

DATE: MARCH 6, 2020

TO: MAYOR AND MEMBERS OF COUNCIL

**FROM: BILL KIRU, ACTING DEPUTY CITY MANAGER,
PLANNING AND GROWTH MANAGEMENT**

RE: ITEM NO. 8 – COMMITTEE OF THE WHOLE (2) – MARCH 9, 2020

MAJOR TRANSIT STATION AREAS

Recommendations

That the following recommendations be added to the recommendations contained in the report of the Acting Deputy City Manager, Planning and Growth Management dated March 9, 2020:

3. THAT the Dufferin Street and Centre Street intersection be evaluated through the Vaughan Official Plan 2010 update and Major Transit Station Areas evaluation as outlined in the Council Report 'Major Transit Station Areas' dated March 9, 2020, to satisfy the requirement for a secondary plan pursuant to Schedule 14-A of Vaughan Official Plan 2010;
4. THAT the Dufferin Street and Centre Street Secondary Plan update, as approved by Council in September 2019, be removed from the departmental work program; and
5. THAT Capital budget PL-9027-12 be renamed to The Major Transit Station Areas Evaluation in support of the land use review for the Dufferin Street and Centre Street intersection.

Purpose

To undertake the land use evaluation of the Dufferin Street and Centre Street intersection, identified as Major Transit Station Area (MTSA) 16 in the staff report to the March 9, 2020 meeting of the Committee of the Whole (Item No. 8), through the VOP update and MTSA evaluation as opposed to a Secondary Plan. The land use evaluation will establish appropriate land uses, heights and density requirements. This approach satisfies Council's direction for a Secondary Plan for the area, while avoiding duplication of work, providing for efficient use of staff resources and promoting fiscal responsibility.

Background

The Vaughan Official Plan (VOP) 2010 identifies the Dufferin Street and Centre Street intersection as an area that requires further study

VOP 2010 identifies the intersection of Dufferin Street and Centre Street as requiring both a Secondary Plan (Schedule 14-A) (Attachment 1) and an Area Specific Plan (Schedule 14-B) (Attachment 2). This intersection is identified in the City's urban structure as part of a Regional Intensification Corridor (Schedule 1 Urban Structure), but is not identified as an intensification centre.

This intersection is part of the Centre Street Corridor Area Specific Plan that is currently before the Local Planning Appeal Tribunal (LPAT). By decision dated April 23, 2013, Council directed staff to undertake a Secondary Plan to establish the land use planning and urban design framework for this intersection to inform the City's position on the potential Highway 407 interchange ramp at Centre Street.

The Dufferin Street and Centre Street Area Specific Plan was deferred by Council on June 27, 2017 to allow time for the Highway 407 ETR Interchange Feasibility Study at Centre Street to be finalized

On June 27, 2017 Policy Planning and Environmental Sustainability (PPES) staff prepared a draft Study Report and Official Plan Amendment to VOP 2010 for consideration by the Committee of the Whole. On June 27, 2017, Council deferred the Study Report and amendment to VOP 2010. The draft amendment to VOP 2010, which included the deferred Area Specific Plan, proposed a land use planning framework, transportation network and urban design principles for only the northeast quadrant of the intersection. The southern quadrants of the intersection were identified as 'MTO Further Study Area' by the deferred Plan as the 407 ETR Interchange Feasibility Study was on-going at the time of the Plan deferral.

On February 6, 2019 staff reported to Committee of the Whole that the 407 ETR Interchange Feasibility Study (September 2018) removed Centre Street as a potential highway interchange. Approximately 4.8 hectares of land previously identified for a potential 407 interchange are potentially available for development and warrant further study. Infrastructure Ontario owns the southwest quadrant and the Ministry of Transportation owns the southeast quadrant of the intersection. These lands remain under review by the respective Ministries.

On September 17, 2019 Committee of the Whole supported the staff recommendation to review the deferred plan and ensure conformity with the updated Provincial policy framework

Staff recommended all four quadrants of the intersection be evaluated comprehensively (Attachment 3) given the recent changes to Provincial planning policies that impact this area, including the updated Growth Plan (2019) and Bill 108, and that no further consideration of a highway interchange at Centre Street was being considered by the Province. Evaluating all four quadrants of this intersection aligns with the proposed MTSA boundary and implementation of the Growth Plan policies.

Analysis

Through the Growth Plan (2017 & 2019), the Dufferin and Centre Street intersection is identified as a proposed 'Major Transit Station Area' (MTSA), which was not addressed in the deferred Amendment to VOP 2010

MTSAs are strategic growth areas delineated within 500 to 800 metres of existing and planned higher order transit station(s) and/or stop(s). The Growth Plan (2019) policies for MTSAs recognize significant investment in transit and are required to be planned as complete communities to maximize potential transit riders and opportunities for active transportation.

The Dufferin-Centre MTSA, which is serviced by Regional Bus Rapid Transit on Centre Street, is approximately 18 hectares in size. The proposed density target identified by York Region for

this MTSA is a minimum of 160 people and jobs per hectare. Analysis to date by City and York Region staff indicate a projected ultimate density of 285 people and jobs per hectare.

The land use planning framework, proposed minimum density requirements and boundary delineation for each MTSA will be implemented through the City's Vaughan Official Plan update

The City is required to implement the approved MTSA policy framework and boundary. In this case, as the boundaries of the recommended Secondary Plan area aligned with the MTSA (Attachment 3), it would be a duplication of work to retain a qualified consultant to prepare a secondary plan. Given that this intersection is identified for further study through VOP 2010, the subject area can be evaluated in more detail through the VOP update and MTSA evaluation.

Additional scope of work for this intersection may include evaluating the transportation network, establishing urban design principles, and assessing public infrastructure and servicing needs. If necessary, a portion of the \$200,000 approved budget allocated for the Secondary Plan review can be used to fund the additional scope of work. Should the evaluation of this intersection determine that additional policies beyond the MTSA policy framework are required, they will be included as part of the site-specific policies section in the VOP update.

The proposed approach for the land use review is considered reasonable to avoid unnecessary duplication of work and to align with the MTSA review being undertaken for the same area for the following reasons:

1. Work effort – Reviewing the subject intersection as part of the City's VOP update and MTSA process avoids duplication of work, thereby allocating current staff resources to other Department deliverables.
2. Budget – Evaluating the subject area through the VOP update and MTSA evaluation allows for fiscal responsibility by potentially reallocating a portion of the approved capital funds to another project within the Policy Planning and Environmental Sustainability Department.
3. Durability – The MTSA and resulting land use planning framework, once approved, cannot be appealed to the Local Planning Appeal Tribunal (LPAT). This helps to avoid a lengthy and costly appeal process.

An appropriate policy framework for the Dufferin Street and Centre Street intersection will be determined through the Vaughan Official Plan update either through an area-specific plan or site-specific policies based on the recommended structure for the VOP, including MTSA's

The proposed approach will include the appropriate land use schedules and associated policies for the Dufferin Street and Centre Street intersection to be implemented through the VOP update. The land use evaluation will provide an approval process that is concurrent with the VOP update given that the area is an MTSA.

There is an active development application for a portion of lands located in the northwest quadrant of the intersection that will continue to be processed under VOP 2010

In 2015, Council approved a development application (Vaughan Crossings) to allow a mixed use and service commercial development on the northwest quadrant of the intersection. To recognize these existing permissions, this quadrant was excluded from the deferred Plan. The

northwest quadrant was subsequently sold, and a new application was submitted in 2017 seeking to allow medium density residential uses (Triaxis). The 2017 submission was deemed incomplete and not processed by staff. In 2019, a portion of the northwest quadrant was sold to a new owner (Marydel Homes) who are continuing with the 2017 development application, subject to a complete submission. The outcome of this application will be used to inform the policy framework for the remainder of the northwest quadrant.

Financial Impact

In December 2019, approximately \$200,000 was approved for the Dufferin Street and Centre Street Secondary Plan review as part of the City's 2020 Budget. There is no incremental financial impact as a result of this report. Capital budget PL-9027-12 will be repurposed and renamed from Centre Street (West) Gateway Secondary Plan to The Major Transit Station Area Evaluation of which the land use review for the Dufferin Street and Centre Street intersection is one component

Conclusion

VOP 2010 identifies the Dufferin Street and Centre Street intersection as an area requiring both a Secondary Plan (Schedule 14-A) and an Area Specific Plan (Schedule 14-B). As outlined, a Secondary Plan for the Dufferin Street and Centre Street intersection is no longer required given that the lands are literally identical to the MTSA area. Accordingly, staff recommend to remove the Dufferin Street and Centre Street Secondary Plan from the Departmental work program and pursue the land use evaluation through the VOP update and MTSA evaluation.

Attachments

1. VOP 2010 Schedule 14-A Required Secondary Plan Areas - Dufferin Street & Centre Street
2. VOP 2010 Schedule 14-B Required Area Specific Plans – Centre Street Corridor
3. Proposed MTSA (16) Boundary and Council Deferred Plan Boundary (2017) – Dufferin Street & Center Street

Prepared by

Cameron Balfour, Planner, Extension 8411

Michelle Moretti, Senior Planner, Extension 8214

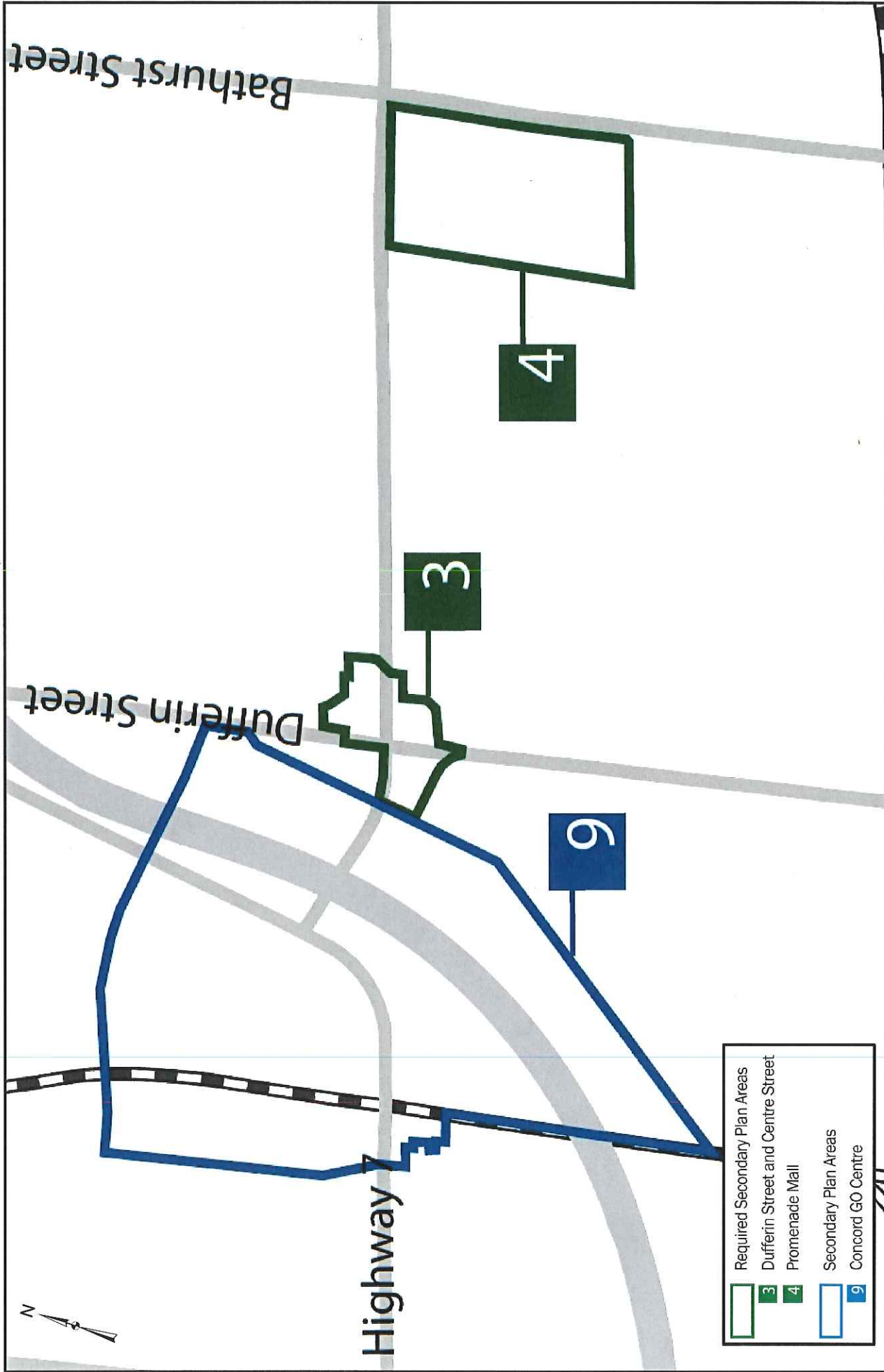
Frank Marzo, Acting Manager of Short-Range Planning, Extension 8063

Tony Iacobelli, Acting Director of Policy Planning & Environmental Sustainability

Respectfully submitted,



BILL KIRU
Acting Deputy City Manager
Planning and Growth Management



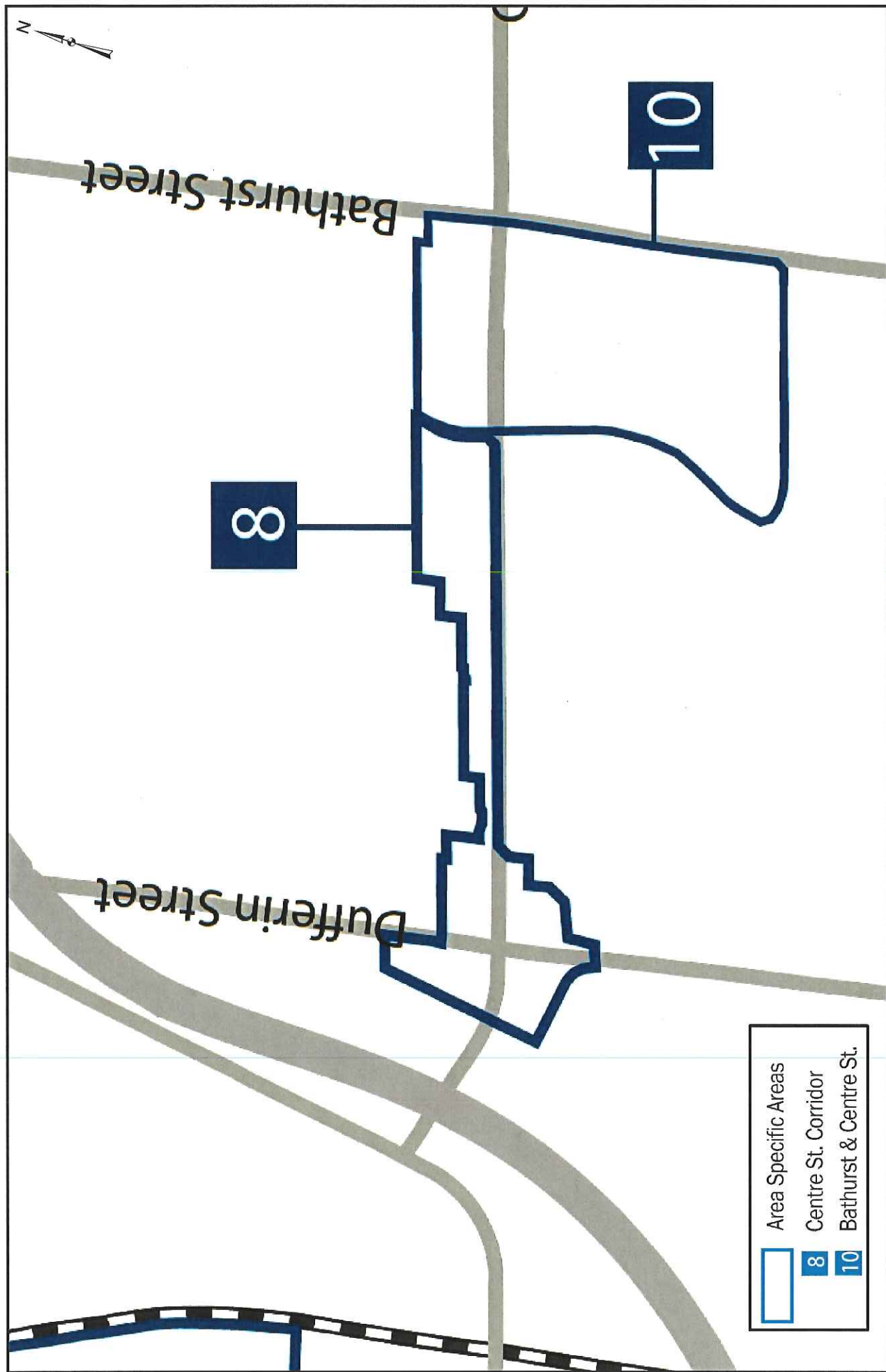
VOP 2010 Schedule 14-A Required Secondary Plan Areas - Dufferin Street & Centre Street

LOCATION:
Part of Lots 5 and 6, Concession 3, and
Part of Lots 5 and 6, Concession 2



Attachment

FILE: 26.19
DATE: March 9, 2020
1



VOP 2010 Schedule 14-B Required Area Specific Plans - Centre Street Corridor

LOCATION:
Part of Lots 5 and 6, Concession 3, and
Part of Lots 5 and 6, Concession 2

Document Path: N:\GIS_Archive\Projects\Policy\Planning\Dufferin-Centre Study\26.19\26.19_MTSA_Schedule 14-B.mxd



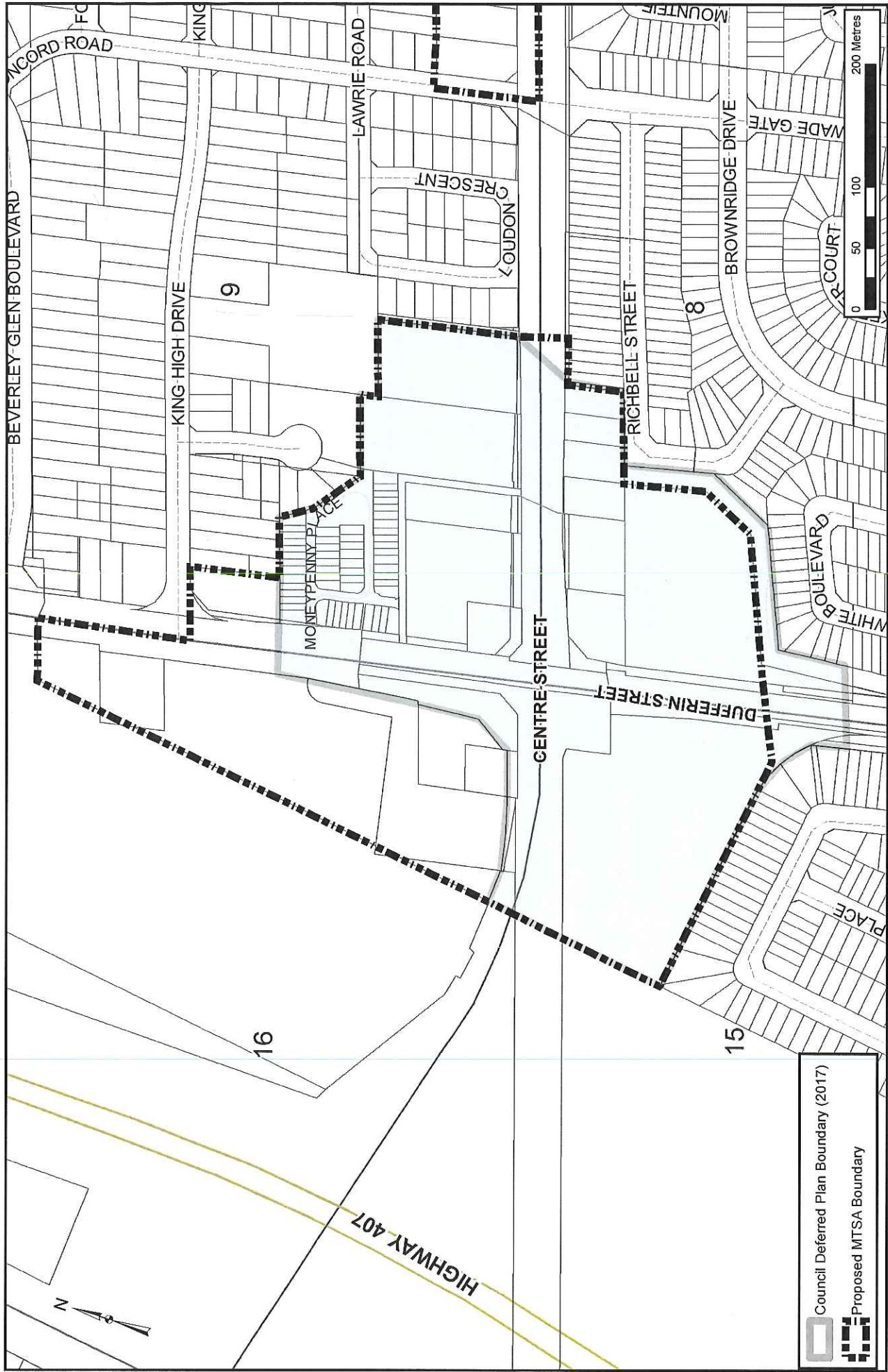
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FILE:
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March 9, 2020

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Created On: 2/28/2020



Proposed MTSA (16) Boundary and Council Deferred Plan Boundary (2017) - Dufferin Street & Centre Street

LOCATION: Part of Lots 5 and 6, Concession 3, and
Part of Lots 5 and 6, Concession 2

Document Path: N:\GIS_Archive\Projects\PolicyPlanning\Dufferin-Centre Study\26.19.MTSA_AreaSpecPlanCentre_Duffr.mxd



Attachment

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DATE: March 9, 2020

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Created On: 3/2/2020