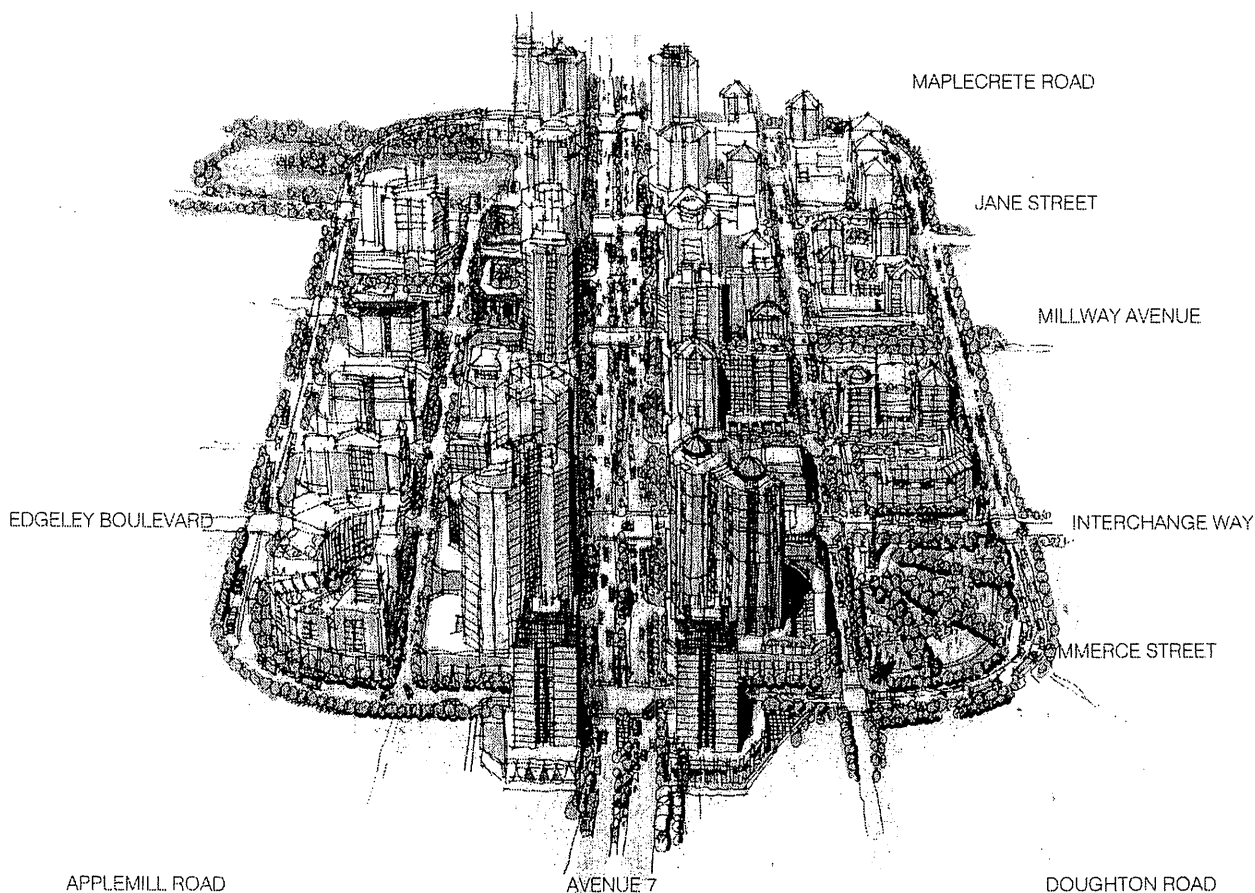
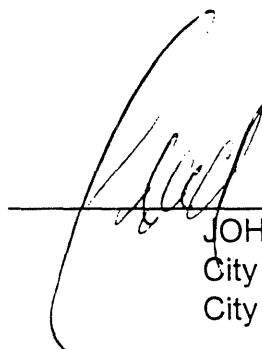


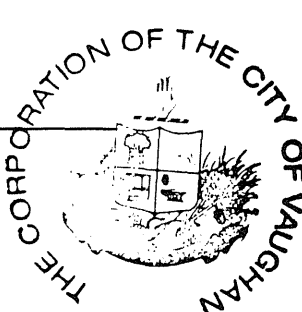
# VAUGHAN CORPORATE CENTRE

## OPA NO. 500



I, JOHN D. LEACH, City Clerk of the Corporation of the City of Vaughan, in the Regional Municipality of York, do hereby certify that attached is a true copy of Amendment Number 500 to the Official Plan of the Vaughan Planning Area, which was approved by the Ontario Municipal Board, with modifications, on the 5th day of March, 1998.

  
\_\_\_\_\_  
JOHN D. LEACH  
City Clerk  
City of Vaughan



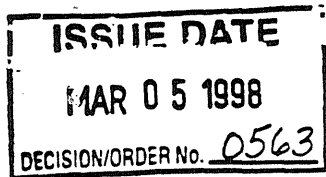
THE CORPORATION OF THE CITY OF VAUGHAN

DATED at the City of Vaughan  
this 30th day of March, 1998.

**AMENDMENT NUMBER 500  
TO THE OFFICIAL PLAN  
OF THE VAUGHAN PLANNING AREA**

The following text and Schedules 'A' to 'F' constitute Amendment Number 500 to the Official Plan of the Vaughan Planning Area.

**FEB 23 1993**



PL956702

Ontario

Ontario Municipal Board  
Commission des affaires municipales de l'Ontario

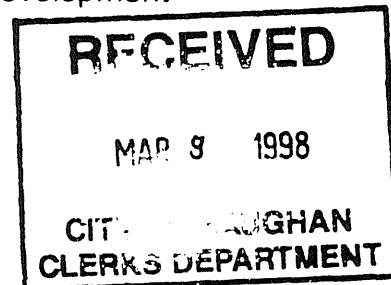
Loblaw Properties has appealed to the Ontario Municipal Board under subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, Official Plan Amendment No. 500 to the Official Plan of the Vaughan Planning Area  
O.M.B. File No. O980004

547495 Ontario Limited has appealed under subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from Council's refusal or neglect to enact a proposed amendment to the Official Plan for the City of Vaughan to redesignate land at the southeast corner of Highways 7 and 400 to permit retail uses smaller than 9,290 square metres (100,000 square feet)  
O.M.B. File No. O970098

547495 Ontario Limited has appealed to the Ontario Municipal Board under subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from Council's refusal or neglect to enact a proposed; amendment to Zoning By-law 1-88 of the City of Vaughan to rezone land at the southeast corner of Highways 7 and 400 from EM1 (prestige Employment Area Zone) to EM3 (Retail Warehouse Employment Area Zone) to allow retail uses greater than or less than 9,290 square metres (100,000 square feet)  
O.M.B. File No. Z970080

714481 Ontario Limited/Severnbridge Developments Inc. has appealed to the Ontario Municipal Board under subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from Council's refusal or neglect to enact a proposed amendment to Zoning By-law 1-88, as amended, to eliminate the gross floor area restrictions of 9,290 square metres for a retail store, to remove the maximum gross floor area restriction of 1,000 square metres devoted to the sale of food, to expand the range of retail uses permitted and to rezone EM1, EM2, EM3-H and C7 lands to permit the proposed commercial retail uses  
O.M.B. File No. Z970193

Harlequin Enterprises Limited and Wilson Century Theatres Ltd. have appealed to the Ontario Municipal Board under subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, from Council's refusal or neglect to enact a proposed amendment to Zoning By-law 1-88 of the City of Vaughan to rezone lands respecting Lots 4 and 5, Concession 5, from "O3-3" to permit a mixed use commercial development  
OMB File No. Z960126



Harlequin Enterprises Limited, Famous Players Inc. and Petro Canada have appealed to the Ontario Municipal Board under subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, from Council's refusal or neglect to enact a proposed amendment to Zoning By-law 1-88 of the City of Vaughan to rezone lands respecting Lots 4 and 5, Concession 5, to permit a mixed use commercial development  
 OMB File No. Z980006

Loblaw Properties Limited has appealed to the Ontario Municipal Board under subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, from Council's refusal or neglect to enact a proposed amendment to Zoning By-law 1-88, as amended, to rezone lands respecting Part of Lot 6, Concession 5 to permit the uses contained in the EM3 Retail Warehouse Employment Area Zone  
 OMB File No. Z970158

**COUNSEL :**

Ian Lord	for	City of Vaughan
Mark Osbaldeston & J. Harbell	for	Beutel Goodman Acquisitions and 2748355 Canada Inc.
Dennis Wood	for	Severn Bridge Developments and Westridge Shopping Centres Limited
J. Dawson	for	Torstar Corporation and Famous Players Inc.
Stephen Zaken & Patricia Foran	for	Loblaws Properties Limited
Kelly Yerxa	for	Region of York

**MEMORANDUM OF ORAL DECISION delivered by M. A. ROSENBERG  
on February 24, 1998 AND ORDER OF THE BOARD**

The Board was informed that all the parties had reached a settlement. Mr. Robert Lehman is an experienced and qualified planner. He gave evidence before the Board on behalf of all of the parties. He said the area affected by Official Plan Amendment (OPA) 500 and the various zoning by-laws is approximately 1500 acres in size located at the intersection of Highway #7 and Highway #401 in the City of Vaughan. This area is

considered one of four regional centres in the Region of York. Part of the development is intended to be the future downtown of the City of Vaughan. He said OPA 500 conforms to the Provincial Policy Statement and the Region of York's Official Plan. The various zoning by-laws are appropriate and represent good planning.

No one spoke in opposition.

The Board accepts Mr. Lehman's evidence and finds that OPA 500 as modified and the various zoning by-laws conform to Provincial Policy Statements and the Region of York's Official Plan. The modified plan is appropriate and desirable and represents good planning. The Board orders:

- 1) That the appeal by Loblaw Properties Limited against Official Plan Amendment No. 500 to the Official Plan of the Vaughan Planning Area is allowed, in part, and Official Plan Amendment No. 500 is modified so that the final form is as shown on Schedule 'A' attached hereto and forming part of this Order; and as so modified is hereby approved, inclusive of all Land Use Schedules thereto;
- 2) That the appeal by 547495 Ontario Limited and 2748355 Canada Inc. in respect of Council's refusal to amend the Official Plan of the Vaughan Planning Area is hereby dismissed;
- 3) That the zoning appeal by 547495 Ontario Limited and 2748355 Canada Inc. in respect of Council's refusal or neglect to amend Zoning By-law 1-88, as amended, is allowed and the said By-law is amended as set out in Schedule 'B' attached hereto and forming part of this Order;
- 4) That the zoning appeal by 714481 Ontario Limited and Sevenbridge Developments Limited in respect of Council's refusal or neglect to amend Zoning By-law 1-88 as amended, is allowed, and the said By-law is amended as set out in Schedule 'C' attached hereto and forming part of this Order;

- 5) That the zoning appeals by Harlequin Enterprises Limited, Famous Players Inc. and Petro Canada in respect of Council's refusal or neglect to amend Zoning By-law 1-88 as amended, are allowed and the said By-law is amended as set out in Schedule 'D' attached hereto and forming part of this Order.
- 6) That the zoning appeal by Loblaw Properties Limited in respect of Council's refusal or neglect to amend Zoning By-law 1-88, as amended, is hereby dismissed.
- 7) That this panel will remain seized, or consider hearing, the following matters which may be brought on for hearing, subject to counsel giving a ninety (90) day notice to all parties:
  - i) the zoning appeal by 714481 Ontario Limited and Sevenbridge Developments Limited to the extent that the appellants may pursue a "charity gaming club" use on the subject lands and regulations for that use is adjourned sine die; and,
  - ii) a potential future zoning appeal by the owner of land identified as Lot 7, Concession 5 (Part 1, 2, 3 and 4 on Reference Plan 65R-14840) arising from an application for amendment to Zoning By-law 1-88, in the City of Vaughan (Municipal File No. Z.98.012).

The Board further orders that it may be spoken to to implement its Order.



M. A. ROSENBERG  
MEMBER

## TABLE OF CONTENTS

PAGE #

### PART A: PREAMBLE TO THE PLAN

1.0	INTRODUCTION .....	1
1.1	ORGANIZATION OF THE DOCUMENT .....	1
1.2	LOCATION .....	1
1.3	PURPOSE OF THE SECONDARY PLAN .....	2
2.0	BACKGROUND .....	2
2.1	EXISTING LAND USES .....	2
2.2	POLICY CONTEXT .....	3
2.3	CURRENT DEVELOPMENT APPLICATIONS .....	4
2.4	KEY ELEMENTS IDENTIFIED .....	4
3.0	PLANNING PROCESS .....	4
3.1	AN INTEGRATED AND INTERACTIVE PROCESS .....	4
3.2	DEVELOPING THE 'VISION' .....	5
3.3	IDENTIFYING THE LOCATION FOR THE 'CORPORATE CENTRE NODE' .....	6
4.0	TRANSPORTATION NETWORK .....	7
4.1	APPROACH .....	7
4.2	THE ROAD AND HIGHWAY NETWORK .....	7
4.3	TRANSIT .....	7
5.0	RETAIL COMMERCIAL DEVELOPMENT .....	10
5.1	RETAIL DEVELOPMENT IN THE CITY OF VAUGHAN .....	10
5.2	IMPACTS ON THE PLANNED FUNCTION .....	10
5.3	THE USE OF RETAIL HIERARCHY AS A PLANNING POLICY .....	11
5.4	A NEW DOWNTOWN .....	11
5.5	AN APPROACH TO RETAIL COMMERCIAL DEVELOPMENT .....	12
	IN THE VAUGHAN CORPORATE CENTRE	
6.0	PHILOSOPHY OF THE PLAN .....	12
6.1	GENERAL .....	12
6.2	THE FIVE PRECEPTS OF THIS SECONDARY PLAN .....	12



**PART B: THE SECONDARY PLAN**

1.0	THE AMENDMENT .....	16
2.0	PRINCIPLES AND GOALS .....	16
2.1	PRINCIPLES .....	16
2.1.1	GENERAL .....	16
2.1.2	POPULATION AND EMPLOYMENT .....	16
2.1.3	URBAN STRUCTURE .....	17
2.1.4	COMMUNITY DEVELOPMENT AND URBAN DESIGN ..	17
2.1.5	ENVIRONMENT .....	17
2.1.6	HOUSING .....	18
2.1.7	EMPLOYMENT .....	18
2.1.8	INSTITUTIONAL .....	18
2.1.9	TRANSPORTATION SYSTEM AND PUBLIC TRANSIT ..	18
2.1.10	WATER AND SEWER PRIORATES .....	19
2.1.11	IMPLEMENTATION PRIORITIES .....	19
2.2	GOALS .....	19
2.2.1	URBAN STRUCTURE .....	19
2.2.2	URBAN DESIGN .....	19
2.2.3	LAND USE .....	20
2.2.4	HOUSING .....	20
2.2.5	EMPLOYMENT .....	21
2.2.6	INSTITUTIONAL .....	21
2.2.7	RECREATION, PARKS AND OPEN SPACES .....	21
2.2.8	ENVIRONMENT .....	21
2.2.9	TRANSPORTATION .....	22
2.2.10	SERVICING .....	22
3.0	LAND USE DESIGNATIONS .....	23
3.1	GENERAL .....	23
3.2	'CORPORATE CENTRE NODE' .....	23
3.2.1	INTENT .....	23
3.2.2	PERMITTED USES .....	23
3.2.3	POLICIES .....	24
3.2.4	URBAN DESIGN .....	25
3.3	'CORPORATE CENTRE DISTRICT' .....	27
3.3.1	INTENT .....	27
3.3.2	PERMITTED USES .....	27
3.3.3	POLICIES .....	27
3.3.4	URBAN DESIGN .....	28
3.4	VALLEY LANDS .....	30
3.4.1	INTENT .....	30

	<u>PAGE #</u>
4.0	INFRASTRUCTURE POLICIES ..... 30
4.1	WATER, WASTEWATER AND STORMWATER ..... 30 MANAGEMENT SERVICES
4.2	TRANSPORTATION POLICIES ..... 30
4.2.1	GENERAL ..... 30
4.2.2	ROAD NETWORK ..... 30
4.2.3	TRANSIT ..... 31
4.2.4	PEDESTRIAN AND BICYCLE SYSTEM ..... 32
4.2.5	PARKING ..... 32
4.2.6	TRAFFIC DEMAND MANAGEMENT ..... 32
5.0	PHASING POLICIES ..... 33
5.1	GENERAL ..... 33
5.2	RETAIL USES ..... 34
5.3	TRANSPORTATION IMPROVEMENTS ..... 35
5.3.1	GENERAL ..... 35
5.3.2	MONITORING ..... 37
6.0	ADMINISTRATION ..... 37
6.1	APPLICATION ..... 37
6.2	STATUS OF USES PERMITTED UNDER PREVIOUS ..... 37 AMENDMENTS TO THE OFFICIAL PLAN
6.3	SITE SPECIFIC POLICIES ..... 38
6.4	IMPLEMENTATION ..... 39
6.4.1	GENERAL ..... 39
6.4.2	REQUIREMENTS FOR DEVELOPMENT ..... 39 APPLICATIONS
6.4.3	BLOCK PLANS ..... 40
6.4.4	ZONING BY-LAW ..... 41
6.4.5	SITE PLAN CONTROL ..... 42
6.4.6	SUBDIVISION CONTROL ..... 42
6.4.7	DEVELOPMENT AGREEMENTS ..... 43
6.4.8	DEVELOPMENT PERMITS ..... 43
6.5	INTERPRETATION ..... 43

## PART A: PREAMBLE TO THE PLAN

### 1.0 INTRODUCTION

#### 1.1 ORGANIZATION OF THE DOCUMENT

Part A introduces Official Plan Amendment 500. It acts as the preamble to the Secondary Plan and is divided into the following sections;

- Section 1.0 is the introduction which describes the organization of this document, the location of the Secondary Plan Area and the purpose of the Secondary Plan;
- Section 2.0 describes some of the background information such as the existing land use structure, the planning policy context and current development applications;
- Section 3.0 discusses the planning process that has been employed in the preparation of this Secondary Plan and identifies the rationale behind some of the key decisions;
- Section 4.0 identifies the rationale behind the road network and public transit concept;
- Section 5.0 discusses the basis and rationale underlying the retail commercial policies; and,
- Section 6.0 identifies the underlying philosophy which has formed the basis of this Secondary Plan and the Urban Design Guidelines.

Part B presents the policy framework which comprises the Vaughan Corporate Centre Secondary Plan, as outlined below:

- Section 1.0 identifies the technical details of the Official Plan Amendment;
- Section 2.0 expresses the fundamental principles and goals of the Secondary Plan;
- Section 3.0 describes the three land use designations that specify the policy framework for development within the Secondary Plan Area;
- Section 4.0 expresses the infrastructure policies including water and sanitary sewer services, stormwater management facilities and the transportation network;
- Section 5.0 outlines the phasing policies; and,
- Section 6.0 outlines a variety of administrative guidelines, including phasing, implementation and interpretation policies.

#### 1.2 LOCATION

The Vaughan Corporate Centre Secondary Plan Area is strategically located in the Greater Toronto Area (GTA), adjacent to Highway 407 and includes the Regional Road 7 and Highway 400 interchange. The Secondary Plan Area was conceptually identified and designated by OPA 400. In carrying out the background work to OPA 500, the boundaries of the Subject Lands have been more precisely defined (see Schedule A), and some already developed areas have been deleted.

### 1.3 PURPOSE OF THE SECONDARY PLAN

The purpose of the Secondary Plan is to establish policies that will guide the City of Vaughan in its consideration of development applications within the Vaughan Corporate Centre Secondary Plan Area, in keeping with the policies of the Official Plan, as amended. More specifically, this Secondary Plan is intended to:

- establish the most appropriate mix of land uses, urban form and community structure within the Secondary Plan Area that recognizes its strategic location in the City of Vaughan, the Region of York and the broader geographic area;
- ensure that appropriate Secondary Plan policies (including phasing policies) and Urban Design Guidelines are in place to stimulate and guide both private and public sector development within the Corporate Centre Secondary Plan Area over the long term;
- ensure that adequate and efficient transportation networks are possible, and that the Corporate Centre (which has the potential to become a major transportation gateway) is supported by the proposed development pattern and densities; and,
- ensure that adequate and efficient service infrastructure networks are possible to serve the anticipated development and that they can be phased in a way that is affordable, but that also strongly supports the interim stages of development.

### 2.0 BACKGROUND

#### 2.1 EXISTING LAND USES

A significant proportion of the Corporate Centre Secondary Plan Area is already developed or approved for development with:

- big box retail uses focused in the quadrant north of Regional Road 7 and west of Highway 400;
- new industrial/business park uses located north of Regional Road 7 and east of Highway 400;
- business park uses south of Regional Road 7 and west of Highway 400; and,
- mature industrial uses south of Regional Road 7 and east of Jane Street.

The combination of existing and approved developments provide a context for the Corporate Centre Secondary Plan Area. Clearly, a regionally significant retail commercial focus has begun to establish along Regional Road 7, west of Highway 400. Approved developments within this corridor support this emerging retail focus.

Of equal significance are the well established and successful business parks located on both sides of Highway 400. These uses will continue to prosper and evolve into the future. The older industrial area, located south of Regional Road 7 and east of Highway 400 will provide redevelopment opportunities in the longer term.

## 2.2 POLICY CONTEXT

The Vaughan Corporate Centre Secondary Plan Area has an important function in the urban structure established by both the City of Vaughan and Region of York Official Plans. It is the objective of the Regional Official Plan to create a well-designed system of Regional Centres to focus residential, institutional and business activities. The Regional Official Plan identifies the Vaughan Corporate Centre Secondary Plan Area as one of four primary centres in the Region of York and the only 'Regional Centre' in the City of Vaughan.

The City of Vaughan's Official Plan Amendment 400 identifies the Vaughan Corporate Centre Study Area. Within this large Study Area, the Plan requires that a location be selected as a focus for employment, entertainment, cultural and residential uses. This 'focus' is identified as the 'Corporate Centre Node' in this Secondary Plan.

Other City-based planning policies and studies have recognized the evolution of the Regional Road 7 corridor in the Secondary Plan Area for a number of years. Policy direction in recent years includes:

- the Woodbridge Commercial Structure Study (February, 1990) identified the area from Highway 400 to just west of Weston Road as a 'Major Commercial Centre' based on its significant locational attributes;
- the areas along the south side of Regional Road 7 to Pine Valley Drive were identified as 'Regional Road 7 Commercial Corridor' in OPA 345;
- OPA 320 (January, 1991), which applies to the four quadrants surrounding the interchange of Highway 400 and Regional Road 7, provides for significant retail warehousing opportunities;
- the Vaughan City Centre Evaluation of Potential Locations (May, 1991) identified the Highways 407 and 400 area as having excellent potential to become the Vaughan City Centre;
- the Retail Study (a Background Report to OPA 400) suggested a retail hierarchy throughout the City of Vaughan and identified a high order retail focus at the Regional Road 7 and Weston Road intersection; and,
- OPA 400 (June, 1995), which is reinforced by OPA 450 (May, 1996), established the Vaughan Corporate Centre Secondary Plan Area as an area of mixed use development, including commercial components, to provide for a higher order of goods and services than found anywhere else in the City of Vaughan.

In summary, the current planning policies create a framework intended to allow for the creation of a mixed-use centre to capitalize on existing and planned GTA-wide transportation links within the Corporate Centre Secondary Plan Area. The Corporate Centre is to be based on planning and design principles that support transit use, compact urban form and an integration of land uses. These principles are expected to create an attractive live/work community with a strong and clearly identifiable public realm and 'pedestrian friendly' streets - in short, a centre of urban activity within the City of Vaughan.

The context provided in the broader Corporate Centre Secondary Plan Area must, therefore, both complement and support the creation of the 'Corporate Centre Node'. The 'Corporate Centre Node' is to be recognizable as the cultural and economic centre of the Secondary Plan Area, the City of Vaughan and the wider region.

### 2.3 CURRENT DEVELOPMENT APPLICATIONS

There are three large, mostly vacant land parcels that provide a significant amount of the identified development potential within the Vaughan Corporate Centre Secondary Plan Area. These three large development parcels provide an opportunity to establish a new context and initial development form for the Corporate Centre, both in terms of urban design and land use mix. All three of these land parcels are subject to current development applications, as follows:

Site 1: Trinity Development Group Inc. - An application on behalf of Trinity Development Group. The site is located in the southwest quadrant of Regional Road 7 and Highway 400 and comprises a total area of approximately 33.5 hectares (83 acres).

Site 2: Beutel Goodman Real Estate Group - The Beutel Goodman site is located in the southeast quadrant of Regional Road 7 and Highway 400 that comprises a total area of approximately 53.8 hectares (133 acres). The Beutel Goodman site has existing zoning approval for a variety of employment generating land uses.

Site 3: Sevenbridge Developments Limited - An application on behalf of Sevenbridge Developments Limited for a site located in the north east quadrant of the Highway 400 and Regional Road 7 interchange. The total site area is 44.8 hectares (111 acres). The Sevenbridge site has existing zoning approval for a variety of employment generating land uses.

### 2.4 KEY ELEMENTS IDENTIFIED

The following are four key planning considerations. Each have been discussed and analyzed at the various meetings and workshops and articulated in the Interim Reports (November, 1996 and March, 1997):

- because of its accessibility and visibility, the Secondary Plan Area should define the corporate identity of the City of Vaughan to become a pivotal urban gateway in keeping with the GTA model of regional structure;
- current planning policy requires and supports the creation of more detailed policies establishing the Secondary Plan Area as a Corporate Centre, including the identification of a 'Corporate Centre Node';
- the extent of existing and approved development provides the first generation of development within the Corporate Centre and provides a context for future development; and,
- the three large development parcels provide a significant opportunity to set the tone for the future, both in terms of urban design and land use mix.

### 3.0 PLANNING PROCESS

#### 3.1 AN INTEGRATED AND INTERACTIVE PROCESS

This Secondary Plan has been developed based on an integrated and interactive approach combining land use planning, transportation and infrastructure planning, urban design, development economics and real estate analysis. An important aspect of this process was the coordination between the current development proposals being considered by the City of Vaughan, the longer-term development options within the Secondary Plan Area overall and in the area ultimately identified as the Vaughan 'Corporate Centre Node'.

The Secondary Plan and Urban Design Guidelines were prepared using a process that involved the landowners, agencies, staff and any members of the public with an interest. Four workshops were held, all of which were open to the public. The workshops confirmed and expanded on the general principles initially articulated in the City of Vaughan's Official Plan.

Workshops were held throughout the planning and design process, as follows:

- Workshop 1 - August 7 and 8, 1996;
- Workshop 2 - September 18, 1996;
- Workshop 3 - November 27 and 28, 1996; and,
- Workshop 4 - March 4, 1997.

The results of the planning and design workshop process are provided by the two Interim Reports, the Urban Design Guidelines and this Secondary Plan.

### 3.2 DEVELOPING THE 'VISION'

Over the past decade, the field of urban planning has witnessed a major shift in its understanding of the fundamental principles necessary to create livable communities. There is a recognized need for comprehensive urban design that results in a better quality living environment, while acknowledging the forces of economic feasibility and landowner expectations.

There is an increasing public and professional awareness that the quality and safety of the public environments of cities is vitally important. The public realm of a 'downtown' - its streets, sidewalks, promenades, squares, parks, gardens and green ways - is the key to the image and physical quality of a community. Many of the influences which give shape to the public realm are the result of public decisions, yet many more are the consequence of private development decisions. The best public spaces and buildings result when there is congenial and reciprocal arrangement between the spaces and the buildings which bound and shape them.

The following description of the 'vision' of the Vaughan Corporate Centre is derived from the workshop process:

- ***The Corporate Centre should provide a central focus for the City of Vaughan. It should create, over time:***
  - a new central focus of higher intensity land uses that clearly relates to each of the existing and new communities in the City of Vaughan with respect to road connections, transit and land use; and,
  - an identifiable core (the 'Corporate Centre Node').
- ***The Corporate Centre should contain a mix of land uses. The mix of land uses should include:***
  - municipal/government/civic functions;

- employment uses, including office, retail, institutional and business park/industrial uses (not just a retail focus);
  - residences as a key component;
  - an arts/cultural/entertainment destination; and,
  - 'people places', civic/gathering places.
- o ***The Corporate Centre should be of an appropriate size. It should include:***
- an area with many landowners;
  - an area large enough to attain a critical mass of development; and,
  - a 'Corporate Centre Node' which is 50 to 100 hectares in area.
- o ***The Corporate Centre should achieve a desirable urban form. This form should be created such that it:***
- is connected to the City of Vaughan's open space system;
  - has a compact form and human scale (not predicated on a major shopping mall);
  - has access to transit;
  - can evolve slowly over time, with flexibility to adapt to changing market demand for uses;
  - is visible from provincial highways and regional roads;
  - is accessible (transit, cars, trails); and,
  - is a safe pedestrian place.

### 3.3 IDENTIFYING THE LOCATION FOR THE 'CORPORATE CENTRE NODE'

The City of Vaughan's Official Plan envisions the Corporate Centre Secondary Plan Area as a focus for a broad mix of residential uses with a variety of employment generating land uses including retail and service commercial uses, offices, institutions, industries and entertainment and cultural uses. Within this large area, the Plan requires that a location be selected as a focus for the highest order land uses within the City of Vaughan. This 'focus' is identified as the 'Corporate Centre Node'.

During the first workshop, optional locations for a 50 to 100 hectare (125-250 acres) 'Corporate Centre Node' were identified within the Corporate Centre Secondary Plan Area. Lands on both sides of Highway 400 were initially considered. However, locations for the Node west of Highway 400 were not recommended primarily because of the constraints of establishing a transit connection with the future Highway 407 Transitway and future higher order transit to York University and the Spadina Subway. In addition, most of the area west of Highway 400 is already developed with or planned for successful retail and business park land uses. The remaining large development parcel located west of Highway 400 (the Trinity Development Group site) is



suitable for land uses that support the retail focus at Regional Road 7 and Weston Road, in keeping with the retail structure suggested in the background work of OPA 400.

During the third workshop the actual location of the 'Corporate Centre Node' was further discussed. It was determined that the Corporate Node would most appropriately be located along Regional Road 7, east of Highway 400, as shown on Figure 3, for the following reasons:

- Regional Road 7 is currently the City of Vaughan's main east-west roadway. In a broader context, Regional Road 7 has been the historical focus for main street development in communities from Sarnia to Ottawa;
- this location has the potential to become a significant regional and local transit hub, including connections to transit focussed on Regional Road 7, the Highway 407 Transitway and York University and the Spadina Subway;
- the multiplicity of land ownership adjacent to Regional Road 7 in this location allows development to occur incrementally and ensures that the Node can evolve as a collection of projects - rather than being a single mega-project controlled by one landowner;
- this location allows development to be led by public sector initiatives through the redesign of public spaces along the already highly visible Regional Road 7 corridor. Public sector investment has the potential to be a signal of change and a 'pump-primer' for private sector investment;
- the opportunity to capitalize on the development pressure that already exists within the Regional Road 7 corridor (as evidenced by recent development and current applications);
- a 'Ring Road' concept is achievable in this location and will be required, in some form that is satisfactory to the City of Vaughan and the Region of York, to provide access to the land uses that are currently proposed; and,
- the location along Regional Road 7 allows the development of the vacant land parcels in a manner generally envisaged by the developers (based on current applications), without compromising the objectives of the City of Vaughan for the establishment of an 'urban centre' - this means that some development can occur as soon as possible.

#### 4.0 TRANSPORTATION NETWORK

##### 4.1 APPROACH

The arterial road network that will serve the Secondary Plan Area is largely in place. Since there are no new major arterial road links planned in the area, the network runs the risk of becoming increasingly congested. To mitigate this potential problem, the transportation strategy is to focus on techniques to optimize the use of the existing infrastructure with particular attention to the potential to increase the use of transit services.

The Vaughan Corporate Centre Secondary Plan Area has been identified in the York Regional Official Plan as an important regional gateway in the land use/transportation strategy for the GTA. This recognition implies strong support for higher order transit connections that would link the Corporate Centre to the GTA rapid transit network and other urban centres. This rapid transit requirement is more than just a good planning principle. Analysis of the future trip demand shows that, even with all the proposed roads completed, including Highway 407, forecast traffic volumes cannot be accommodated at a generally acceptable level of service.

While the majority of travel will continue to use the road system, transit use must be encouraged to increase significantly during the planning period.

Virtually all major city centres in the GTA are located on or near higher order transit lines. The Vaughan Corporate Centre Secondary Plan Area has the added advantage of also being at the junction of two major Provincial Highways. This advantage will encourage the establishment of higher density development consistent with a Corporate Centre, which will, in turn, capitalize on the significant public investment in infrastructure.

The transportation strategy for the Corporate Centre Secondary Plan Area is based on the existing road system and transit services while recognizing the need to encourage a shift from automobile trips to transit trips. The Secondary Plan policies are intended to augment the existing road and transit network as follows:

- improved links to Highways 400 and 407;
- the establishment of the collector road network to serve the Corporate Centre and complement the existing arterial and Highway systems;
- intersection and turning movement improvements that do not adversely affect transit access;
- High Occupancy Vehicle (HOV) lanes to encourage increased vehicle occupancy; and,
- the establishment of a fine grid of local roads and development blocks.

#### 4.2 THE ROAD AND HIGHWAY NETWORK

The Vaughan Corporate Centre and 'Corporate Centre Node' are well served by Highways 400, 407 and Regional Road 7 (Highway 7 was transferred from MTO to the Region of York as Regional Road 7 on June 7, 1997) and the existing arterials - Weston Road and Jane Street. Within the 'Corporate Centre Node', the road pattern and capacity compares favorably with other GTA urban centres. This Secondary Plan preserves the existing six-lane cross section on Regional Road 7, and supplements it with two parallel service roads. Only limited access will be provided to the through lanes on Regional Road 7, thus preserving their existing function as regional traffic lanes. The design and function of Regional Road 7 through the 'Corporate Centre Node' will be reviewed in greater detail following the completion of the City of Vaughan and Region of York's transportation review.

The collector road system provides a 'ring road' around the Node and divides the Corporate Centre into more and smaller development parcels. The local road system is proposed as a typical downtown grid system. It is intended that the collector and local road network will be highly interconnected and will provide multiple paths for traffic generated by the adjacent land uses and thereby minimize the possibility of the development of unacceptable levels of traffic congestion.

#### 4.3 TRANSIT

The well used existing surface transit (bus) service on Regional Road 7 and Jane Street has already established a sound foundation upon which to build a successful long term higher order transit system. Support for the existing surface system can be used to encourage increased transit ridership over time as growth occurs. The plan for the Corporate Centre Secondary Plan Area and the 'Corporate Centre Node' facilitates the expansion of the existing bus service in the area with the addition of priority treatments such as HOV lanes leading eventually to the development of regional-scale transit facilities.

Typically, higher order transit networks take a significant amount of time to evolve. It is anticipated, therefore, that buses would serve residential and commercial areas in the Corporate Centre with links to the Regional Road 7 and Highway 407 corridors. Once within these corridors, buses would operate with some form of priority until they leave the corridor to again circulate through residential or other commercial areas or to link to higher order transit (eg: to the Spadina Subway line).

This form of transit could be implemented quickly, without the expense of major infrastructure, by providing the corridor service through a careful combination of service on alternate sections of Regional Road 7 and Highway 407. The Regional Road 7 sections would provide land use access, and Highway 407 high speed links, that would ensure that the service would be competitive in the type of trip market found in southern York Region. The proper combination of routes in the system would ensure that a high proportion of transit trips could be made without the need to transfer and that virtually all trips could be made with no more than one transfer.

As the passenger demand builds and traffic congestion develops, the different elements of the corridor service on Regional Road 7 and Highway 407 would gradually be upgraded through some form of HOV lane treatment, ultimately to that of a full transitway with on-line stations. This staged approach would allow the system to be developed in an affordable manner while at the same time providing early benefits.

The establishment of the 'Corporate Centre Node' as the City of Vaughan's preeminent transit hub is considered both an opportunity and a necessity. Three main transit connection opportunities will be important in establishing the 'Corporate Centre Node' as the centre for land use activity in the City of Vaughan, as follows:

- o local transit is likely to be focused on Regional Road 7 throughout the City of Vaughan and a central transfer hub will be necessary to provide a focus for the network. Any identified transit transfer hub will become one of the most transit accessible locations within the City of Vaughan, which should help attract higher order and higher intensity land uses to the area;
- o the radial transit connection potential with York University and the Spadina Subway will help attract higher order and higher intensity land uses to the area. Successful urban centres generally provide efficient and high speed access to the main urban centre within the broader region, in this case, the Financial District of the City of Toronto. Both Highway as well as higher order transit connections are desirable; and,
- o Highway 407 and the proposed Highway 407 Transitway provide opportunities to connect the centres of Markham, Richmond Hill, Brampton and Mississauga with the Vaughan Corporate Centre and the 'Corporate Centre Node' by both automobile and transit. The northern municipalities of the Greater Toronto Area are all experiencing rapid growth and all have the desire to establish identifiable urban centres. The transit connection potential will also help attract higher order and higher intensity land uses to the Corporate Centre Secondary Plan Area.

The location of any one of the proposed facilities: the local transit transfer hub; the terminus for the connection to Spadina Subway; or, the station related to the Highway 407 Transitway could stimulate some concentration of development in their vicinity. However, where there is an opportunity to locate all of these facilities in very close proximity, the potential to stimulate the creation of the 'Corporate Centre Node' will be enhanced significantly.

## 5.0 RETAIL COMMERCIAL DEVELOPMENT

### 5.1 RETAIL DEVELOPMENT IN THE CITY OF VAUGHAN

Typically, major concentrations of retail development become located in urban areas as either planned (ie, shopping centres) or unplanned functions (ie., traditional downtowns which evolve in response to population growth).

In the City of Vaughan, beginning with OPA 240, the community plan for Woodbridge in 1985, a planned function for community centres, neighbourhood centres and local convenience centres was established. The planned function of each of these types of retail centres was directly related to a specific community or neighbourhoods within the communities. For example, in Woodbridge, the planned function of the Woodbridge Core and the Woodbridge Community Centre located at the north-west of Weston Road and Regional Road 7 was to service the Woodbridge community.

Similarly, in the Thornhill-Vaughan community, the town centre was established to serve that community of approximately 70,000 persons. In the Thornhill-Vaughan community however, the site was quite central to the community as a whole. OPA 400 also established a planned function for District Commercial Centres in Urban Villages I and II.

Subsequent changes to retail policies as a result of Official Plan Amendments 320, 345, 400 and 450 redefined the community centre at the northwest corner of Weston Road and Regional Road 7 to a District Commercial Centre and permitted the establishment of retail warehouse uses immediately across the street from this site at the northeast quadrant of Highway 400 and Regional Road 7. Through Official Plan Amendment 320, major areas of retail warehousing were also permitted in the southeast and southwest quadrants at the intersection of Highway 400 and Regional Road 7.

### 5.2 IMPACTS ON THE PLANNED FUNCTION

In the preparation of the Vaughan Corporate Centre Secondary Plan, the impact on the planned function of the Major Commercial Centre designated by OPA 345 at Weston Road and Regional Road 7 has been considered. These lands are located within the Vaughan Corporate Centre Secondary Plan Area.

In considering the case for using planning policy to impose limits on retail development and thereby protect the planned function of an existing retail use or centre, the principal planning concerns are protection of the public interest in the avoidance of significant urban blight and the provision of an adequate range of goods and services. It is not considered appropriate to limit the number and location of retail users to protect the market share of existing retailers because this is fundamentally contrary to the broad public interest, which benefits from greater choice and competition between retailers. Even given that the shopping centre could become economically unviable, the public interest could still be served by having equal shopping facilities available immediately adjacent to the site.

A direct parallel can be drawn in this situation to the healthy development of a downtown of any significantly sized community. It is not in the public interest to regulate the development of uses within a large commercial centre such that competition is limited. Planning policies that would restrict a downtown to a single large department store in a specific location would have a negative effect on the public interest by limiting the potential range of goods and services available through open competition to the public.

### 5.3 THE USE OF RETAIL HIERARCHY AS A PLANNING POLICY

The basic argument supporting the use of a retail hierarchy is that a system of centres arranged in a hierarchy provides an efficient way of arranging for the distribution, collection and administration of goods and services. An appropriate system can avoid duplication and waste and make possible the realization of social benefits that come from economies of scale.

The literature on retail structure makes a distinction between planned and unplanned centres. Planned centres essentially are located to serve a finite market; the level of automobile traffic, generally determined by road capacity, establishes the market size and scale as they are often isolated from pedestrian traffic. Planned centres are highly structured and the average store area depends on the specialization of that store. There is relatively little duplication in planned centres and chain stores dominate. Parking is typically controlled and access carefully planned and they are in competition with other planned centres across a Metropolitan Region.

Unplanned centres, on the other hand, as typified by older downtowns in relatively large communities, remain flexible and they grow or decline with the trade area and competition. Their accessibility must evolve as the community around them grows and transit systems often become necessary. Store size typically varies greatly with no correlation found with the size of a centre. The number of business types generally increases with the number of stores. Higher order centres contain all lower order activities. Typically, shopping goods and activities are concentrated at the highest value intersection and there is a high degree of pedestrian traffic. Competition is primarily among similar stores in the same centre.

In the retail structure of larger cities, the Central Business District combines almost all the retail clusters that are found throughout the remainder of the area. It is the highest order of unplanned centre and the node that represents the City of Vaughan within the larger settlement. The Central Business District often serves the entire metropolitan area. It typically incorporates a variety of specialized retail areas, financial, fashion and entertainment districts.

### 5.4 A NEW DOWNTOWN

Large Ontario cities and the municipalities across the GTA have used a variety of means of coping with planned function in their planning documents. Some municipalities have virtually no controls on larger business centres such as the downtowns in North York and Toronto. Others have relatively rigid hierarchies established across a broader region such as the municipalities in the Region of Durham.

It is clear from market analyses carried out across the Greater Toronto Area that there is a very substantial interdependence of market areas which is of benefit to the consumer. This is demonstrated in a 1989 analysis of the trade areas for regional shopping centres across the GTA. This analysis, reviewed the origin of the customers for the 11 largest regional shopping centres. Using the origin of 80 percent of the centre's trade to determine market areas the study revealed huge overlapping market areas across the broader region. For example, customers of the Woodbine Shopping Centre came from market areas that also supported customers of Square One in Mississauga, the Bramalea City Centre, Yorkdale Shopping Centre, The Promenade Shopping Centre, Hillcrest Shopping Centre and Markville Shopping Centre. Similarly, customers for the market area for 80 percent of the trade area for the Scarborough Town Centre also encompassed portions of a similar market area for the Woodbine Shopping Centre, Promenade Shopping Centre, Fairview Mall, Hillcrest Shopping Centre, Oshawa Centre, the Markville Shopping Centre and Fairview Mall.

In general, there are substantial overlaps in market areas which is to the benefit of the consumer and in the public interest. The extensive freeway system across the Greater Toronto Area provides access within what

consumers consider to be a reasonable amount of time to allow a broad variety of choice in retailing and service locations. In pure economic terms, this maintains competitiveness among the variety of sites and provides the maximum range of goods and services to the consumer.

#### 5.5 AN APPROACH TO RETAIL COMMERCIAL DEVELOPMENT IN THE VAUGHAN CORPORATE CENTRE

The Vaughan Corporate Centre Area includes the major commercial centre servicing the Woodbridge Community. The Vaughan Corporate Centre is envisioned to be the most significant location for retail commercial development in the City of Vaughan, with the highest order and broadest range of retail use. The Corporate Centre will be a unique combination of a planned and unplanned retail commercial, service and business centre.

The area enjoys unparalleled access to markets across the Greater Toronto Area and the Province as a whole. It also has extensive areas of vacant or relatively under used land together with existing or potential infrastructure improvements to support a substantial amount of development.

The philosophy used in this Plan is to permit development, subject to the availability of adequate infrastructure, to preclude the possibility of negative impacts on surrounding areas. Beyond this one significant condition, it is not the intention of this Plan to restrict the development of retail, service or business uses in the Vaughan Corporate Centre Secondary Plan Area. The development of facilities in this area will serve to make the Woodbridge Community extremely well served by all forms of retail facilities.

#### 6.0 PHILOSOPHY OF THE PLAN

##### 6.1 GENERAL

The Corporate Centre Secondary Plan Area, because of its excellent accessibility and visibility is to fulfill the role of a key urban gateway to the City of Vaughan. The Corporate Centre Secondary Plan Area is intended to be developed over time as a focus for higher intensity residential uses and a variety of employment generating land uses including retail and service commercial uses, offices, institutions, industries and entertainment and cultural uses. The Secondary Plan policies and companion Urban Design Guidelines will enable the City of Vaughan to review development applications in the context of a comprehensive plan well into the next century.

This Plan carries forward the intention of the Region of York Official Plan, OPA's 320, 400 and 450, but in the context of a different approach to the effectiveness and need for planning policy. The philosophy of the Plan recognizes two key elements - the long term nature of the Plan and the consequent need for flexibility.

##### 6.2 THE FIVE PRECEPTS OF THIS SECONDARY PLAN

This Plan creates a framework of public infrastructure within which development is encouraged. The key elements of the public interest are defined in the Plan and the companion Urban Design Guidelines, with the intention of limiting the degree of municipal control over uses and the amount of development to that which is essential to the proper functioning of the infrastructure.

There are five precepts of this Secondary Plan. In order of priority, this Secondary Plan:

- *Identifies the location of the 'Corporate Centre Node'.*

The 'Corporate Centre Node' function will be a product of the centralization of residential, commercial, cultural and administrative functions. One of the key attributes of a successful urban centre is a significant

mass of buildings and variety of functions that identify the area as an urban centre. It is the location of all of these uses in one small area that creates a critical mass and that will enable the identity of the 'Corporate Centre Node' to be created. The 'Corporate Centre Node' will:

- provide a central focus to land use activity in the Corporate Centre Secondary Plan Area and in the City of Vaughan;
  - become the City of Vaughan 'Regional Centre' as identified in the Region of York Official Plan;
  - contain as wide a range of uses as possible;
  - be of a size suitable to create a visually significant mass of buildings and functions; and,
  - achieve a desirable urban form.
- o ***Establishes the grid of roads and the general block pattern.***

The grid of arterial, collector and local roads will create the basic form of the Corporate Centre. They will define the pattern of development and the distribution of development blocks. The layout of the roads will influence pedestrian and vehicular movement and will provide an identifiable structure to the Corporate Centre.

It is an objective of this Secondary Plan to establish (or protect for) the grid of roads as early in the development process as possible in order to provide maximum long-term flexibility to the municipality. As such, development approvals will require, where appropriate, that all road rights-of-way be dedicated to the City of Vaughan.

Within the 'Corporate Centre Node', local, collector and arterial roads (including Regional Road 7) will generally adhere to the layout identified in this Secondary Plan and will be developed in a manner consistent with the Vaughan Corporate Centre Urban Design Guidelines and to the satisfaction of the City of Vaughan and the Region of York.

Within the 'Corporate Centre District', collector and arterial roads (including Regional Road 7) will generally adhere to the road layout as identified in this Secondary Plan and will be developed in a manner consistent with the Vaughan Corporate Centre Urban Design Guidelines and to the satisfaction of the City of Vaughan and the Region of York.

The local road network within the 'Corporate Centre District' will:

- enhance the grid network and provide appropriate connections to the collector and arterial network and, where possible, to the 'Corporate Centre Node';
  - conform to the policies of this Secondary Plan; and,
  - will be developed in a manner consistent with the Vaughan Corporate Centre Urban Design Guidelines.
- o ***Promotes an urban form that creates a pedestrian friendly environment.***

The urban form promoted by this Secondary Plan is based on establishing a pedestrian friendly environment. Generally, and throughout the Secondary Plan Area, this Plan promotes the development of:

- a variety of urban plazas and parks;
- a compact form; and,
- streetscapes at a human scale.

The long-term development of the 'Corporate Centre Node' will be based on the 'main street' model rather than shopping centre model of an urban centre. The main street model typically has a finely textured mix of uses and ownerships which allows for continual change and intensification along the central streets and intersections. In the short-term, development may be permitted based on other development models provided that it is not prejudicial to the achievement of the long-term objective.

A successful main street centre, as envisioned for the 'Corporate Centre Node', typically has:

- a network of streets that encourage pedestrian use;
  - a concentration of commercial and retail uses at major intersections, linked to transit stops or along major roads in the centre;
  - a well developed system of pedestrian and vehicular circulation linkages between the main street centre and the adjacent residential areas (or other use areas);
  - a usable and clearly identifiable network of public open space linking the major community spaces in the district - parks, natural features, schools;
  - buildings that meet the street in such a way that provide physical human comfort and appropriate scale;
  - a transition of density and land use from transit stops on major roads to residential neighbourhoods; and,
  - a mix of land uses and building types, including a variety of housing types and tenure.
- o ***Provides support for higher order transit in the long-term.***

A crucial element in the establishment of the Corporate Centre generally and the 'Corporate Centre Node' in particular, and their long-term success, will be the establishment of the hub for inter-regional, regional and local transit facilities. It is the intent of this Secondary Plan and Urban Design Guidelines to promote a development pattern which make transit more efficient, more convenient and more attractive to the potential transit user. Some of the major principles of transit oriented urban design include:

- a grid network of streets;
- pedestrian oriented land uses adjacent to transit routes;
- a mix of higher density forms of development; and,
- the identification and protection of future higher order transit corridors.

It is understood that the establishment of a higher order transit network will take a considerable amount of time. As such, a phased approach to public transit is seen as a significant potential within the



Corporate Centre. However, in order for the phased approach to be effective, a transit supportive development pattern and a concentration of development density need to be established. In addition, the key elements of the road network (potential transit routes) and the transit corridors have been identified in this Secondary Plan and need to be protected to ensure that higher order facilities can be efficiently and cost effectively provided in the future.

- o ***Permits a mix of land uses that can evolve over time, as the market dictates.***

No planning document can make development happen. Municipal planning policies are limited by the legislation, by the nature of the land development industry and by the market. Without market demand, nothing will happen.

At the same time, the City of Vaughan wishes to create a new centre of activity. The City of Vaughan enjoys what is arguably the most accessible location in the GTA for this urban centre, with few natural constraints and few issues of compatibility. In order to achieve the Region of York's and the City of Vaughan's objectives for the Vaughan Corporate Centre, given these characteristics, this Secondary Plan has taken a policy approach that:

- encourages development by allowing a wide variety of uses;
- recognizes that there is no 'ultimate' form or mix of uses;
- that the Centre, like any downtown, will evolve and change over time to meet the needs of the market and the residents of the Node and the broader population of the City of Vaughan, and beyond; and,
- in the process of evolution, allows for interim development phases that may not be fully consistent with the desired urban character of the Corporate Centre, provided that such development can be further intensified in a manner consistent with the desired form, and, as such, will not ultimately be prejudicial to the achievement of the Corporate Centre as envisioned by the Plan.

A range of between 5.5 and 6.5 million square feet is considered a reasonable amount of Gross Floor Area for development within the 'Corporate Centre Node'. This amount of development would provide for the achievement of a substantive 'urban centre' with market synergies existing among the various uses. In addition, the order of magnitude is sufficient to create an identity for this particular place that will set it apart from other areas in the City of Vaughan, including the remainder of the Vaughan Corporate Centre Secondary Plan Area.

In the short and medium term, there may be a limited demand for some of the functions that support or create a Corporate Centre. As such, the ability to encourage or direct any of the contributing uses into the intended Node area can be an important catalyst in the establishment of this critical mass. Conversely, the deflection of any particular use or uses that support, or are traditionally associated with viable urban centres, away from the intended area of the new urban centre, will prolong achievement of success.

## **PART B: THE SECONDARY PLAN**

### **1.0 THE AMENDMENT**

The Official Plan of the City of Vaughan Planning Area is hereby amended by:

- a) Adopting Amendment No. 500 to the City of Vaughan Official Plan.
- b) Deleting Schedule "A", Land Use, to OPA No. 4, as amended, and substituting therefor the Schedule "A" attached hereto as Schedule "C".
- c) Amending OPA No. 450 in the following manner:
  - i) Deleting Schedules "2", "2b" and "2c" and substituting therefor the said schedules attached hereto as Schedules "D1", "D2" and "D3" respectively:
  - ii) Deleting the phrase, "of the Vaughan Corporate Centre Secondary Plan Area in the immediate term while supporting the development", from subparagraph 2.2.2. "Centres", 2. "Purpose".
  - iii) Deleting clause 2.2.2., "Centres", 1.a) "Land Use" and substituting therefor the following clause:
    - "a) Deleted by OPA No. 500. For policies pertaining to the development of the Vaughan Corporate Centre Secondary Plan Area, see OPA No. 500.
- d) Deleting Schedule "A", Land Use, to OPA No. 240 (Woodbridge Community Plan), as amended, and substituting therefor the Schedule "A" attached hereto as Schedule "E".
- e) Deleting Schedule "2" to OPA No. 200, as amended, and substituting therefor the Schedule "2" attached hereto as Schedule "B".

### **2.0 PRINCIPLES AND GOALS**

#### **2.1 PRINCIPLES**

##### **2.1.1 General**

- a) The City of Vaughan shall undertake planning and development within the Secondary Plan Area in a comprehensive and progressive manner which anticipates the needs of its current and future population and protects and enhances environmental resources in recognition of their essential role in the health and quality of life of the community.

##### **2.1.2 Population and Employment**

- a) The City of Vaughan shall ensure that the broad targets of the Regional Official Plan for population and employment growth in the Vaughan Corporate Centre can be accommodated in the long-term.

### 2.1.3 Urban Structure

- a) The City of Vaughan shall promote the evolution of its urban structure by establishing the Vaughan 'Corporate Centre District' and 'Corporate Centre Node' as a focal point of major commercial development.
- b) The City of Vaughan shall promote the development of the Vaughan 'Corporate Centre Node' as the designated Regional Centre of the City of Vaughan and as a focal point of business activity, and as a mixed use district with a variety of commercial, residential and institutional uses and facilities.
- c) The City of Vaughan shall ensure that the uses developed within the 'Corporate Centre District' will contribute to and complement the vitality of the 'Corporate Centre Node'.
- d) Consistent with Section 5.2, the City of Vaughan shall continue to promote the development of those lands identified major commercial centre of Woodbridge as the commercial focus for the adjacent Woodbridge Community.

### 2.1.4 Community Development and Urban Design

- a) The Secondary Plan Area is comprised of two main components as indicated on Schedule 'A', as follows:
  - i) the 'Corporate Centre Node' includes those lands east of Highway 400, straddling Regional Road 7. The City of Vaughan shall recognize the importance of the Node in terms of its potential as a high order transit hub and its function as the future 'downtown' of the City of Vaughan; and,
  - ii) the 'Corporate Centre District' surrounds the Node and includes lands east and west of Highway 400 and north and south of Regional Road 7. The 'Corporate Centre District' includes the major commercial centre of the Woodbridge Community.
- b) The City of Vaughan shall ensure that all developments within the 'Corporate Centre Node' and 'Corporate Centre District' shall be generally consistent with the Council approved Vaughan Corporate Centre Urban Design Guidelines ("Vaughan Corporate Centre Urban Design Guidelines") and conform to the policies of this Plan.

### 2.1.5 Environment

- a) The City of Vaughan shall incorporate the philosophy of ecosystem planning within the Corporate Centre, including two fundamental principles:
  - i) protection and conservation of the quality of the City of Vaughan's environmental resources, and the quality of the ecosystem as a whole, for future generations; and,
  - ii) protection and conservation of options, including maintaining the potential of environmental resources for future uses.
- b) The City of Vaughan shall preserve, protect and enhance the existing creek that runs through the eastern portion of the Corporate Centre Secondary Plan Area adjacent to Jane Street, to ensure that it is not compromised by urban development and its related activities and that it is incorporated into the open space and pedestrian systems within the 'Corporate Centre Node' and 'Corporate Centre District'.

- c) The City of Vaughan shall encourage environmental remediation measures within new developments, where appropriate.

#### 2.1.6 Housing

- a) The City of Vaughan shall encourage the provision of a variety of higher density residential types of varied tenures and costs in order to offer its present and future residents a range of housing and lifestyle opportunities within the 'Corporate Centre Node'.
- b) In considering residential development, the City of Vaughan shall be satisfied that appropriate community amenities and services are, or will be available within the 'Corporate Centre Node'.

#### 2.1.7 Employment

- a) The City of Vaughan shall encourage the provision of a wide variety of commercial goods and services located within the 'Corporate Centre Node' and the 'Corporate Centre District' to serve the needs of the resident population of the City of Vaughan and the Greater Toronto Area.
- b) The City shall ensure that a wide variety of employment generating land uses are promoted within the 'Corporate Centre District' and that all of those permitted uses are consistent with and complementary to establishing the Vaughan Corporate Centre Secondary Plan Area as a mixed use district and major employment area.

#### 2.1.8 Institutional

- a) The City of Vaughan shall establish a substantial civic presence, as appropriate, within the 'Corporate Centre Node' in order to create its image as the Regional Centre within the City of Vaughan.
- b) The City of Vaughan shall encourage provision of a broad range of institutional services and facilities located within the 'Corporate Centre Node' and the 'Corporate Centre District' in keeping with the needs of the City of Vaughan's resident population.

#### 2.1.9 Transportation System and Public Transit

- a) The City of Vaughan shall encourage and facilitate development of an efficient transportation network to meet the needs of the City of Vaughan residents and the traveling public, facilitating the movement of goods, pedestrians and bicycles.
- b) The City of Vaughan recognizes that levels of traffic congestion will increase within the Corporate Centre over time. This increase in congestion is considered to be inherent to the natural evolution of the urban centre established by this Plan.
- c) The City of Vaughan shall encourage increased utilization of public transit facilities and services in order to reduce traffic congestion, energy costs and pollution and foster greater efficiency in the operation of the transportation system.
- d) The City of Vaughan shall encourage development to become increasingly transit supportive in terms of land use, density and urban design as the Corporate Centre, and particularly the Node, as it evolves over time.

- e) The City of Vaughan, in cooperation with the Region of York and the Province, shall plan well in advance for capital costs to ensure that infrastructure improvements are carried out at the appropriate time to promote the development of the Corporate Centre Secondary Plan Area in concert with market demand.

#### 2.1.10 Water and Sewer Services

- a) The City of Vaughan shall plan for the logical extension of water and sewer services to accommodate forecast population and employment growth in keeping with a phasing program and the availability of servicing capacity.

#### 2.1.11 Implementation Priorities

- a) The City of Vaughan shall promote early development of the key public sector elements needed to achieve the vision for the Corporate Centre Secondary Plan Area, including:
  - i) a substantial civic presence;
  - ii) the establishment of high order transit, including local, regional and inter-regional facilities; and,
  - iii) the early redevelopment of Regional Road 7 into a more pedestrian friendly 'Avenue Seven'.

### 2.2 GOALS

Following are the goals of this Secondary Plan, which are to be achieved in the long-term. Development may be approved in the interim that does not fully achieve all of these goals, provided it does not prejudice the ultimate realization of these goals.

#### 2.2.1 Urban Structure

It is a goal of the City of Vaughan:

- a) To create a mixed-use district within the Secondary Plan Area able to capitalize on existing and planned GTA-wide transportation links.
- b) To establish a 'Corporate Centre Node' within the Secondary Plan Area.
- c) To ensure that the 'Corporate Centre Node' will become, over time, the central focus of the City of Vaughan, having every potential to become its 'downtown'.
- d) To recognize the distinction between the Vaughan 'Corporate Centre District' and the 'Corporate Centre Node'.
- e) To ensure that the 'Corporate Centre Node' is unique and visible enough to be recognizable as the cultural and economic centre of the Secondary Plan Area, the City of Vaughan and the wider region.

#### 2.2.2 Urban Design

It is a goal of the City of Vaughan:

- a) To ensure that this Secondary Plan and the accompanying Urban Design Guidelines will facilitate and guide public and private sector development over the long term.

- b) To base development within the Secondary Plan Area on planning and design principles that support transit use, a compact urban form, integration of land uses and the ability to create an attractive live/work community with strong and clearly identifiable public realm.
- c) To coordinate land use, transportation infrastructure and urban design in a mutually complementary manner supporting and encouraging pedestrian oriented and transit supportive development.
- d) To provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas.
- e) To ensure that development complements the natural landscape, and protects and conserves the natural landform of areas having prominent physical features.
- f) To encourage interesting and innovative urban design and built form, wherever feasible and appropriate.
- g) To encourage underground links among various developments, wherever feasible and appropriate.
- h) To recognize that the lands located west of Highway 400 face a variety of opportunities that are different from those lands located east of Highway 400, which shall be considered in the application of the policies of this Plan and the Vaughan Corporate Centre Urban Design Guidelines.

### 2.2.3 Land Use

It is a goal of the City of Vaughan:

- a) To provide for an urban centre with an appropriate variety of land uses, including residential, recreational, commercial and other employment uses, as well as park, open space, green space, infrastructure and public facilities.
- b) To provide for medium and higher density, mixed use and street-oriented development, including residential, retail and employment uses, particularly along Regional Road 7/ Avenue Seven' (east of Highway 400) and arterial and collector roads.
- c) To ensure that neighbouring developments are physically compatible and take due account of existing conditions.

### 2.2.4 Housing

It is a goal of the City of Vaughan:

- a) To create opportunities for an adequate supply of housing with a mix of medium and higher densities, unit types, costs and tenures.
- b) To ensure that all developments provide a high level of on-site amenities.
- c) To ensure that community services, commensurate with the scale and character of the residential development, are either planned or available.

### 2.2.5 Employment

It is a goal of the City of Vaughan:

- a) To develop within the Vaughan Corporate Centre Secondary Plan Area, a broad range of commercial functions and components serving the City of Vaughan and the Greater Toronto Area, including the provision of specialty goods and services.
- b) To promote the development of employment districts that are characterized by a wide variety of land uses and distinctive building forms that support transit ridership.
- c) To protect, where appropriate, existing employment generating land uses.
- d) To ensure that new employment generating land uses are compatible with surrounding development and in conformity with the goals, objectives and policies of the Vaughan Corporate Centre Secondary Plan.
- e) To develop as part of the 'Corporate Centre District' a major commercial centre for the Woodbridge Community providing a wide range of retail and other employment generating uses to serve the Woodbridge Community.

### 2.2.6 Institutional

It is a goal of the City of Vaughan:

- a) To encourage and accommodate all institutional uses which serve the community's education, government, health care and religious needs.
- b) To ensure that the institutional uses are compatible with the surrounding community.
- c) To encourage the location of institutional facilities within reasonable pedestrian or transit network accessibility.

### 2.2.7 Recreation, Parks and Open Spaces

It is a goal of the City of Vaughan:

- a) To recognize the personal, social, economic and environmental benefits of recreation, parks and open spaces.
- b) To provide positive lifestyle choices through the provision of quality leisure opportunities.
- c) To establish components of the open space network that will extend throughout the City of Vaughan and to create a continuous pedestrian network connecting to and throughout the Corporate Centre.
- d) To require parkland in accordance with the provisions of the *Planning Act* including, where appropriate, the application of the alternative standard of 1 hectare for each 300 dwelling units.

### 2.2.8 Environment

It is a goal of the City of Vaughan:

- a) To protect the ecological health and integrity of valley and stream corridors.
- b) To minimize the threat to life and the destruction of property and natural resources from flooding and erosion, and to preserve natural floodplain hydrologic functions.
- c) To manage the water quality of streams and watercourses using Storm Water Management Practices to ensure that no further degradation occurs.

#### 2.2.9 Transportation

It is a goal of the City of Vaughan:

- a) To establish throughout the Corporate Centre, a grid network of continuous and interconnected roads and a complementary public transit network providing alternative routes and choice of transportation modes.
- b) To establish road and transit systems which complement and support the City of Vaughan's urban structure and land use patterns.
- c) To optimize the use of existing and planned major transportation facilities to achieve land use planning goals.
- d) To encourage a significant increase in public transit ridership.
- e) To encourage a closer relationship between the workplace and the home through land use planning decisions.
- f) To encourage major investment in transit improvements by both the public and private sectors to serve current and future residents and employees of the City of Vaughan.
- g) To encourage the distribution of transit supportive land uses and density along transportation corridors.
- h) To reserve and protect future major roadway and transit rights-of-way.
- i) To provide for continuous walkway and bike path systems (located primarily adjacent to roads) to link residential areas, employment areas, community and recreation facilities addressing the needs of pedestrian and bicycle movements.

#### 2.2.10 Servicing

It is a goal of the City of Vaughan:

- a) To ensure that urban development shall occur on the basis of full services including sanitary sewers, storm sewers, and piped water supply.
- b) To provide for a system of storm water management, including management of both water quality and quantity, which will be designed to protect lands and receiving waters within and outside the Secondary Plan Area from detrimental effects such as erosion, flooding and sedimentation resulting from increased levels and rates of runoff.



- c) To ensure that development proceeds in accordance with the phased improvements to the servicing systems and the availability of service capacities.
- d) To ensure that service infrastructure at both the local and regional level, is planned on a comprehensive basis having regard to the long term planning objectives of the City of Vaughan.
- e) To discourage incremental servicing decisions which may compromise the long term service infrastructure required by the City of Vaughan.

### 3.0 LAND USE DESIGNATIONS

#### 3.1 GENERAL

- a) The land use designations that apply within the Corporate Centre Secondary Plan Area include:
  - i) 'Corporate Centre Node';
  - ii) 'Corporate Centre District'; and,
  - iii) 'Valley Lands'.
- b) The location of these designations within the Secondary Plan Area is shown on, and established by, Schedule 'A'.

#### 3.2 'CORPORATE CENTRE NODE'

##### 3.2.1 Intent

- a) The key development area within the Secondary Plan Area is the area designated 'Corporate Centre Node'. In the longer-term, the lands designated 'Corporate Centre Node' will become the focus for high order land uses within the City of Vaughan.
- b) The lands designated 'Corporate Centre Node' encompass an area of approximately 50 hectares (125 acres), planned with Regional Road 7 as its spine. The achievement of the 'vision' of this Secondary Plan requires a major transformation of the image and function of Regional Road 7 from that of an exclusively high speed vehicle route to a multi-purpose urban street which is both a corridor for traffic and transit and a place comfortable for pedestrians.
- c) This Secondary Plan allows the lands designated 'Corporate Centre Node' to evolve as the market forces dictate over a long period of time, including provision for interim development that is not prejudicial to the long-term goals and built-form objectives intended by this Plan.
- d) The area designated 'Corporate Centre Node' can accommodate between 5.5 and 6.5 million square feet of Gross Floor Area. This amount of development provides for the achievement of a substantive 'urban centre' with market synergies existing among the various uses. In addition, the order of magnitude is sufficient to create an identity for the Node that will set it apart from other areas in the City of Vaughan.

##### 3.2.2 Permitted Uses

- a) Permitted uses within the 'Corporate Centre Node' designation include:

- i) office commercial;
- ii) hotels, which may include ancillary convention centres and banquet halls;
- iii) institutional, civic and cultural uses including libraries, theatres, government offices, research and training facilities and public or private schools;
- iv) sports, health and fitness and recreational uses;
- v) retail uses of all types, excluding retail uses and retail warehouses with Gross Floor Areas exceeding 9,290 square metres (100,000 square feet) in a single unit or building;
- vi) banks and financial institutions;
- vii) service uses, restaurants, night clubs and entertainment uses;
- viii) medium and high density residential uses including townhouse complexes, stacked townhouses and dwelling units in apartment buildings; and,
- ix) community facilities such as parks, urban squares, open space and pedestrian linkages, day care centres and places of worship.

### 3.2.3 Policies

- a) The 'Corporate Centre Node' designation applies to lands intended for single use and mixed use developments characterized by high design standards. The visual attractiveness and image of the area is of prime importance. Development related and scaled to the pedestrian is encouraged on all lands designated 'Corporate Centre Node'.
- b) Urban Design Guidelines have been developed which apply to all lands designated 'Corporate Centre Node'. In implementing the policies of this Secondary Plan through the zoning by-law and site plan control, the City of Vaughan shall ensure general consistency with the Vaughan Corporate Centre Urban Design Guidelines.
- c) The road and block pattern within the 'Corporate Centre Node' designation is important to maintain the long-term flexibility of the Plan as it evolves. Appropriate provision for same shall be a key component of any interim development proposed. As such, Schedule B identifies the comprehensive street pattern, including local streets, and, consequently, the pattern of development blocks. The City of Vaughan's objective is to establish a development block pattern based on a 100 metres by 100 metres grid. The City of Vaughan may, however, consider variations of this pattern subject to any specific development proposal's ability to satisfy the design objectives and policies of this Secondary Plan.
- d) The maximum height of any building shall be 25 metres, except that on development blocks identified on Schedule 'B' as 'Gateway Sites', there will be no maximum height limit.
- e) Development adjacent to Regional Road 7/'Avenue Seven' and all other roads within the 'Corporate Centre Node' designation shall address the street such that a continuous street frontage is created. The City of Vaughan may consider variations of this pattern subject to any specific development proposal's ability to satisfy the design objectives and policies of the Plan. The zoning by-law will establish an appropriate set back, or build-to line, for development on lands adjacent to Regional Road 7/'Avenue Seven'.

- f) At grade retail uses will be encouraged within all developments on lands designated 'Corporate Centre Node'.
- g) In instances where through lots are provided, generally buildings shall be designed so that all elevations facing a street present a 'front' elevation. Loading areas are not permitted in any yard facing a street, unless they can be adequately screened from view, to the satisfaction of the City of Vaughan. The location of loading areas will be controlled in the zoning by-law.
- h) In order to encourage an urban form consistent with the objectives of this Plan, the City of Vaughan may consider increased lot coverage provisions, reduced parking standards, shared parking for mixed uses, on-street parking, cash-in-lieu of parking and other such incentives that may contribute to the achievement of the goals of this Plan within the 'Corporate Centre Node' designation.
- i) No outdoor storage is permitted.

#### 3.2.4 Urban Design

- a) The City of Vaughan shall ensure that all development within the 'Corporate Centre Node' shall be generally consistent with the Vaughan Corporate Centre Urban Design Guidelines.
- b) Built Form:
  - i) the proportion of the ground floor coverage of buildings should be maximized and building height should create a street space scaled to the pedestrian;
  - ii) generally buildings should be designed to front all adjacent streets to provide interest and comfort at ground level for pedestrians;
  - iii) street related development and continuous frontages should be provided along Regional Road 7/Avenue Seven' and the arterial, collector and local roads; and,
  - iv) high rise landmark buildings should be located at important 'gateways' within the 'Corporate Centre Node', as identified on Schedule 'B'.
- c) Regional Road 7/Avenue Seven':
  - i) within the 'Corporate Centre Node', Regional Road 7 should be transformed into 'Avenue Seven' to reflect its new role as a multi-purpose urban street which is both a transportation corridor and a pedestrian oriented place;
  - ii) Regional Road 7/Avenue Seven' should be designed to accommodate a wide range of uses and users; and,
  - iii) the entrances to the 'Corporate Centre Node' on Regional Road 7/Avenue Seven' which clearly demarcate the new centre of the City of Vaughan are identified as gateways' on Schedule 'B'.
- d) Other Roads:

street pattern, including local streets, and, consequently, the pattern of development blocks. The City of Vaughan's objective is to establish a development block pattern based on a 100 metres by 100 metres grid. The City of Vaughan may, however, consider variations of this pattern subject to any specific development proposal's ability to satisfy the design objectives and policies of this Secondary Plan.

- d) The maximum height of any building shall be 25 metres, except that on development blocks identified on Schedule 'B' as 'Gateway Sites', there will be no maximum height limit.
- e) Development adjacent to Regional Road 7/Avenue Seven' and all other roads within the 'Corporate Centre Node' designation shall address the street such that a continuous street frontage is created. The City of Vaughan may consider variations of this pattern subject to any specific development proposal's ability to satisfy the design objectives and policies of the Plan. The zoning by-law will establish an appropriate set back, or build-to line, for development on lands adjacent to Regional Road 7/Avenue Seven'.
- f) At grade retail uses will be encouraged within all developments on lands designated 'Corporate Centre Node'.
- g) In instances where through lots are provided, generally buildings shall be designed so that all elevations facing a street present a 'front' elevation. Loading areas are not permitted in any yard facing a street, unless they can be adequately screened from view, to the satisfaction of the City of Vaughan. The location of loading areas will be controlled in the zoning by-law.
- h) ~~Reduced parking standards, based on~~ In order to encourage an urban form consistent with the objectives of this Plan, the City of Vaughan may consider increased lot coverage provisions, reduced parking standards, shared parking for mixed uses, ~~may be permitted. On-street parking may also be permitted~~ on-street parking, cash-in-lieu of parking and other such incentives that may contribute to the achievement of the goals of this Plan within the 'Corporate Centre Node' designation.
- i) No outdoor storage is permitted.

#### 3.2.4 Urban Design

- a) The City of Vaughan shall ensure that all developments within the 'Corporate Centre Node' designation are, where feasible, shall be generally consistent with the Vaughan Corporate Centre Urban Design Guidelines ~~and the policies of this Secondary Plan.~~
- b) Built Form:
  - i) the proportion of the ground floor coverage of buildings should be maximized and building height should create a street space scaled to the pedestrian;
  - ii) generally buildings should be designed to front all adjacent streets to provide interest and comfort at ground level for pedestrians;
  - iii) street related development and continuous frontages should be provided along Regional Road 7/Avenue Seven' and the arterial, collector and local roads; and,

- v) parks should be established to protect natural features and to provide a location for active recreation.

### 3.3 'CORPORATE CENTRE DISTRICT'

#### 3.3.1 Intent

- a) It is the intent of the 'Corporate Centre District' designation to provide opportunities for land uses that require visual exposure, good vehicular accessibility and large development sites.
- b) Lands designated 'Corporate Centre District' are expected to accommodate a wide range of land uses.. Generally, land uses within the 'Corporate Centre District' designation will, in the longer-term, be less dense and more space extensive than those uses permitted within the 'Corporate Centre Node' designation.
- c) Development within the area designated 'Corporate Centre District' must be compatible with development in the area designated 'Corporate Centre Node'.

#### 3.3.2 Permitted Uses

- a) Permitted uses within the 'Corporate Centre District' designation include:
  - i) office commercial;
  - ii) hotels, which may include ancillary convention centres and banquet halls;
  - lii) institutional, civic and cultural uses including libraries, theatres, government offices, research and training facilities and public or private schools;
  - iv) sports, health and fitness and recreational uses;
  - v) retail uses of all type and any size, subject to the requirements of Section 5.2;
  - vi) prestige industrial uses;
  - vii) banks and financial institutions;
  - viii) service uses, restaurants, nightclubs and entertainment uses;
  - ix) major entertainment uses including theatre complexes and other entertainment related attractions; and,
  - x) community facilities such as parks, urban squares and open space linkages, day care centres and places of worship.

#### 3.3.3 Policies

- a) The 'Corporate Centre District' designation applies to lands intended for single use and mixed use developments characterized by high design standards.

- b) Urban Design Guidelines have been developed which apply to all lands designated 'Corporate Centre District'. In implementing the policies of this Secondary Plan through the zoning by-law and site plan control, the City of Vaughan shall ensure general consistency with the Vaughan Corporate Centre Urban Design Guidelines.
- c) The road pattern within the 'Corporate Centre District' designation is important to maintain the long-term flexibility of the Plan as it evolves. As such, Schedule 'B' identifies the collector and arterial road pattern.

Adjustments to the road pattern shall only be permitted without an Amendment to this Plan if the fundamental concepts of maximum permeability and connectivity are maintained within the grid of streets established within the area designated 'Corporate Centre Node'.

- d) Development blocks within the area designated 'Corporate Centre District' shall generally be 100 metres by 200 metres in size. The City of Vaughan may consider variations to this pattern subject to any specific development proposal's ability to satisfy the design objectives and policies of this Secondary Plan.
- e) Any individual development, or development complex within the 'Corporate Centre District' designation shall not exceed a net density of 0.60 Floor Space Index.
- f) Notwithstanding e) above, where land not otherwise required as a condition of development is conveyed at nominal consideration to the City of Vaughan or Region of York for public purposes, such as road network, public transit facility improvements or parkland, this Secondary Plan anticipates and permits the transfer of the density attributable to the lands so conveyed to another site within the 'Corporate Centre District' to a maximum of 0.75 Floor Space Index net density.
- g) Building heights shall be specifically regulated in the Zoning By-law or development permit and:
  - i) shall be a maximum of 15 metres in height for most uses; and,
  - ii) may exceed 15 metres for theatre uses; and,
  - iii) may exceed 15 metres for office uses.
- h) In instances where through lots are provided, generally buildings shall be designed so that all elevations facing a street present a 'front' elevation. Loading areas are not considered appropriate in any yard facing a street, unless they can be adequately screened from view, to the satisfaction of the City of Vaughan. The location of loading areas will be controlled in the zoning by-law.
- i) No outdoor storage is permitted.

#### 3.3.4 Urban Design

- a) The City of Vaughan shall ensure that all developments within the 'Corporate Centre District' shall be generally consistent with the Vaughan Corporate Centre Urban Design Guidelines.
- b) Built Form:
  - i) the proportion of the ground floor coverage of buildings should be maximized and building height should create a street space scaled to the pedestrian;

- ii) generally, **buildings** should be designed to front adjacent streets to provide interest and comfort at ground level for pedestrians; and,
  - iii) **street related development** and continuous frontages should be focused along the arterial and collector roads.
- c) Roads:
- i) the streets should form a connected system to serve all parts of the 'Corporate Centre District' and allow for multiple choices of routes for both pedestrians and motorists;
  - ii) a system of arterial and collector roads should provide alternative routes for through traffic;
  - iii) the local streets within the 'Corporate Centre District' should be designed for primarily vehicular circulation while allowing for increased pedestrian use as the 'Corporate Centre District' grows and matures; and,
  - iv) every street should be designed to accommodate street trees to give streets a unity of form.
- d) Transit:
- i) improvements to the public transit network, based on the existing system of roads, should be initiated immediately and continue as necessary to meet the needs of development as it proceeds;
  - ii) regional and local transit stops/stations should be located at key intersections;
  - iii) where applicable, all new development should accommodate and support a higher order transit connection to the Spadina Subway as a regional-scale transit priority;
  - iv) the regional transitway should be fully integrated with the design of the streets and the service infrastructure of the 'Corporate Centre District'; and,
  - v) the transitway should be designed and located to ensure high operating speeds to the greatest degree possible.
- e) Pedestrian Realm:
- i) promenades and boulevards should be designed to signal the importance of particular urban corridors and key buildings or facilities;
  - ii) local parks should be distributed throughout the 'Corporate Centre District' and integrated into the open space system - they should provide for a variety of programmed and unprogrammed recreational activities; and,
  - iii) parks should be established to protect natural features and to provide a location for active recreation.

### 3.4 VALLEY LANDS

#### 3.4.1 Intent

- a) It is the intent of this Secondary Plan to designate lands 'Valley Lands' in conformity with the policies of Section 5.9.1 of Official Plan Amendment 400.

### 4.0 INFRASTRUCTURE POLICIES

#### 4.1 WATER, WASTEWATER AND STORMWATER MANAGEMENT SERVICES

- a) Development within the Corporate Centre Secondary Plan Area shall be on the basis of full urban water, wastewater and stormwater management facilities.
- b) A Master Servicing Strategy outlining preliminary functional water distribution, wastewater collection and stormwater management facilities, including designs and costs, will be prepared by the proponent to the satisfaction of the City of Vaughan and the Region of York as a condition of approval of development applications.
- c) Development may be phased to coincide with the availability of servicing and financial capabilities to ensure that all the necessary services are available for development, subject to the Phasing Policies of this Plan.

#### 4.2 TRANSPORTATION POLICIES

##### 4.2.1 General

- a) The intent of the transportation network is to provide multi-modal transportation facilities that are fully integrated with the local and GTA-wide transportation network for all residents and businesses of the City of Vaughan. The transportation network is identified on Schedule 'B'.

##### 4.2.2 Road Network

- a) The road network will be comprised of Regional Road 7/'Avenue Seven', arterial roads, collector roads, local roads and laneways. Schedule 'B' identifies the road network. The right-of-way widths for the various roads are generally as follows:
  - i) Regional Road 7/'Avenue Seven' - 54 to 60 metres;
  - ii) arterial roads - a minimum of 35 metres;
  - iii) collector roads - a minimum of 26 metres;
  - iv) local roads - 17 to 20 metres (no median) to 29 metres (with median); and,
  - v) laneways - 7.5 to 10 metres.
- b) The road allowance widths identified in this Plan are approximate. In certain cases, widening of existing roads to the ultimate road allowance width shown may not be required. In some cases the right-of-way may vary to accommodate engineering and/or design requirements. Final right-of-way requirements, dedications, reservations and/or the provision of day-light triangles will be determined during the review of development applications.



- c) It is the requirement of this Plan that all new roads identified within the area designated 'Corporate Centre Node' shall be built and maintained to an operational standard satisfactory to the City of Vaughan, and shall provide for permanent public access for traffic through the Node. The City of Vaughan may require dedication of some or all of such roads at any time, at Council's discretion. In the meantime, these roads may remain in private ownership.

On lands designated 'Corporate Centre District', it is the long-term goal that all road allowances be dedicated to the municipality, however, where deemed appropriate by the City of Vaughan, some local roads may remain in private ownership during interim stages of development. Collector roads must be dedicated to the municipality or secured, by other means, during the development approval process.

- d) The local road network for lands designated 'Corporate Centre District', which is not shown on Schedule 'B', shall recognize natural and built constraints and shall form a continuous and interconnected modified grid pattern.
- e) Turning circles, roundabouts, hammerheads or other similar roadway features may be permitted subject to evaluation by the City of Vaughan, the Region of York and, where appropriate, the Province of functional, operational and financial issues associated with their use.
- f) Streetscape design for Regional Road 7/Avenue Seven', arterial roads, collector roads, local roads and laneways shall be subject to the Vaughan Corporate Centre Urban Design Guidelines and the approval of the City of Vaughan and the Region of York.
- g) Individual direct vehicular access to Regional Road 7/Avenue Seven or any arterial road shall be discouraged. Building setbacks from Regional Road 7/Avenue Seven' and other arterial roads will be minimized and parking areas shall be directed to areas less visible from the street, where appropriate.

#### 4.2.3 Transit

- a) It is a major objective of the City of Vaughan to increase the transit modal split within the Secondary Plan Area. To achieve this objective, the transit network within the Secondary Plan Area will comprise local, regional and inter-regional transit routes, including:
- i) connections to the local transit system along Regional Road 7/Avenue Seven' and the arterial and collector streets and suitable provision for a local transit off-street terminal if identified and required by the Monitoring Program identified in Section 5.3.2b);
  - ii) connections to the proposed Transitway within the Highway 407 corridor and one or more off-street transit terminals adjacent to Regional Road 7, of sufficient size to accommodate passenger and vehicle projections identified in the City of Vaughan's Monitoring Program identified in Section 5.3.2b); and,
  - iii) connections to the Spadina Subway Station.
- b) The phasing of the transit network will significantly influence the development of the lands designated 'Corporate Centre Node'. It is anticipated that transit service will initially be in the form of bus routes on public roads. As development progresses, and the need for higher order transit facilities increases, the City of Vaughan shall consider the establishment of exclusive use bus lanes and eventually, when warranted, dedicated Transitways.

The specific alignment of the Inter-Regional Transitway and/or the connection to the Spadina Subway, as shown conceptually on Schedule 'B', will be established by an Environmental Assessment Study.

In advance of an Environmental Assessment Study, the City of Vaughan may consider the preparation of a Feasibility Review intended to identify and protect the most appropriate corridor for the establishment of the Inter-Regional Transitway and/or the connection to the Spadina Subway. These reviews will address the typical range of factors considered in Feasibility Reviews including development impacts, land use conflicts, land acquisition costs and servicing impacts. It is intended that any Feasibility Review will adequately address the requirements for Phases 1 and 2 of the subsequent Environmental Assessment Study.

- c) The City of Vaughan will take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all development applications fully consider short and long-term transit opportunities. The long-term goal of dedicated Transitways will be considered in all applications for development on lands within the 'Corporate Centre District' and 'Corporate Centre Node' designations.
- d) The internal collector road network shall be continuous such that it is conducive to the efficient routing of public transit and provide the maximum possible service coverage.
- e) The City of Vaughan shall encourage the increased use of public transit by requiring, where possible, transit supportive urban design, exclusive high occupancy vehicle lanes, retaining rights-of-way for off-street bus loops, terminals and on-street bus bays as well as providing for bus shelters and bus stop locations.

#### 4.2.4 Pedestrian and Bicycle System

- a) The development of all roads shall include safe, convenient and attractive facilities for pedestrians and cyclists.
- b) A pedestrian walkway and bikeway system (developed primarily adjacent to roads) shall be required throughout the Corporate Centre Secondary Plan Area. These facilities will be designed to provide linkages between buildings, adjacent sites, surrounding areas and public streets, particularly those with transit facilities.

#### 4.2.5 Parking

- a) Opportunities for sharing of parking in mixed use developments will be considered within the area designated 'Corporate Centre Node' subject to evaluation by the City of Vaughan. On-street parking may also be permitted within the area designated 'Corporate Centre Node'.

#### 4.2.6 Traffic Demand Management

- a) The City of Vaughan will actively work with the Region of York and with developers, owners and tenants in the Corporate Centre to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking and reduce the use of low occupancy automobiles for trips, particularly work trips to and from the Corporate Centre.

These measures may include:

- i) promoting the use of public transit by employees;

- ii) promoting measures to foster higher vehicle occupancy;
- iii) assisting in organizing and promoting car pooling;
- iv) giving priority parking space assignments and/or reduced rates for car pools;
- v) consideration, within the 'Corporate Centre Node', of a reduction in parking standards and the provision of maximum rather than minimum parking limits;
- vi) varying hours of work to reduce peak hour loads;
- vii) participating in a Transportation Management Association;
- viii) giving priority parking space assignments or reduced rates for low and non-polluting motor vehicles such as electric cars, as they become available to the general market; and/or,
- ix) other measures that may be identified.

## 5.0 PHASING POLICIES

### 5.1 GENERAL

- a) Development shall be phased to provide for the orderly development of the Corporate Centre Secondary Plan Area and to ensure the most efficient and economical use of existing and proposed infrastructure. The following phasing criteria shall be considered in the review of all development applications:
  - i) the development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;
  - ii) the development satisfies all requirements regarding the provision of parkland and other facilities; and,
  - iii) phasing may be addressed through the appropriate use of the holding ('H') provisions of this Plan.
- b) Notwithstanding any other provisions of the Official Plan, as a condition of the approval of development:
  - i) the requirement for a Development Agreement or development permit shall be satisfied; and,
  - ii) an agreement to implement any relevant findings of the studies required by this Plan.
- c) Development shall be deemed to have occurred upon the registration of a plan of subdivision/condominium or the approval of a zoning by-law or development permit which permits development.
- d) Occupancy and use of land shall be deemed to have occurred upon approval of an application for a building permit.

## 5.2 RETAIL USES

- a) The Corporate Centre Secondary Plan Area constitutes the most significant retail centre in the City of Vaughan. As such, it is intended that both the 'Corporate Centre District' and 'Corporate Centre Node' designations permit the broadest range of retail functions and uses in the municipality, consistent with the intended role of each, in order to serve persons residing or employed in the City of Vaughan and the broader geographic region.
- b) The lands identified as the major commercial centre of the Woodbridge Community, as shown on Schedule 'A', are included in the 'Corporate Centre District' and are intended to:
  - i) complement the development of the 'Corporate Centre Node', provide a wide variety of higher order retail and other employment generating land uses and provide retail facilities for the Woodbridge Community; and,
  - ii) foster an identity which will contribute to a distinctive and attractive gateway to the Woodbridge Community, consistent with the Woodbridge Community Urban Design Guidelines.
- c) In reviewing a development application containing a significant amount of retail space, the City of Vaughan may require the submission of a market study, prior to further consideration of the application.

The City of Vaughan's market study, if required, shall be of a methodology satisfactory to the City of Vaughan, and may be subject to a peer review by a qualified independent consultant retained by the City of Vaughan. The City of Vaughan's costs in engaging the peer review shall be reimbursed by the applicant.

When an application is made for retail facilities in excess of 30,000 gross leasable square metres, the Regional Official Plan requires a Region-wide impact analysis.

- d) The purpose of the market study when required by the City of Vaughan pursuant to Section 5.2c) shall be to identify whether the planned function of the Promenade Mall, the District Centres and the major commercial centre of the Woodbridge Community will be significantly impaired, as defined under Section 5.2f). A required market study shall:
  - i) provide a definition of the trade area indicating where the consumer support would originate and where any market impact would be expected;
  - ii) identify the current and future market support in terms of consumer expenditures, recognizing the anticipated store types;
  - iii) identify and measure the existing competition within the trade area and vicinity which will compete with the proposed development for a share of market potential; and,
  - iv) identify the impacts to the planned function of the Promenade Mall, the District Centres and the major commercial centre of the Woodbridge Community.
- e) In considering the approval of a proposed retail facility, Council shall have regard for any market study or analysis required by the City of Vaughan pursuant to Section 5.2c), and prepared in accordance with Section 5.2d).

- f) Development of retail facilities within the Secondary Plan Area will be monitored by the City of Vaughan to ensure that the planned function of the Promenade Mall, District Centres and the major commercial centre of the Woodbridge Community will not be significantly impaired, namely that there will be the avoidance of significant urban blight to those centres and the provision of an adequate range of goods and services.

### 5.3 TRANSPORTATION IMPROVEMENTS

#### 5.3.1 General

- a) The full achievement of the potential development proposed by this Plan in the Vaughan Corporate Centre requires the following improvements to the transportation system servicing the Centre:

- i) The design of gateway sites and collector roads adjacent to Regional roads, as illustrated on Schedule 'B', shall be in conformity with Regional design standards and subject to Regional approval.

The following Region of York road and transit improvements have been identified as necessary to support the full achievement of the development of the Vaughan Corporate Centre:

- through the area designated 'Corporate Centre Node', construction of the redesigned Regional Road 7/'Avenue Seven' to include 6 through lanes, plus parallel service lanes;
- the construction of the (to be determined) first phase of the transit loop from the Highway 407 Transitway, as shown on Schedule 'B'; and,
- the establishment of a higher order transit link to York University and the Spadina Subway.

- ii) The following City of Vaughan road and transit improvements have been identified as necessary to support the full achievement of the development of the Vaughan Corporate Centre:

- the development of the Ring Road as generally shown on Schedule 'B';
- the establishment of the collector road network as shown on Schedule 'B' subject to a review of collector road needs both within and adjacent to the Corporate Centre to the satisfaction of the Region of York;
- within the area designated 'Corporate Centre Node' the establishment of the local road network generally as shown on Schedule 'B';
- the establishment of a transit hub servicing connections to the Highway 407 Transitway, the transit links to the Spadina Subway and York University and the local transit services focussed on Regional Road 7/'Avenue Seven' with the total number, size and location of transit terminals to be based on the City of Vaughan's traffic impact study; and,
- improvements to the local transit network throughout the Corporate Centre Secondary Plan Area.

- b) It is the policy of Council to encourage and facilitate the approval and construction of higher order transit facilities servicing the Vaughan Corporate Centre, preferably in or near the alignment shown in this Plan which would ultimately connect the Centre with the existing City of Toronto subway system and the proposed Highway 407 Transitway.
- c) The construction of transit lines is regarded as an important element in the long term development of the Centre. It is recognized that high capacity transit links would enhance the viability of the Centre as a Regional Centre as defined in the York Region Official Plan. Such facilities would allow the City of Vaughan to achieve significantly higher transit usage by travelers to and from the Corporate Centre.
- d) It is the policy of Council to assist the Region of York in protecting and obtaining lands required for the rights of way for the widening of arterial roads and the provision of public transit services, providing capacity for the development of the Corporate Centre as such requirements become known, through the development approval process.
- e) Where the lands have been identified through the development approval processes, as required for the construction of the Ring Road, and where such lands form part of a development site, it is the policy of Council to require the dedication, or to secure the acquisition by other means, of such lands before permitting the development/redevelopment of the site.
- f) From time to time, at the discretion of Council, lands for planned road or transit improvements may be directly purchased or expropriated by the City of Vaughan or the Region of York, in order to foster the planned and orderly development of the Corporate Centre Secondary Plan Area. It is Council's intention that the funds for such acquisition of land and for the construction of planned road improvements be provided to the greatest extent practical through a charge against developments in the Corporate Centre and/or the City of Vaughan and/or the Region of York under the provisions of the *Development Charges Act*, or by other means available to the City of Vaughan.
- g) It is Council's intention that the development of the Secondary Plan Area proceed as expeditiously as possible, and that the planned transportation improvements should, therefore, be reflected in the capital works forecasts and any Development Charges By-law in such a fashion as to permit development without delay. As such, the City of Vaughan will urge other levels of government to proceed likewise in circumstances where the jurisdiction for a transportation network improvement is not with the City of Vaughan. The specific need and timing for these improvements will be determined based on the Monitoring Program set out in Sections 5.3.2 and 6.4.2b)i) of this Plan.
- h) It is Council's intention, together with the Region of York and the Ministry of Transportation, to prepare a comprehensive transportation study dealing with the effects of the development of the Corporate City Centre Secondary Plan on the existing provincial infrastructure (i.e., Highway 400/7, Highway 407/Jane Street and Highway 407/Weston Road interchanges) to the satisfaction of the Ministry of Transportation.

5.3.2 Monitoring

- a) The City of Vaughan, in partnership with the Region of York, shall establish a formal program to monitor the level of development and associated traffic conditions.
- b) The Monitoring Program will address:
  - i) traffic volumes on key routes and at key intersections, based on periodic traffic counts in the area;
  - ii) the amount of floor space existing and proposed floor space for which zoning or site plan approval has been granted, status of development approvals, completions and occupancy;
  - iii) travel characteristics and modal split;
  - iv) population and employment generated by existing development and projected for approved not yet occupied development;
  - v) evaluation of traffic volumes and transit ridership in the context of available capacity; and,
  - vi) evaluation of existing, planned and proposed development in order to allow for identification and planning of transportation improvements or to allow time to take steps to control the pace of development.
- c) The regular Monitoring Program will take place as part of the periodic review of this Plan, at intervals of five years. The results of each cycle of the Monitoring Program will be reviewed by Council at a public meeting. Sufficient detail will be made available to the public to enable the verification of results and conclusions.
- d) The Monitoring Program will be supplemented by periodic studies within the Vaughan Corporate Centre Secondary Plan Area prepared by the City of Vaughan. This Monitoring Program will be used to assist Council in their review of individual development applications.

6.0 ADMINISTRATION

6.1 APPLICATION

- a) The policies contained in this Plan shall apply to the lands shown on Schedules 'A' and 'B' as the 'Corporate Centre Secondary Plan Area'. Except as otherwise provided herein, the policies of this Plan shall supersede the policies of any other area or site specific Official Plan Amendment which is in force in the City of Vaughan on the date of the approval of this Plan.

6.2 STATUS OF USES PERMITTED UNDER PREVIOUS AMENDMENTS TO THE OFFICIAL PLAN

- a) Existing land uses throughout the Corporate Centre Secondary Plan Area are expected to continue to exist in the short to mid-term, and in some cases, in the long-term. Therefore, uses permitted under previously approved amendments shall be deemed to conform to this Plan.
- b) Minor extensions or expansions of such uses shall be permitted without amendment to this Plan, provided that the intent of this Plan is not compromised and the tests prescribed by part c) below, are met. In consideration of such matters particular attention shall be given to ensuring that:

- i) the road pattern and transit routes envisioned by this Plan are not compromised or precluded in the long-term by the expansion or change; and,
  - ii) the expansion or change improves an existing and identified problem.
- c) Before making any decision on an application, the following requirements (or any of them, as considered relevant to each specific application) shall be fulfilled in order to safeguard the wider interests of the general public:
- i) that the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the zoning by-law;
  - ii) that the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odor, lighting, parking and traffic generation;
  - iii) that the neighbouring uses will be protected where necessary by the provisions of area for landscaping, buffering or screening, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting or advertising signs.
- Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or,
- iv) that in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.

### 6.3 SITE SPECIFIC POLICIES

- a) It is recognized that in the future, it may be necessary to incorporate site specific amendments into the Official Plan. Such amendments shall form part of this Plan and shall be added to Schedules 'A' and/or 'B', hereto upon approval.
- b) Each site specific amendment added to Schedule 'A' and/or 'B' shall provide:
  - i) a map showing the location of the amendment area;
  - ii) the date of the adoption of the amendment and its approval date;
  - iii) the nature of the exception; and,
  - iv) any additional site specific policies.



## 6.4 IMPLEMENTATION

### 6.4.1 General

- a) This Plan constitutes the Secondary Plan for the Vaughan Corporate Centre. This Secondary Plan shall be implemented through, but not be limited to, the following measures:
- i) the preparation and approval of Block Plans in accordance with the policies of this Plan;
  - ii) the processing of individual draft plans of subdivision/condominium submitted pursuant to Section 51 of the *Planning Act*, part lot control exemptions pursuant to Section 50 of the *Planning Act* and consents pursuant to Section 53 of the *Planning Act*;
  - iii) the enactment of zoning by-laws pursuant to Section 34 of the *Planning Act*;
  - iv) the administering of development permits pursuant to Section 70.2, or otherwise, of the *Planning Act* provided the prescribed public process, if any, has been instituted.
  - v) the execution of site development agreements pursuant to Section 41 of the *Planning Act*;
  - vi) the use of the holding zone provisions of the *Planning Act* in accordance with Amendment No. 200 to the City of Vaughan Official Plan;
  - vii) the dedication of parkland or cash-in-lieu of parkland in accordance with the provisions of the *Planning Act*;
  - viii) a development charge by-law enacted pursuant to the *Development Charges Act*; and,
  - ix) the execution of collateral development agreements designed to achieve municipal objectives related to development and the provisions of services, as may be defined by Council.

### 6.4.2 Requirements for Development Applications

- a) In evaluating development applications throughout the Secondary Plan Area, in all designations, the City of Vaughan, in co-operation with the Region of York, shall consider:
- i) the adequacy of proposed parking areas and access points and the impact of the proposed use on the operation of the regional and local road network;
  - ii) the traffic impacts on adjacent existing and/or approved land uses;
  - iii) the impact of the proposed use on the operation of the local, regional and inter-regional transit network in both the short and long-term;
  - iv) the availability of water and sewer services;
  - v) the suitability of the proposed stormwater management facilities;
  - vi) the degree of compatibility with adjacent existing and/or approved land uses in proximity to the proposed use; and,

- vii) the urban design impacts of the proposed use on neighbouring lands and the compatibility of the proposal with the Vaughan Corporate Centre Urban Design Guidelines.
- b) Prior to the approval of any development application, the City of Vaughan and/or the Region of York may require the preparation of any or all of the following studies:
- i) a traffic and transit impact study that addresses, among other matters, detailed operational requirements and the phasing of required transportation network improvements;
  - ii) a storm water management plan;
  - iii) a master servicing study;
  - iv) a master development and phasing plan;
  - v) a landscape master plan;
  - vi) a preliminary Noise Impact Analysis Report and/or Vibration Impact Analysis Report for any proposed development within 300 metres of an identified Provincial Highway or arterial road;
  - vii) an archaeological survey of the lands;
  - viii) a comprehensive site plan and an urban design plan dealing with some or all of the following matters:
    - the height and massing of buildings;
    - the distribution of uses and densities;
    - the relationship between streets and buildings;
    - the integration of development with transit services;
    - the pedestrian and vehicular circulation networks;
    - the parks and open space system;
    - the primary public entrances;
    - micro climatic conditions; and,
    - signage, street scape amenity elements, lighting and site furnishings; and/or,
  - ix) consistent with Section 5.2, a market study examining the impact on the planned function of the Promenade Mall, the District Centres and the major commercial centre of the Woodbridge Community.

#### 6.4.3 Block Plans

- a) It is acknowledged that the majority of the Secondary Plan Area is already developed or is subject to development applications. Therefore, the application of the Block Plan process at the scale provided for by OPA No. 400 and OPA No. 450 is not expected to be necessary.

- b) The Block Planning process may be applied on a more limited basis to deal with complexities resulting from the existing development form, ownership pattern or other condition which warrants a comprehensive treatment. The approval of a Block Plan by Council will not require an amendment to this Plan.
- c) Block Plans, where applied, shall form the basis for the preparation and submission of implementing draft plans of subdivision/condominium, zoning amendment applications, and/or site development applications.
- d) Block Plans shall include a detailed description of the proposed development addressing the policies of this Plan pertaining to, where applicable:
  - i) environmental protection in accordance with the City of Vaughan's Environmental Management Guideline;
  - ii) the transportation and public transit network;
  - iii) the distribution of land uses, lot sizes and densities;
  - iv) the phasing of development;
  - v) urban design, as established by the policies of this Plan and the Vaughan Corporate Centre Urban Design Guidelines;
  - vi) cultural heritage conservation; and,
  - vii) remediation and restoration of natural features and conditions.

The City of Vaughan shall establish specific requirements for studies addressing the foregoing concerns with development proponents. The costs associated with the conduct of these studies shall be the responsibility of the landowners and the costs shall be shared equitably among benefiting landowners on a pro-rata basis.

- e) Where an individual landowner within a Block Plan area chooses not to seek development approval for their land parcel at the time of preparation of the Block Plan by other landowners, the lands of the non-participating owners shall be shown conceptually in the schedules to the Plan. Amendments to the Block Plan may be required before such lands are considered for development.

#### 6.4.4 Zoning By-law

- a) All new development shall proceed either by way of site specific zoning amendments or, alternatively, Council may enact a development permit or zoning by-law providing zoning categories and standards specific to the Vaughan Corporate Centre Secondary Plan Area.
- b) The City of Vaughan may designate a holding zone with the prefix 'H' and specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development for any one or more of the following reasons:
  - i) community services and facilities such as sanitary sewers, stormwater management facilities, water supply, parks and schools are insufficient to serve the proposed development;

- ii) transportation facilities are inadequate or inappropriate based on anticipated traffic or transit demand;
  - iii) the number and location of access points to the site are inadequate and incapable of functioning safely and efficiently;
  - iv) where development relies upon other matters occurring first, such as the consolidation of land ownership, to ensure the orderly development of the project and/or the securing of funding for infrastructure, services or outstanding application processing fees;
  - v) the need for a site plan agreement;
  - vi) supporting studies are required on matters related to transportation, soils, protection of any site features, environmental constraints or design features prior to development approval; and,
- c) Removal of the 'H' prefix will depend on meeting the specific conditions as identified by Council.

#### 6.4.5 Site Plan Control

- a) The Vaughan Corporate Centre Secondary Plan Area is subject to site plan control in accordance with OPA No. 200 and the City of Vaughan's Site Plan Control By-law.

#### 6.4.6 Subdivision Control

- a) Subdivision Control encompasses draft plan of subdivision/condominium, consents and part lot control exemptions.
- b) Plans of subdivision/condominium shall only be recommended for approval which:
- i) conform with the policies and designations of this Secondary Plan;
  - ii) can be provided with adequate services and facilities as required by the policies of this Plan;
  - iii) are not premature and are in the best interest of the municipality; and,
  - iv) comply with the Vaughan Corporate Centre Urban Design Guidelines.
- c) Subdivision of land shall generally take place by plan of subdivision/condominium. Consents shall only be permitted:
- i) for technical or legal purposes; and/or,
  - ii) where the municipality is satisfied that the consent will not prejudice the ultimate subdivision of land or the principles set out in this Plan and the City of Vaughan's Severance policy.
- d) Part Lot Control exemptions shall generally be permitted for technical or legal purposes, such as the creation of easements and rights-of-way. Where used to create lots, Council shall be satisfied that all necessary agreements are in place to ensure that appropriate development occurs and that the municipal interest is protected.

#### 6.4.7 Development Agreements

- a) Development Agreements based on the findings of this Secondary Plan and the findings of any other studies deemed necessary by the City of Vaughan, shall be entered into by the benefiting parties and approved by the City of Vaughan as a condition of the approval of development applications.
- b) Such agreements shall ensure that the necessary approvals and the required equitable contributions of funds, lands and commitments for services will be in place and operative prior to, or coincident with occupancy and use of land. Items which may be addressed in the Development Agreements include:
  - i) open space and environmental features;
  - ii) streetscape features;
  - iii) water;
  - iv) wastewater collection;
  - v) storm water management;
  - vi) road infrastructure and widenings;
  - vii) transitways; and,
  - viii) other utilities.
- c) If difficulties or undue delays are encountered with respect to the preparation of the Development Agreements required above, the City of Vaughan may be requested to attempt to resolve such difficulties or delays. Where resolution of such problems is not deemed feasible by the City of Vaughan or is not possible even with the City of Vaughan's intervention, the City of Vaughan may approve alternative mechanisms to satisfy the intent of the applicable policy.

#### 6.4.8 Development Permits

Upon authorization of a system permitting the use of development permits, the City of Vaughan may, in accordance with the authority, implement this Plan in part or whole by the use of a development permit regime independent or supplemental to its powers of implementation as described herein.

#### 6.5 INTERPRETATION

- a) This Secondary Plan is a statement of policy. It is intended as a guide to the development of the Corporate Centre Secondary Plan Area. Some flexibility in interpretation is permitted, provided the general intent of the policies and principles of this Plan are maintained.
- b) The designations identified on Schedules 'A' and 'B' are intended to show general areas and the boundaries are flexible and may vary without amendment to the Plan, except where designations are established by fixed boundaries such as river valleys and roads or where specifically stated to be fixed in the policies of this Plan.
- c) Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the City of Vaughan to be similar to the listed uses and to conform to the general intent of the applicable land

use designation may be recognized as a permitted use and recognized in the implementing zoning by-law or development permit.

- d) Minor variations from numerical requirements in the Plan may be permitted without an Official Plan Amendment provided that the general intent of the Plan is maintained.

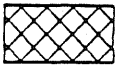
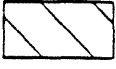
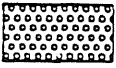
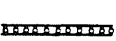

# EMPLOYMENT AREA (CENTRAL) STRUCTURAL PLAN

THIS IS SCHEDULE 'D2'  
TO AMENDMENT NO. 500  
ADOPTED THE \_\_\_ DAY OF \_\_\_\_, 1997

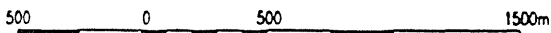
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

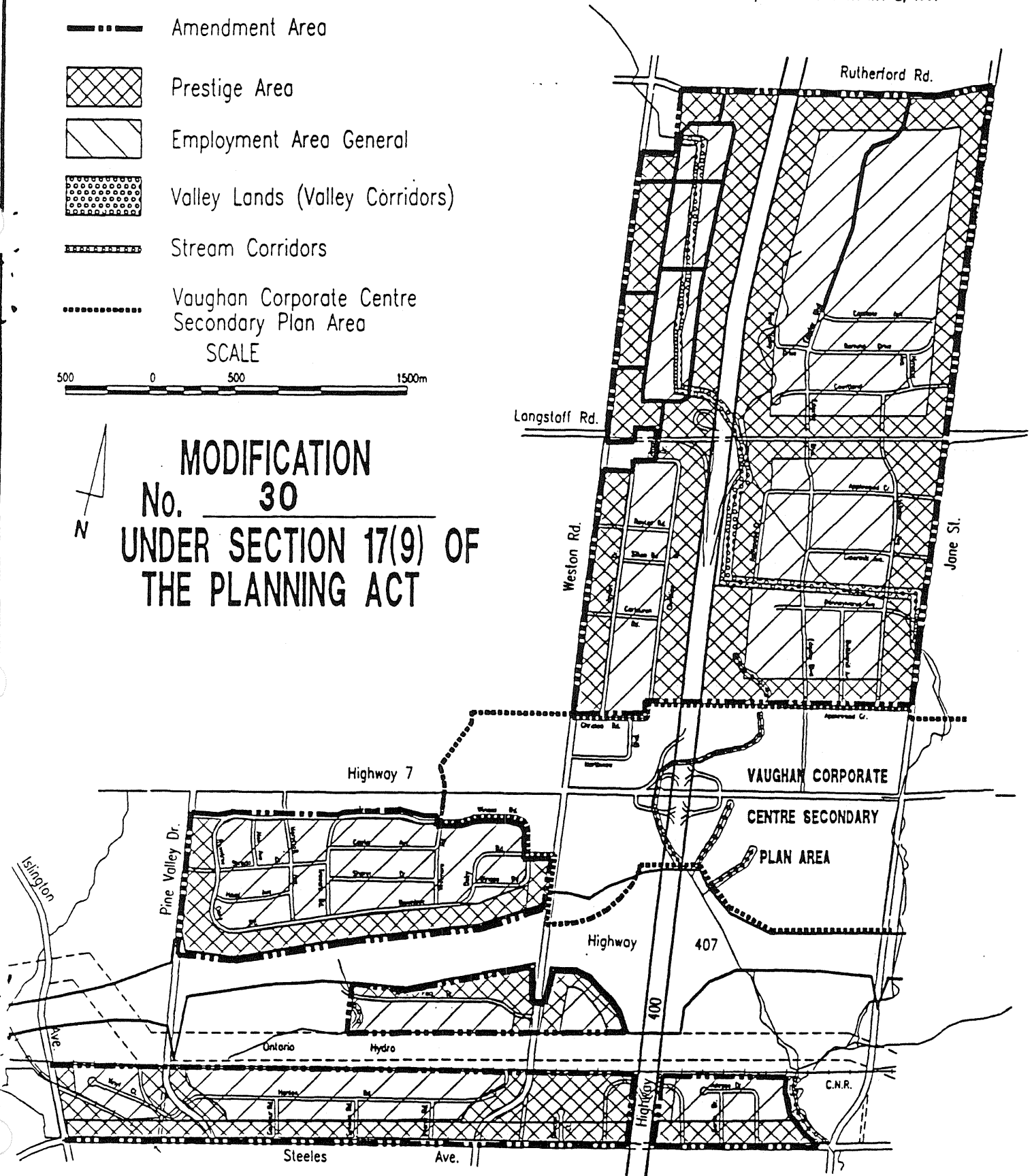
REVISED FEBRUARY 26, 1996  
AND MARCH 26, 1996 AND JANUARY 2, 1997

- · · · — Amendment Area
-  Prestige Area
-  Employment Area General
-  Valley Lands (Valley Corridors)
-  Stream Corridors
-  Vaughan Corporate Centre  
Secondary Plan Area

SCALE






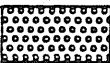

**MODIFICATION**  
**No. 30**  
**UNDER SECTION 17(9) OF**  
**THE PLANNING ACT**



THIS IS SCHEDULE '2B'  
TO AMENDMENT NO. 450

# EMPLOYMENT AREA (EAST) STRUCTURAL PLAN

THIS IS SCHEDULE 'D3'  
TO AMENDMENT NO. 500  
ADOPTED THE \_\_\_ DAY OF \_\_\_\_, 1997

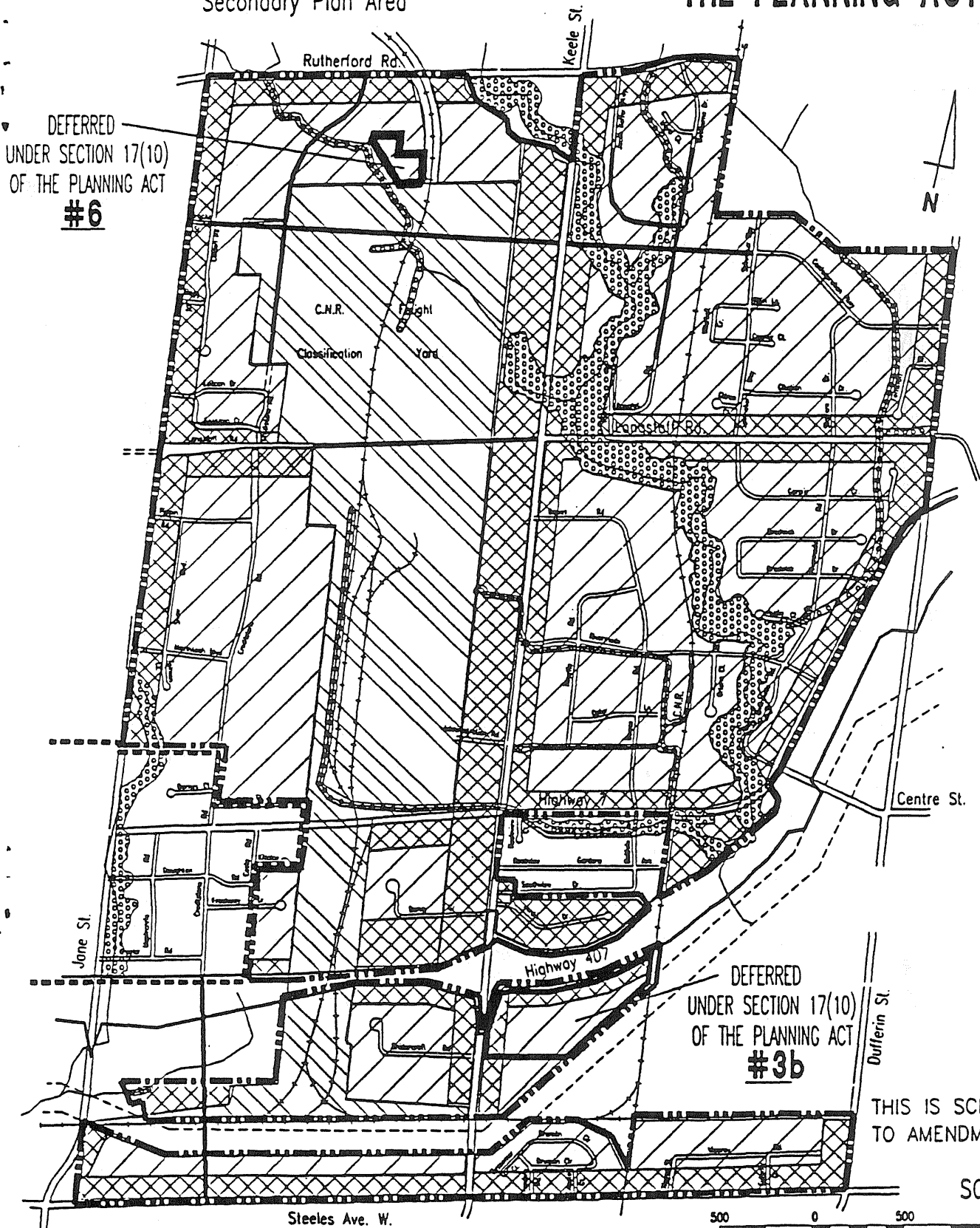
- · · · — Amendment Area
-  Prestige Area
-  Employment Area General
-  Rail Facilities
-  Valley Lands (Valley Corridors)
-  Stream Corridors
- · · · — Vaughan Corporate Centre  
Secondary Plan Area

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

REVISED FEBRUARY 26, 1996  
AND MARCH 25, 1996

**MODIFICATION**  
**No. 31**  
**UNDER SECTION 17(9) OF**  
**THE PLANNING ACT**

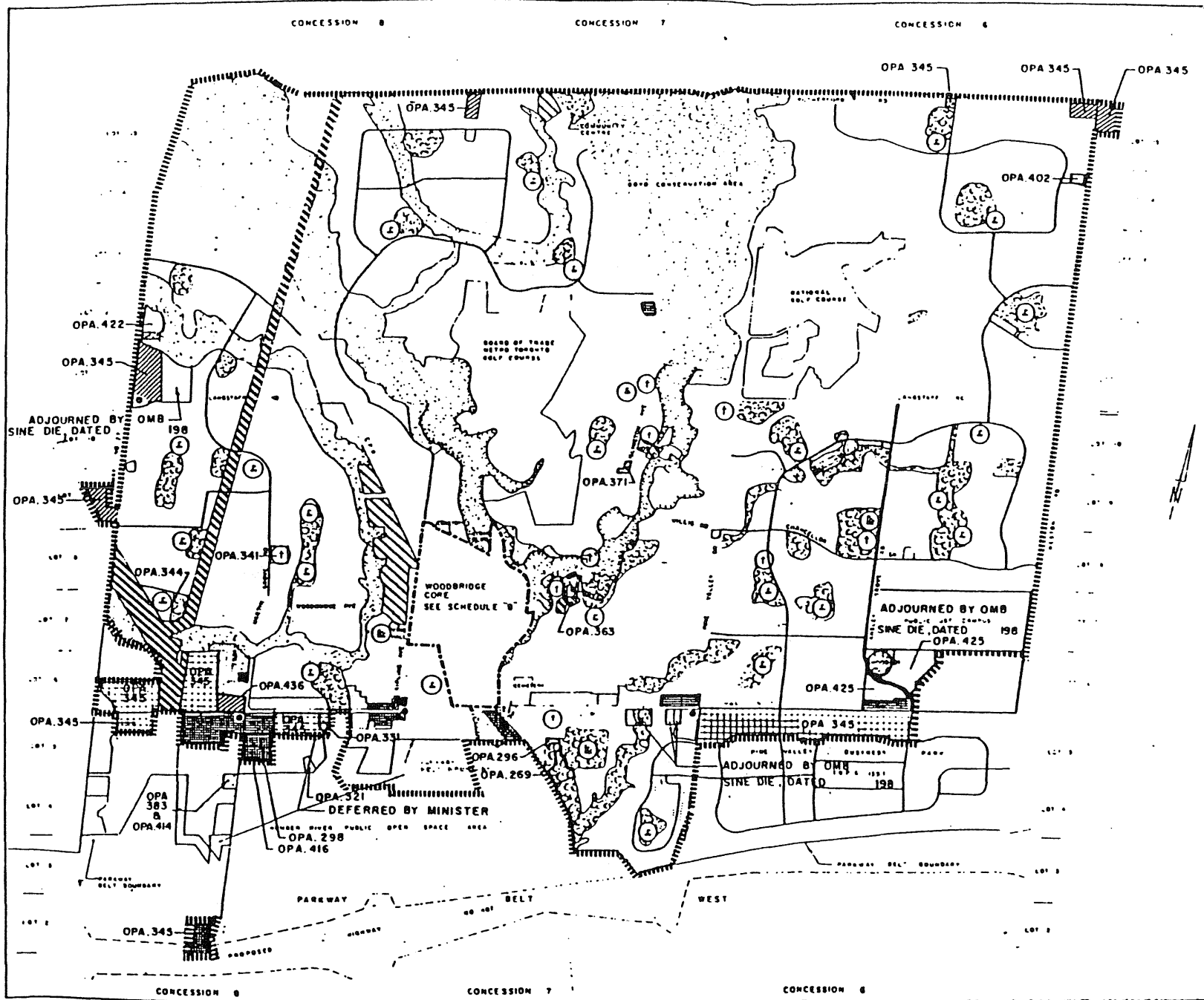


THIS IS SCHEDULE '2C'  
TO AMENDMENT NO. 450

SCALE

500 0 500 1500m





THIS IS SCHEDULE "E"  
TO AMENDMENT NO 500  
ADOPTED THE 28th DAY OF JULY, 1997.

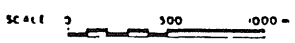
L.D. JACKSON  
MAYOR  
J.D. LEACH  
CLERK

- LEGEND
- [Symbol] LOW DENSITY RESIDENTIAL
  - [Symbol] MEDIUM DENSITY RESIDENTIAL
  - [Symbol] HIGH DENSITY RESIDENTIAL
  - [Symbol] MAJOR COMMERCIAL CENTRE
  - [Symbol] LOCAL CONVENIENCE COMMERCIAL
  - [Symbol] GENERAL COMMERCIAL
  - [Symbol] SERVICE STATION
  - [Symbol] SERVICE COMMERCIAL
  - [Symbol] INDUSTRIAL
  - [Symbol] UTILITY
  - [Symbol] OPEN SPACE
  - [Symbol] DRAINAGE TRIBUTARY
  - [Symbol] CHURCH
  - [Symbol] SPECIAL USE
  - [Symbol] CONSERVATION AUTHORITY FLOODLINE
  - [Symbol] ELEMENTARY SCHOOL
  - [Symbol] SECONDARY SCHOOL
  - [Symbol] HIGHWAY NO. 7 COMMERCIAL CORRIDOR
  - [Symbol] NEIGHBOURHOOD COMMERCIAL CENTRE

REVISED FEBRUARY 26, 1996

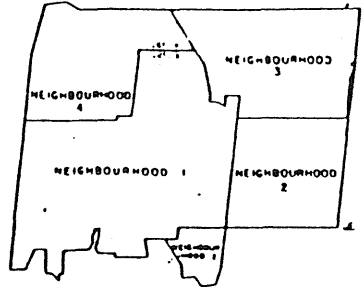
MODIFICATION  
No. 33  
UNDER SECTION 17(9) OF  
THE PLANNING ACT

- [Symbol] BOUNDARY OF WOODBRIDGE CORE - SEE SCHEDULE "B"
- [Symbol] BOUNDARY OF WOODBRIDGE COMMUNITY PLAN
- [Symbol] PARADISE BELT BOUNDARY



WOODBRIDGE COMMUNITY PLAN

NEIGHBOURHOOD KEY MAP



THIS IS SCHEDULE "A"  
TO AMENDMENT NO. 240

MODIFICATION  
No. 36  
UNDER SECTION 17(9) OF  
THE PLANNING ACT

AMENDMENT NO. 200  
ADOPTED THE 28th DAY OF JULY,  
1997.

SIGNING OFFICERS  
L. D. JACKSON  
MAYOR

J. D. LEACH  
CLERK

REVISED FEBRUARY 26, 1996

TRANSPORTATION -  
CITY ROAD NETWORK

- LEGEND
- RESIDENTIAL LOCAL
  - - - 20M INDUSTRIAL
  - - - 23M
  - 23M PRIMARY (PLANNED)
  - - - 23M RESIDENTIAL FEEDER
  - 26M COLLECTOR
  - ... 30M REFERRED TO O.M.B. #5 (Under OPA 400)
  - ..... 35M
  - - - 23M PRIMARY (FUTURE)
  - IMPROVEMENTS (AS PER CITY WIDE TRANSPORTATION STUDY)
  - NEW LINKS

REFERRED TO O.M.B. #5  
(Under OPA 400)

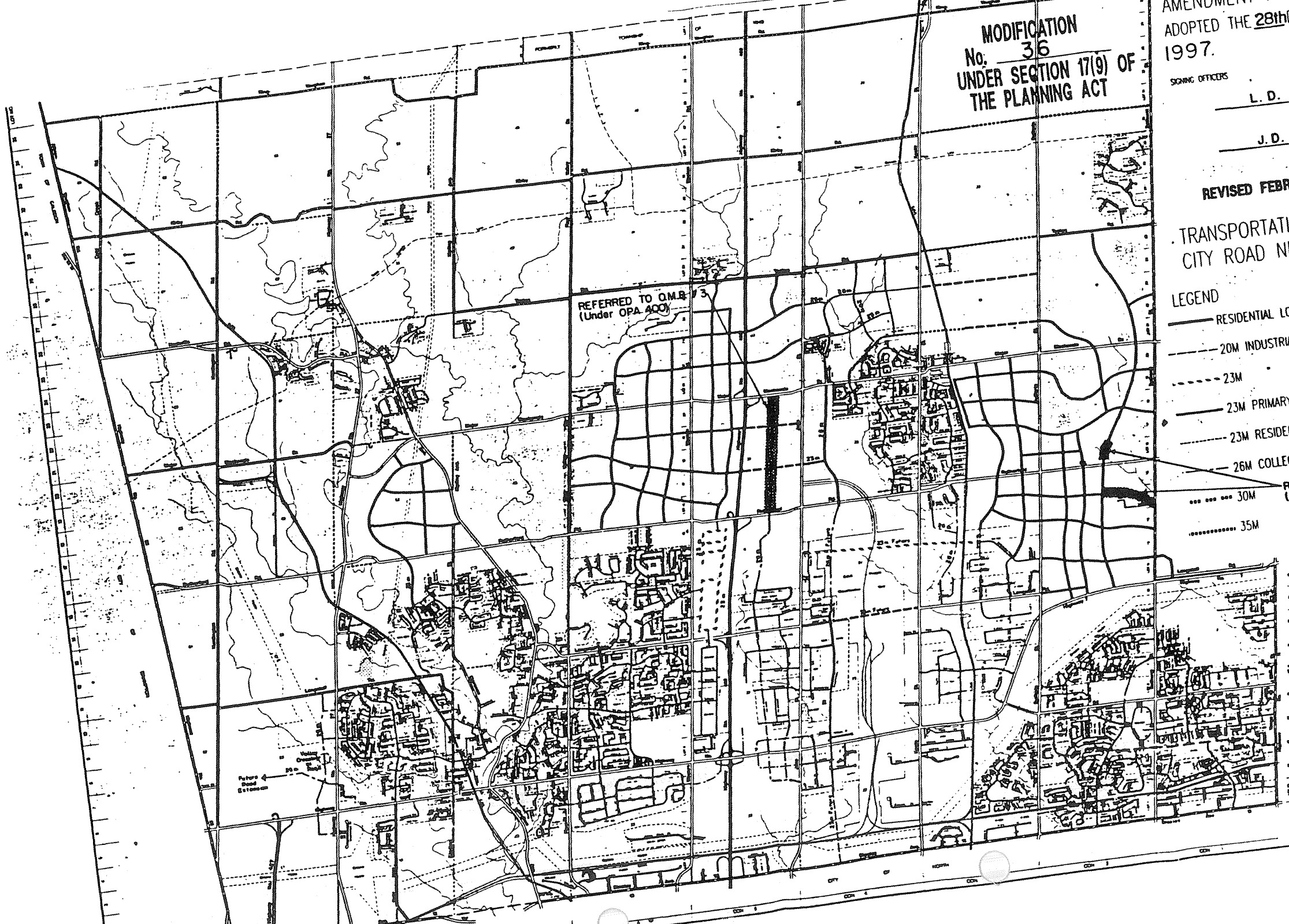
REFERRED TO O.M.B. #5  
(Under OPA 400)

IMPROVEMENTS  
(AS PER CITY WIDE  
TRANSPORTATION STUDY)

NEW LINKS

The Ministry of Transportation  
approved and approved to require  
to implement the following studies  
to improve the existing network  
in Urban Village 11 the proposed  
improvements are:  
1. The proposed road  
2. The proposed road  
3. The proposed road  
4. The proposed road  
5. The proposed road  
6. The proposed road  
7. The proposed road  
8. The proposed road  
9. The proposed road  
10. The proposed road  
11. The proposed road  
12. The proposed road  
13. The proposed road  
14. The proposed road  
15. The proposed road  
16. The proposed road  
17. The proposed road  
18. The proposed road  
19. The proposed road  
20. The proposed road  
21. The proposed road  
22. The proposed road  
23. The proposed road  
24. The proposed road  
25. The proposed road  
26. The proposed road  
27. The proposed road  
28. The proposed road  
29. The proposed road  
30. The proposed road  
31. The proposed road  
32. The proposed road  
33. The proposed road  
34. The proposed road  
35. The proposed road  
36. The proposed road  
37. The proposed road  
38. The proposed road  
39. The proposed road  
40. The proposed road  
41. The proposed road  
42. The proposed road  
43. The proposed road  
44. The proposed road  
45. The proposed road  
46. The proposed road  
47. The proposed road  
48. The proposed road  
49. The proposed road  
50. The proposed road  
51. The proposed road  
52. The proposed road  
53. The proposed road  
54. The proposed road  
55. The proposed road  
56. The proposed road  
57. The proposed road  
58. The proposed road  
59. The proposed road  
60. The proposed road  
61. The proposed road  
62. The proposed road  
63. The proposed road  
64. The proposed road  
65. The proposed road  
66. The proposed road  
67. The proposed road  
68. The proposed road  
69. The proposed road  
70. The proposed road  
71. The proposed road  
72. The proposed road  
73. The proposed road  
74. The proposed road  
75. The proposed road  
76. The proposed road  
77. The proposed road  
78. The proposed road  
79. The proposed road  
80. The proposed road  
81. The proposed road  
82. The proposed road  
83. The proposed road  
84. The proposed road  
85. The proposed road  
86. The proposed road  
87. The proposed road  
88. The proposed road  
89. The proposed road  
90. The proposed road  
91. The proposed road  
92. The proposed road  
93. The proposed road  
94. The proposed road  
95. The proposed road  
96. The proposed road  
97. The proposed road  
98. The proposed road  
99. The proposed road  
100. The proposed road

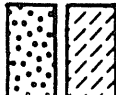
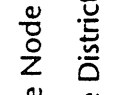

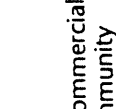


THIS IS SCHEDULE '2'  
AMENDMENT NO. 200

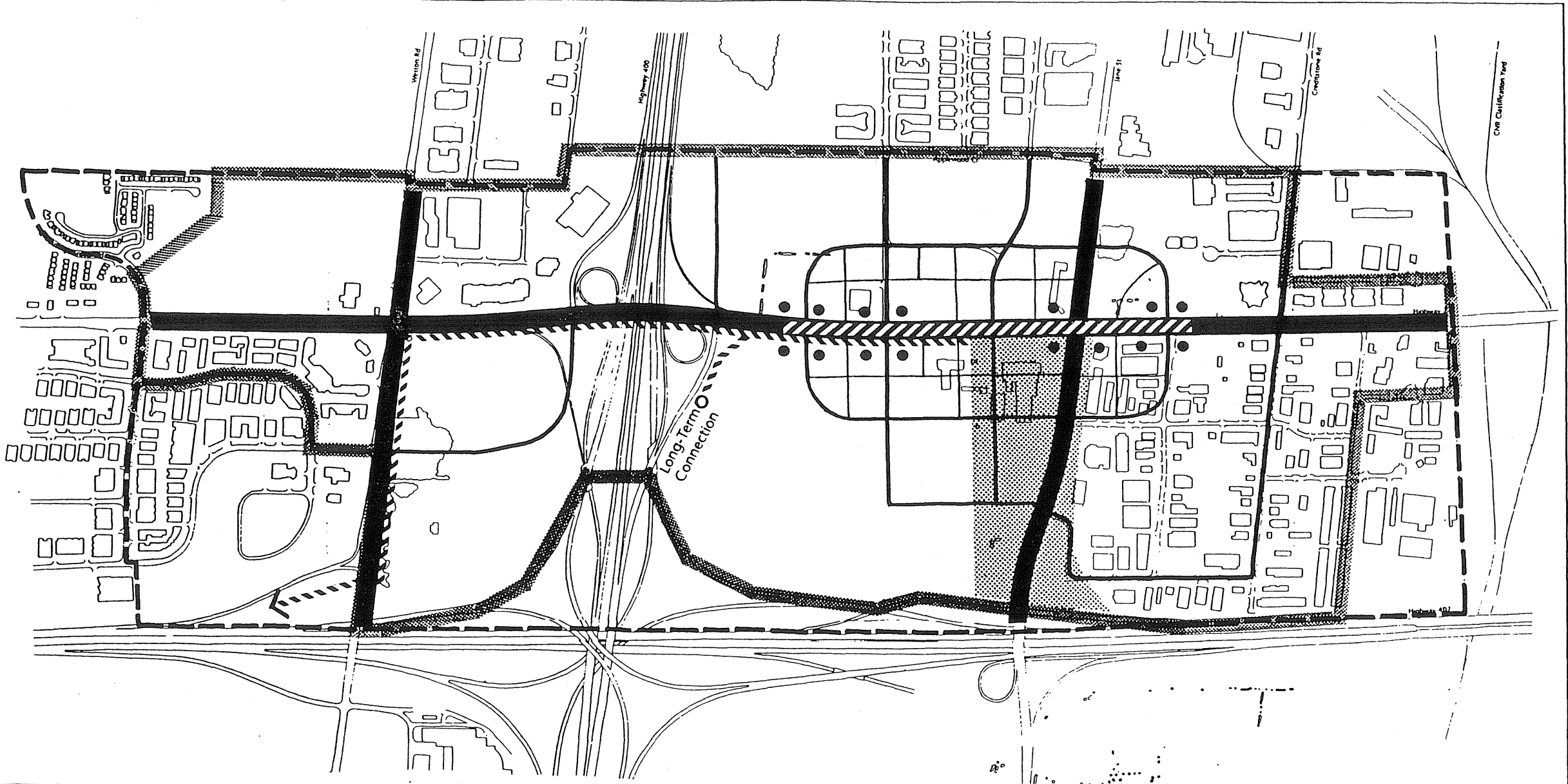




Vaughan Corporate Centre Secondary Plan Amendment No. 500

Schedule A - Land Use Plan

-  Corporate Centre Node
-  Corporate Centre District
-  Valley Lands
-  Lands identified as the major commercial centre of the Woodbridge Community within the Corporate Centre District
-  Vaughan Corporate Centre Secondary Plan Area Boundary
-  Study Area Boundary







Vaughan Corporate Centre Secondary Plan  
Amendment No. 500

Schedule B - Transportation Plan

- Highway 7/Avenue 7'
- Arterial Road
- Collector Road
- Local Road
- Inter-regional Transitway (Potential)
- Gateway Sites
- Potential Connection to Spadina Subway and/or Inter-regional Transitway
- Vaughan Corporate Centre Secondary Plan Area Boundary
- Study Area Boundary



**LEGEND**

-  PRESTIGE AREA
-  EMPLOYMENT AREA GENERAL
-  CENTRE
-  RAILWAY FACILITIES

----- VAUGHAN CORPORATE CENTRE  
SECONDARY PLAN AREA

\* AS AMENDED

# EMPLOYMENT AREA STRUCTURAL PLAN

THIS IS SCHEDULE 'D1'  
TO AMENDMENT NO. 500

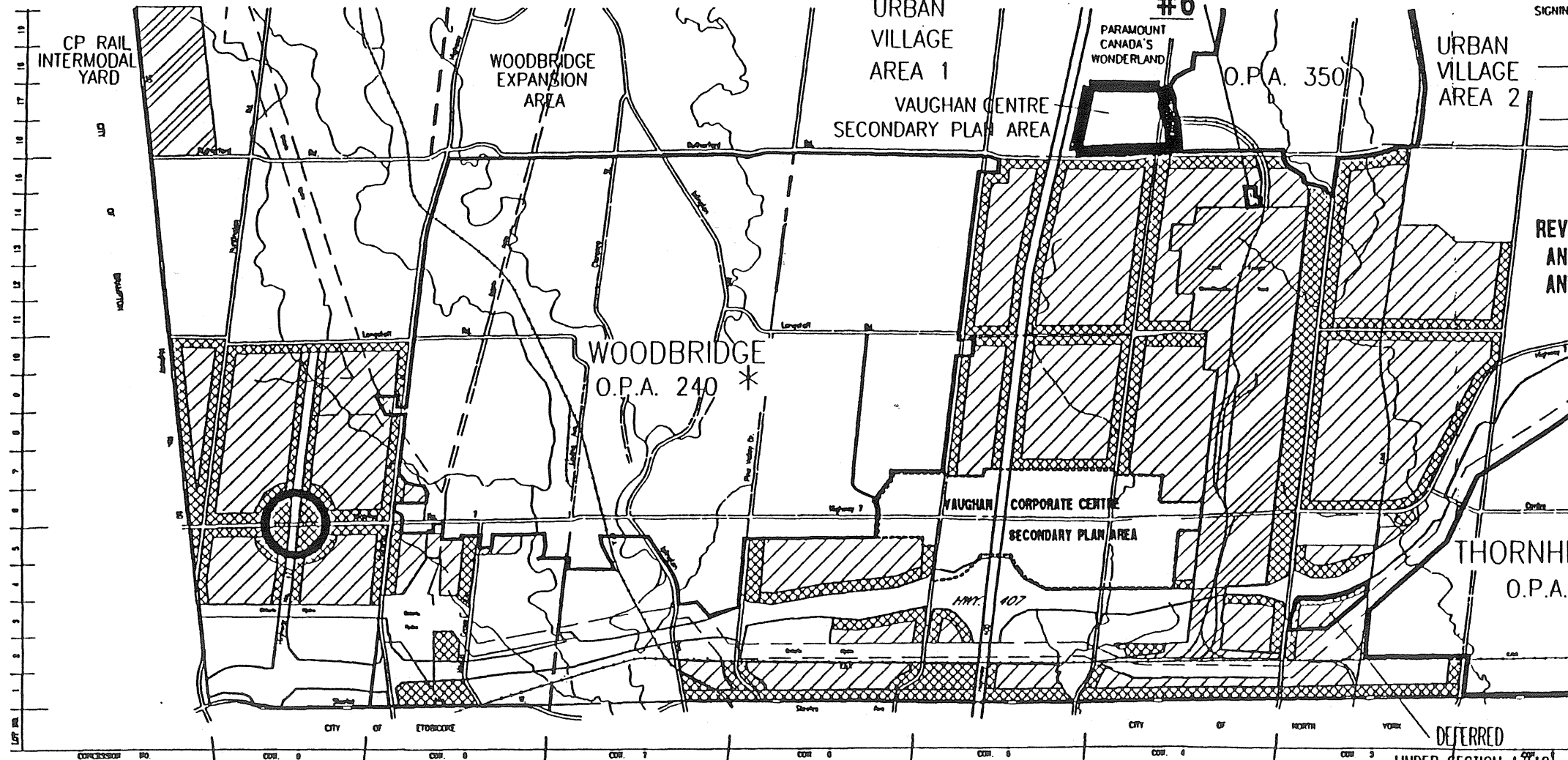
DEFERRED  
UNDER SECTION 17(10)  
OF THE PLANNING ACT  
**#6**

ADOPTED THE \_\_\_ DAY OF \_\_\_, 1997

SIGNING OFFICERS

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK



REVISED FEBRUARY 26, 1996  
AND MARCH 25, 1996  
AND JANUARY 2, 1997

MODIFICATION  
No. 28  
UNDER SECTION 17(9) OF  
THE PLANNING ACT

THORNHILL-VAUGHAN  
O.P.A. 210 \*

THIS IS SCHEDULE '2'  
TO AMENDMENT NO. 45

0 2000 4000 m

DEFERRED  
UNDER SECTION 17(10)  
OF THE PLANNING ACT  
**#3b**

