Environmental Master Plan.</p> <p>8) See comment Item 5B (4).</p> <p>9) Policy 2.5.8. (e) should include reference to new Volume 1 policy 9.2.3.7.f respecting rooftop requirements for Employment/Industrial Buildings.</p> <p>Revision to policy 9.2.3.7.f (Volume 1) should be revised to include "cool roofs".</p>	
211	<p>DATE: May 17, 2010</p> <p>RESPONDENT: Metrolinx</p>	<p>1) Policy 2.2.9 – minimizing conflict between truck traffic and other forms of transportation. Suggesting the inclusion of methods for achieving such protection through zoning (setbacks), prescription of required safety/impact mitigation measures.</p> <p>2) A proposed GO station being planned for at Major Mackenzie Drive and Rutherford Road through the GO Transit</p>	<p>1) Details of methods for achieving protection as identified in Policy 2.2.9. will be determined through the Block Plan circulation process where appropriate.</p> <p>2) Policy 2.5.6. should be revised to refer to the location of potential GO Transit Future Station Area. City staff will work in coordination with Metrolinx through the Block Plan process to</p>	<p>1) No change is recommended.</p> <p>2) Policy 2.5.6. should be revised to state that Metrolinx will be consulted on any development applications in that area in order to ensure that the needs of a future station are appropriately accommodated and protected.</p> <p>3) Add policy 2.2.11 (c) to read "support the successful integration of Transit</p>

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		<p>Bolton Feasibility Study. Recommending that section 2.5.4 development should be restricted in areas identified on Figure 3 as 'Potential GO Transit Future Station Area'. Such areas are not identified on Figure 3 attached to the document.</p> <p>3) Section 2.5.4.b – requiring the inclusion of GO Transit in Block Plan circulation. Requesting that an approach consistent with 2.2.12 that proposed development should occur in a manner that provides convenient access to the area transit facilities and encourages transit use (exhibiting TOD development characteristics). Requesting this approach also be applied to 2.5.8.</p>	<p>ensure the protection of lands from development that could preclude or negatively affect the planning and development of future right-of-ways.</p> <p>3) These are addressed through policies 2.5.6 – requiring that Metrolinx is consulted in the development of Block Plans for Secondary Plan Areas. Policy 2.2.11 (a) includes policies to support the proposed Bolton GO Transit Corridor; and policy 2.2.8 requires that opportunities to support long-term protection of the rail corridor and future commuter rail opportunities of the rail corridor are identified where appropriate.</p> <p>TOD policies are included in Sections 4.2.2.12 to 4.2.2.14 of Volume 1 of the New Official Plan, therefore are required throughout the City.</p>	<p><i>Oriented Development as identified in Policy 4.2.2. of Volume 1 City Wide Official Plan."</i></p>
212	<p>DATE: June 30, 2010</p> <p>RESPONDENT: City of Brampton</p>	<p>Long Range Planning</p> <p>1) Requesting that Brampton and Vaughan work in a coordinated fashion in new road connections across Highway 50, including proposed road (between Langstaff and Rutherford Road) crossing Highway 50 into Brampton. The Region of Peel requires input and consultation regarding intersection spacing along Highway 50 and whether any new access</p>	<p>1) Staff concur with this request. Policy 2.2.5 provides the opportunity to re-evaluate the street network identified in Schedule 1 of the WVEA Secondary Plan through the Block Plan process.</p> <p>Policy 2.6.3 in the WVEA Secondary Plan requires that Transportation Master Plans shall be coordinated in consultation with the Region of Peel. These changes will be dealt with as</p>	<p>1) Policies included supporting requests; therefore no change is recommended at this time.</p> <p>2) Schedule 3 of the WVEA be revised to include locations of Community Bike Lanes as per Map 4 of the City's Pedestrian and Bicycle Master Plan.</p> <p>Policy 2.6.3. to be revised to read:</p>

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		<p>points are acceptable.</p> <p>2) Requesting coordination for Class 1 and Class 2 bicycle network and bicycle facilities needs to be coordinated with Brampton, with paths east of Highway 50, which do not appear in Figure 3.</p> <p>3) The Vaughan TMP identifies Major Mackenzie Drive, Rutherford Road and Highway 27 on Policy 2.2.12 as forming part of the Transit Priority network, however, the WVEA Secondary Plan identifies Highway 7 and Major Mackenzie Drive, east of Weston Road, as a different classification as Rapid Transit Corridors. Clarification required of the two classifications.</p> <p>4) Portion of WVEA Secondary Plan abuts Highway 50 (Block 66) also falls within MTO 'Area of Interest #2'. Area of Interest #2 is not reflected in secondary plan mapping. Recommended that this designation be included more accurately to reflect potential highway expansion in the area.</p> <p>Policy Planning</p> <p>Following comments have implications for impacting Area 47, located between Nashville Road to the north and Major</p>	<p>appropriate through the Block Plan and Development Planning process.</p> <p>2) Details of the Bicycle Network east of Highway 50 will be determined through the Block Plan process. Schedule 4 of the City's Pedestrian and Bicycle Master plan identifies locations for Community Bike Lanes.</p> <p>Policy 2.6.3. should be revised to include City of Brampton and Region of Peel as being consulted respecting the TMP and the coordination of transportation networks along Highway 50.</p> <p>3) The WVEA plan relies on the York Region Official Plan, the ongoing Transportation Master Plan (TMP) Study and Vol. 1 of the Vaughan OP for the details of the transit network. The road network identified in the WVEA is consistent with the ongoing TMP.</p> <p>4) The alignment of the GTA West Corridor as shown in Schedule 9 (Volume 1) is conceptual. Will not be confirmed until GTA West is further advanced.</p> <p>5) Noted - Section 1.2 currently describes the subject area as "Highway 427 Industrial Zone".</p>	<p>"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. For Blocks fronting Highway 50, Transportation Master Plans shall also be prepared in consultation with the Region of Peel and the City of Brampton".</p> <p>3) Revisions to Schedule 1 – Transportation Network should be made once the TMP is approved by Council. Details of the road network will be determined through the Block Plan process.</p> <p>4) Mapping in the WVEA to be updated once GTA West Corridor Final EA is approved.</p> <p>5) Revise reference to subject lands in Section 1.2 and wherever applicable as "Highway 427 Industrial Secondary Plan".</p> <p>6) No change is recommended.</p> <p>7) Revise policy 2.6.3. to read "That the Transportation Master Plans required in</p>

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		<p>Mackenzie Drive to the south, east of Highway 50 in the City of Brampton.</p> <p>5) Reference to City of Brampton's Area 47 should be revised to read "Highway 427 Industrial Secondary Plan Area". Description does not accurately reflect the residential areas in addition to the Industrial designations that are also intended to be designated within the Secondary Plan's boundaries.</p> <p>6) Vaughan Official Plan [Schedule 9] shows the proposed GTA West Corridor alignment arching south into Area 47, dissecting through the entire secondary plan area. This does not reflect current planning process underway, nor does it reflect the connections with Vaughan that are necessary along Highway 50 corridor that connects Brampton to the WVEA.</p> <p>7) Development on either side of Highway 50 needs to be coordinated. Request that wording be added to the WVEA to acknowledge that Brampton will have its own set of development controls and proposed land uses and the need to ensure consistency and integration across the municipal boundaries.</p> <p>8) Request that road upgrades along Major Mackenzie be coordinated with the</p>	<p>6) See Comment 4) above.</p> <p>7) Policy to be included for consideration and coordination of development with City of Brampton and Region of Peel.</p> <p>8) See Comment 2) above.</p> <p>9) See Comment 2) above.</p> <p>10) See Comment 2) above.</p>	<p>the preparation of Block Plans shall be completed to the satisfaction of the City of Vaughan, York Region and the Ministry of Transportation. For Blocks fronting Highway 50, Transportation Master Plans shall also be prepared in consultation with the Region of Peel, City of Brampton and Town of Caledon".</p> <p>8) See Recommendation 2) above.</p> <p>9) See Recommendation 2) above.</p> <p>10) See Recommendation 2) above.</p>

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		<p>City of Brampton and Region Peel as it may have an impact on the Highway 427 extension proposed to extend into Brampton's Area 47 via Major Mackenzie Drive.</p> <p>9) Wording should be provided in the WVEA about working with Brampton to ensure this active transportation and green space link is maintained and is addressed as a pedestrian crossing across Highway 50.</p> <p>10) Requesting that access to Highway 50 from both sides should take place consistently along the corridor and not in a way that creates traffic and safety issues. Requesting that wording in the WVEA to acknowledge that subdivision of land in Brampton side may not be consistent with the Vaughan side and that efforts should be made to ensure new Highway 50 accesses, on either side, are appropriately accommodated.</p>		
213	<p>DATE: July 08, 2010</p> <p>RESPONDENT: Region of Peel</p>	<p>1) Supports policies in Section 2.2.10 and 2.6.3. calling for cooperating with Peel Region pertaining to road connections to Highway 50. Future connections to Highway 50 shall be limited and based on a 450 metre spacing.</p> <p>2) Peel Region has permitted a</p>	<p>1) Policy 2.2.5 provides the opportunity to re-evaluate the street network identified in Schedule 1 of the WVEA Secondary Plan through the Block Plan process.</p> <p>2) Policy 2.6.3 in the WVEA Secondary Plan requires that Transportation Master Plans shall be coordinated in</p>	<p>Policies supportive of requests, therefore no changes requires at this time.</p>

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		<p>temporary full moves access to Highway 50 for the proposed Waste Transfer and Recycling facility site within Block 66. Ensure permanent access to the site can be provided through the proposed road network for Block 66, shown on Schedules 1, 2, and 3.</p>	<p>consultation wit the Region of Peel. These changes will be dealt with as appropriate through the Block Plan and Development Planning process.</p>	
<p>214</p>	<p>DATE: June 11, 2010</p> <p>RESPONDENT: Bell Canada</p>	<p>Bell has submitted a letter requesting number of modification to various sections within the OP mainly regarding telecommunications infrastructure.</p>	<p>1) Request that consideration be given to utility provisioning requirements within transportation and road policies of policy documents.</p> <p>2) Policy provisions concerning the potential impacts on existing infrastructure and opportunities for enhancement or replacement of street construction should be in included as a 'city-wide' provision.</p>	<p>1) Add policy 2.2.14 to read: <i>"To consider the potential impacts on existing utility infrastructure and opportunities for enhancement and/or replacement as part of street construction, improvements and maintenance through discussions with utility providers".</i></p> <p>2) Add policy 8.4.4.4.(pertaining to Telecommunications and Data) in Volume 1 to read: <i>"To consider the potential impacts on existing utility infrastructure and opportunities for enhancement and/or replacement as part of street construction, improvements and maintenance through discussions with utility providers".</i></p>

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215	<p>DATE: June 10, 2010</p> <p>RESPONDENT: Toronto and Region Conservation Authority (TRCA)</p>	<p>1) To include a note on the need to determine the development limits prior to any approvals in Section 1.6 (Opportunities and Constraints).</p> <p>2) Regarding Section 1.7 under the subheading of Environment, TRCA suggest adding text referring to the recent release of the Redside Dace Recovery Strategy and there is a specific question about the use of the term "naturalized stormwater management".</p> <p>3) TRCA questions the term "leveraging" in Section 2.1.1.</p> <p>4) Specific changes to the text of Policy 2.1.7 are suggested.</p> <p>5) Specific additions to Policy 2.2.4 are suggested.</p> <p>6) Specific changes to the text of Policy 2.2.6 are suggested.</p> <p>7) TRCA seeks confirmation that no other portions of the Natural Heritage Network are targeted for a Neighbourhood Multi-use Recreational Pathway as noted in Policy 2.2.13 (incorrectly noted as 2.2.14 in the TRCA letter).</p> <p>8) Regarding Policy 2.2.13, it is</p>	<p>1) This note will be considered for the appropriate policy section.</p> <p>2) The City concurs with the TRCA and changes to the text of Section 1.7 will be made to reflect the comments.</p> <p>3) The term is not used in Policy 2.1.1.</p> <p>4) The City concurs with the TRCA and changes to the text of Policy 2.1.7 will be made to reflect the comments.</p> <p>5) The City concurs with the TRCA and changes to the text of Policy 2.2.4 will be made to reflect the comments.</p> <p>6) The City concurs with the TRCA and changes to the text of Policy 2.2.6 will be made to reflect the comments.</p> <p>7) It is not the intention of the WVEA plan to specifically secure additional paths in the Natural Area, other than what is approved in the Pedestrian and Bicycle Master Plan. The WVEA plan encourages a connected trail system. Opportunity for TRCA to comment on trail detailed connections will be determined through the Block Plan process.</p> <p>8) The City concurs with the TRCA and</p>	<p>1) No change is recommended.</p> <p>2) The text of Section 1.7 under the subheading of Environment should be changed as follows:</p> <p>A large network of tributaries of the Humber River forms the basis of the Natural Heritage Network in the WVEA, which also includes wetlands and woodlands. These natural heritage resources provide a variety of ecosystem functions that should be preserved and enhanced through new development, as stated in Volume 1 of the Official Plan. The presence of natural features should be characterized as an asset to the area providing attractive settings for business and enabling the City's trail network. Impacts on the Natural Heritage Network as a whole, and on any specific local features, will be minimized through on-site environmental enhancement, including Low Impact Development (LID) techniques for stormwater management and landscaping. Other urban design and built form initiatives, such as green roofs, on-site green energy generation, and other means, could provide further environmental enhancement benefitting both the natural environment and businesses. The detailed development limits against all natural heritage features</p>

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		<p>suggested to note that the trails network is conceptual and it should be implemented in a manner that minimizes impacts to the Natural Heritage Network.</p> <p>9) A comment noting policies that do not require changes.</p> <p>10) Regarding Section 2.3 (Environment), it is requested to ensure consistency of mapping of the Natural Heritage Network, but no specific areas of are identified.</p> <p>11) The term "naturalized storm water management facilities" is questioned in Policy 2.3.6 (incorrectly noted in the TRCA letter as Policy 2.3.5).</p> <p>12) Regarding Policy 2.3.7 (incorrectly noted as Policy 2.3.6 in the TRCA letter), it is noted that options to infiltrate stormwater flows may be limited in this area and specific changes to the text of the policy are suggested.</p> <p>13) Specific changes to Policy 2.3.8 (incorrectly noted as Policy 2.3.7) are suggested.</p> <p>14) TRCA suggests adding a policy that speaks to the Provincial interest in protecting endangered species pursuant</p>	<p>changes to the text of Policy 2.2.13 will be made to reflect the comments.</p> <p>9) No changes required.</p> <p>10) A review of Volume 1 of the Official Plan in relation to all secondary plans will take place. TRCA has not identified specific mapping changes. Furthermore, Policy 2.3.1 and Policy 2.3.2 provide suitable reference to Chapter 3 of Volume 1 to ensure consistent policy interpretation through the development review process.</p> <p>11) Rather than supplying a definition, the text of the policy should reference "<i>naturalized storm water management facilities</i>" as revised to refer to "<i>stormwater management facilities within naturalized settings</i>" instead. This is consistent with the reference to such facilities in Policy 5.4(b) of the Vaughan Metropolitan Centre Secondary Plan.</p> <p>12) The City concurs with the TRCA and changes to the text of Policy 2.3.7 will be made to reflect the comments.</p> <p>13) The City concurs with the TRCA. The draft WVEA Secondary Plan available on the City web site already incorporates the TRCA recommendations in Policy</p>	<p>and hazards will be determined at the Block Plan stage. This level of analysis should include the most recent relevant information, such as the February 2010 release of the "Recovery Strategy for Redside Dace (<i>Clinostomus elongatus</i>) in Ontario".</p> <p>3) No change is recommended.</p> <p>4) Policy 2.1.7 is changed as follows: 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.</p> <p>5) Policy 2.2.4 is changed as follows: 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;</p>

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		<p>to the Endangered Species Act.</p> <p>15) TRCA suggests adding a policy in Section 2.3 to identify, evaluate and manage headwater drainage features through the development review process.</p> <p>16) It is suggested to recognize the natural heritage and hazard features in the Intermodal Priority Area.</p> <p>17) Regarding Policy 2.5.6 and the potential location of a GO station, it is suggested to add text to consult with the City and TRCA in setting the development limits.</p> <p>18) Regarding Policy 2.5.7, it is suggested to direct the landscaping requirement to areas adjacent to the Natural Heritage Network, where applicable.</p> <p>19) Regarding Policy 2.6.1, TRCA recommends being listed as a party to the Block Plan process.</p> <p>20) It is requested to add a policy or text to define the limits of development with regard to the Natural Heritage Network in Section 2.6.</p> <p>21) Given the relation of urban form to</p>	<p>2.3.7, specifically parts (a) and (b).</p> <p>14) Policy 2.3.1 in the WVEA Secondary Plan references the environmental policies of Chapter 3 of Volume 1 of the Official Plan. As this includes reference to pertinent legislation, including the Endangered Species Act, it is not required to make a reference to one specific aspect of environmental protection unless there are recent observations of redbreasted nuthatch or other species listed by the Committee on the Status of Species at Risk in Ontario.</p> <p>15) Policy 2.3.1 in the WVEA Secondary Plan references the environmental policies of Chapter 3 of Volume 1 of the Official Plan. Hence, a specific environmental feature is not appropriate to note in a single policy in the Secondary Plan.</p> <p>16) Policy 2.3.1 in the WVEA Secondary Plan references the environmental policies of Chapter 3 of Volume 1 of the Official Plan and is suitable to address minimizing impacts to the Natural Heritage Network in the Intermodal Priority Area.</p> <p>17) A specific statement regarding setting development limits for a single</p>	<p>e. minimizes crossings of the Natural Heritage Network; and f. minimizes encroachments into the Natural Heritage Network.</p> <p>6) Policy 2.2.6 is changed as follows: That the precise alignment of streets, including Regional streets and Provincial highways (as identified on Figure 1), and the feasibility of crossings of the Natural Heritage Network, shall be determined in the development of Block Plans or appropriate Environmental Assessments, having regard for:</p> <p>7) No change is recommended.</p> <p>8) Policy 2.2.13 should be changed as follows: <i>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:</i></p> <p>9) No change is recommended.</p> <p>10) No change is recommended.</p> <p>11) Reference to "naturalized storm water management facilities" in Section</p>

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Item	Submission	Issue	Comment	Recommendation
		<p>the natural environment, TRCA wishes to comment on the submittal information noted in Policy 2.6.6, such as urban design guidelines and streetscape master plans.</p> <p>22) TRCA reiterates the comment made in response to Volume 1 of the Official Plan that an updated hydrologic study at a watershed scale is required to update stormwater management criteria.</p>	<p>use is not warranted as setting development limits is a practice common to all development applications.</p> <p>18) This is addressed through policy 2.5.8. (d) requires that <i>"the required minimum landscaped open space shall be directed to...(d) areas adjacent to the Natural Heritage Network, where applicable"</i>.</p> <p>19) The City agrees that consultation with TRCA is appropriate in determining the location and boundaries of each Block Plan area and it is our current practice.</p> <p>20) Policy 2.3.3 requires the precise limits of mapped natural heritage features to be determined through appropriate study to the satisfaction of the City and the Toronto and Region Conservation Authority, prior to any development approvals. This policy does not need to be repeated in the Implementation section (Section 2.6).</p> <p>21) The City concurs with the TRCA and changes to the text of Policy 2.6.6 will be made to reflect the comments</p> <p>22) The need for a subwatershed study is noted in the Implementation section of</p>	<p>2.3.6. should be revised to read "stormwater management facilities within naturalized settings" instead.</p> <p>12) Policy 2.3.7 should be changed as follows: <i>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:</i> <i>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;</i> <i>b. developing minimum requirements for mitigation of stormwater runoff volume increases; and,</i></p> <p>13) No change is recommended.</p> <p>14) No change is recommended.</p> <p>15) No change is recommended.</p> <p>16) No change is recommended.</p> <p>17) No change is recommended.</p> <p>18) No change is recommended.</p>

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			<p>Volume 1 of the Official Plan in reference to the "New Community Areas".</p>	<p>19) Policy 2.6.1 should be changed as follows:</p> <p><i>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 TRCA.</i></p> <p>20) No change is recommended.</p> <p>21) Policy 2.6.6 is changed as follows: 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, where appropriate, and in consultation with the TRCA:</p> <p>22) No change is recommended.</p>
<p>216</p>	<p>DATE: July 06, 2010 RESPONDENT:</p>	<p>1) Object to Policy 2.5.7. Proposing landscape open space requirement of 20% of the lot area for lands in General</p>	<p>1) Refer to comment Item 5B (4). 2) A significant portion of the property at</p>	<p>1) Refer to recommendation Item 5B (4). 2) No change is recommended to</p>

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Item	Submission	Issue	Comment	Recommendation
	<p>A. DiMonte & Son Ltd.</p> <p>FOR: A. DiMonte & Son Ltd.</p> <p>LOCATION: Part east half of lot 16, Vaughan, Pt. 3 P164R3136</p>	<p>Employment, designation is excessive.</p> <p>2) Concern that substantive amount of land on our property being designated as "Natural Area", far excessive of what is believed to be reasonable.</p>	<p>the northeast corner of Rutherford Road and McGillvray Road includes the Regional Greenlands System to the west and south parts of the property. The Core Features boundary, as shown on Schedule 2 and Schedule 13 of Volume 1 of the Official Plan, covers a smaller portion of the property than the Regional Greenlands System and is limited to the TRCA Regulated Area. Schedule 2 in the West Vaughan Employment Area Secondary Plan is consistent in the depiction of the Core Features with the appropriate Volume 1 schedules. The Core Features policies have been revised to allow for minor modifications based on appropriate environmental studies. Refer to comments for Item 41 (11) above.</p>	<p>Schedule 2 in the West Vaughan Employment Area Secondary Plan. Refer to response for Item 41 (11) above.</p>
<p>319</p>	<p>DATE: August 06, 2010</p> <p>RESPONDENT: Ministry of Municipal Affairs and Housing</p>	<p>Interest in protecting for transportation corridors.</p> <p>1) GTA West Corridor should be added to the description of current initiatives in Section 1.3 of the WVEA Secondary Plan.</p> <p>2) Include wording that supports long term protection for right-of-ways, and protection from development that could preclude long-term use of transportation corridors for Policy</p>	<p>1) Staff concurs that the GTA West Corridor environmental assessment should be included in Section 1.3. of the WVEA.</p> <p>2) Staff concurs that additional wording should be added to ensure the protection of long-term transit corridors and transportation right-of-ways should be included in the WVEA.</p>	<p>1) Description of the GTA West Corridor study and environmental assessment will be added in Section 1.3. of the WVEA. The following wording should be included to read:</p> <p><u>GTA West Corridor Individual Environmental Assessment (I.E.A)</u></p> <p><i>The Ministry of Transportation is currently conducting an Individual Environmental Assessment (IEA) to establish future transportation</i></p>

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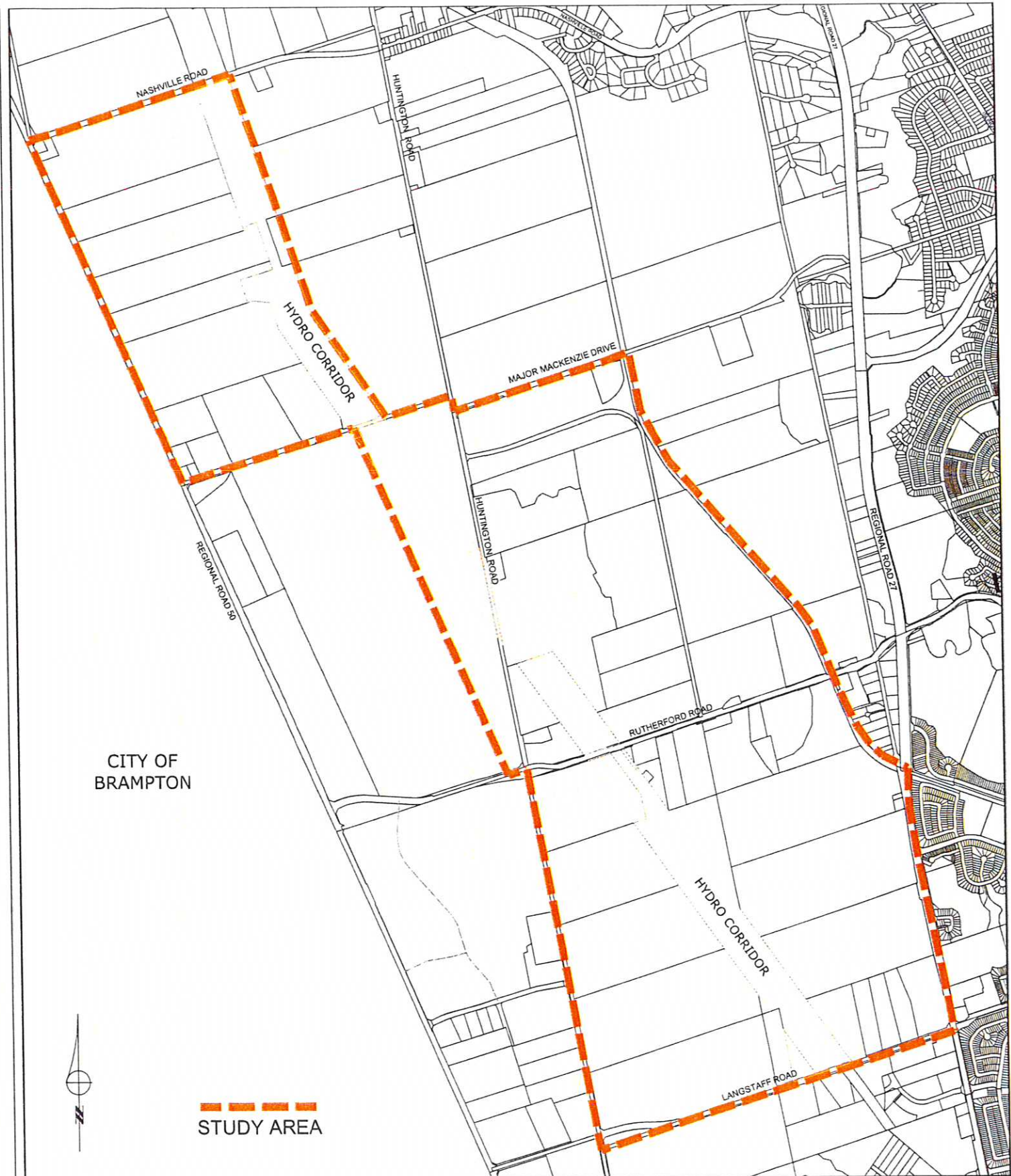
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
		<p>[2.2.8.] pertaining to the protection of transportation corridors and direction regarding municipal actions with respect to land use planning as directed in Section 3.2.2. of the Growth Plan and proposed Regional Official Plan policy 7.2.52.</p>		<p><i>infrastructure needs to 2031 within a study area that extends from Highway 400 to Guelph. The IEA will determine the measures needed to provide linkages to the Urban Growth Centres in the Provincial Growth Plan (Places to Grow), particularly between Downtown Guelph and the Vaughan Metropolitan Centre.</i></p> <p>2) Revise policy [2.2.8.] to read as follows:</p> <p><i>"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:</i></p> <p><i>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.</i></p> <p><i>b) to protect 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."</i></p>

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*West Vaughan Employment
Area Secondary Plan*

APPLICANT(S): City of Vaughan
 LOCATION: Part of Lots 10 - 26,
 Concessions 9 & 10



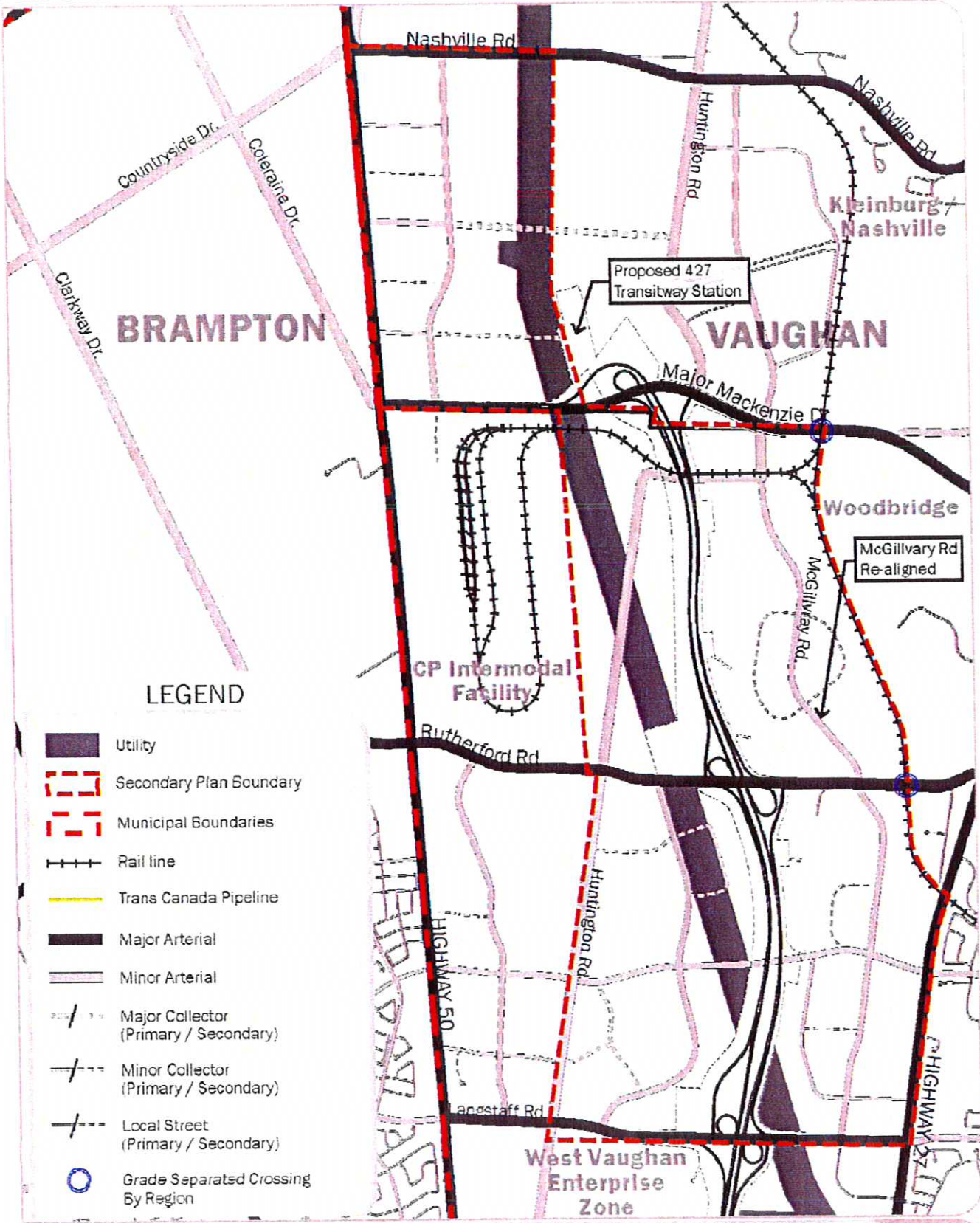
Policy Planning Department

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DATE:
August 31, 2010

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Schedule 1: Transportation Network

*West Vaughan Employment
Area Secondary Plan*



Policy Planning Department

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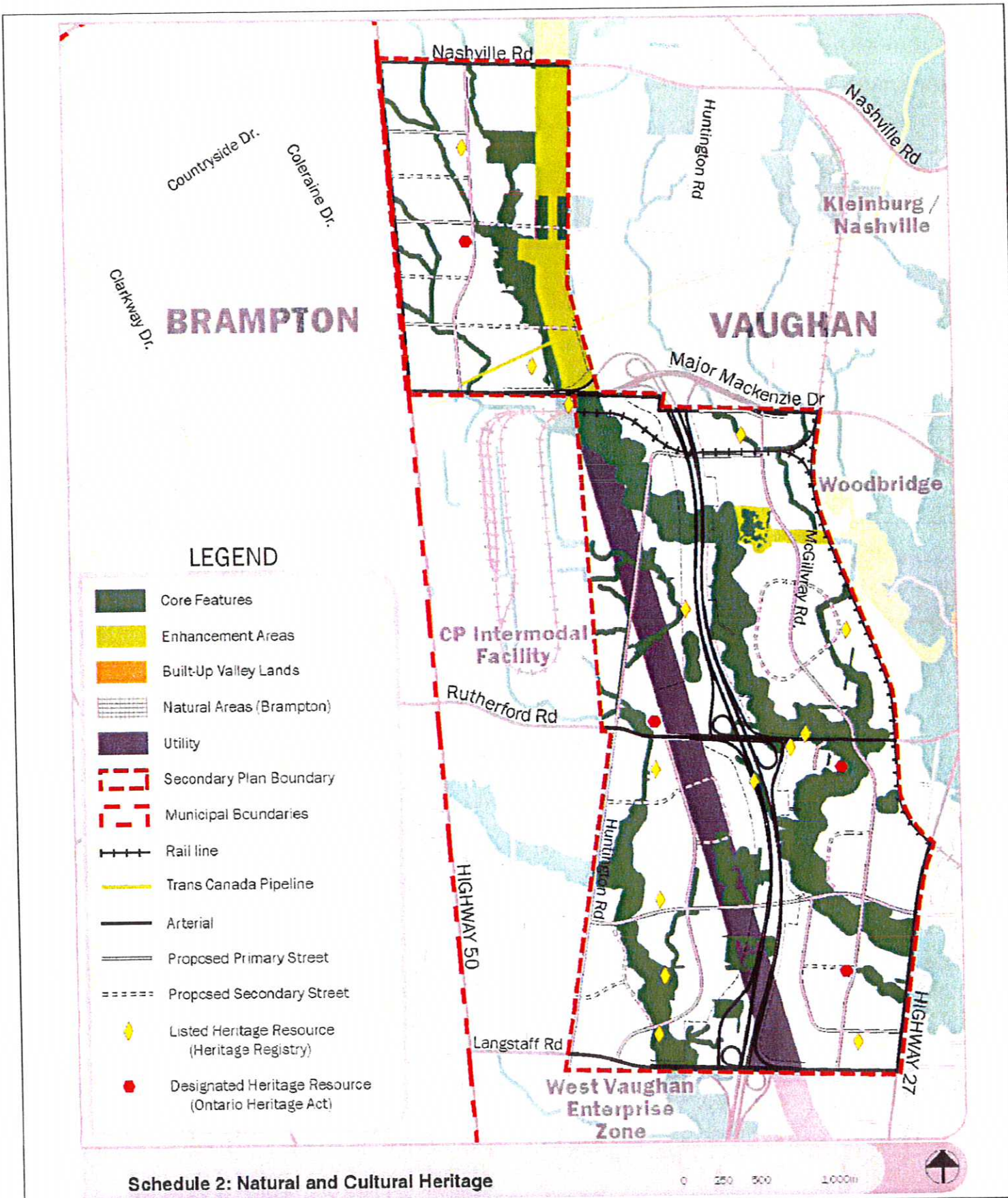
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August 31, 2010

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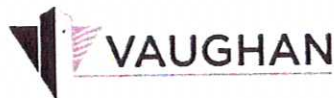
APPLICANT(S): City of Vaughan
LOCATION: Part of Lots 10 - 26,
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West Vaughan Employment Area Secondary Plan

APPLICANT(S): City of Vaughan
 LOCATION: Part of Lots 10 - 26, Concessions 9 & 10



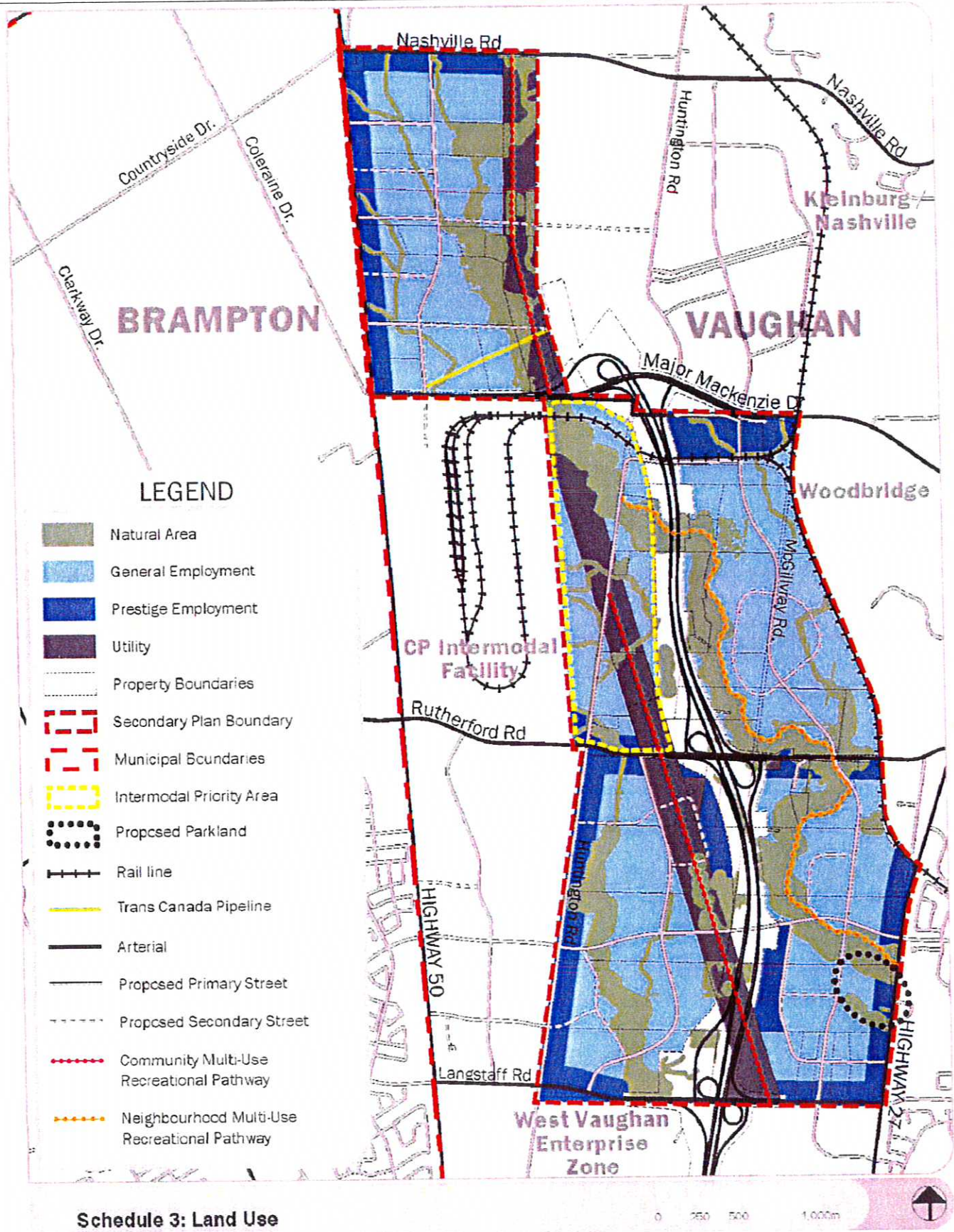
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DATE: August 31, 2010

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West Vaughan Employment Area Secondary Plan

APPLICANT(S): City of Vaughan
 LOCATION: Part of Lots 10 - 26, Concessions 9 & 10



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DATE: August 31, 2010

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