

THE CITY OF VAUGHAN

By-law

BY-LAW No. ~ -2022

A By-law to adopt Amendment Number ~ to the Vaughan Official Plan 2010 for the Vaughan Planning Area.

NOW THEREFORE the Council of the Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number ~ to the Vaughan Official Plan 2010 of the Vaughan Planning Area, consisting of the attached text and Schedule(s) 1-7" is hereby adopted.
2. AND THAT this By-law shall come into force and take effect on the day after the last day for filing a notice of appeal.

Enacted by the City of Vaughan Council this ~ day of Month, 2022.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

AMENDMENT NUMBER ~
TO THE VAUGHAN OFFICIAL PLAN 2010
OF THE VAUGHAN PLANNING AREA

The following text and Schedules “1”, “2”, “3”, “4”, “5”, “6”, and “7” constitute Amendment Number ~~ to the Official Plan of the Vaughan Planning Area.

I PURPOSE

To amend the Vaughan Official Plan (VOP 2010) to facilitate a mixed- use development.

II LOCATION

The lands subject to this amendment (hereinafter referred to as the “Subject Lands”), are shown on Schedule “1” attached hereto as “Area Subject to Amendment No. ~”. The Subject Lands are located on the east side of Weston Road south of Regional Road (Highway) 7 and are municipally known as 7501-7621 Weston Road.

III BASIS

The decision to amend the City of Vaughan Official Plan 2010 is based on the following considerations:

1. The Amendment provides appropriate intensification on a site well-served by existing and planned transportation infrastructure. The Subject Lands are currently underutilized, and the Amendment will facilitate comprehensive intensification and transformation of the lands in accordance with the vision for Vaughan’s Primary Centres, including new compact, mixed-use development and new public streets, parks and open spaces.
2. The Provincial Policy Statement 2020 (“PPS”) provides direction for matters of provincial interest regarding land use planning and growth. The PPS promotes:

Efficient development and land use patterns;

Appropriate and efficient use of infrastructure and public service facilities that are planned or available; and

Land use patterns that support active transportation and transit-supportive density.

The proposed Amendment is consistent with the PPS and promotes its goals and objectives.

3. A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (“Growth Plan”) is intended to guide decisions on provincial issues including economic development, transportation, housing, and land use planning. The Growth Plan supports intensification within built-up areas, with a focus on areas designated for growth, including lands around existing and planned transit investment. The Subject Lands are located within a ‘Major Transit Station Area’ identified in the Growth Plan for mixed-use growth with the aim of creating complete communities with a range of housing types. The proposed Amendment conforms with the policy framework of the Growth Plan by optimizing the existing investment in rapid transit present along Highway 7 and supporting the achievement of a complete community that is compact and mixed-use in its form, making efficient use of the Subject Lands. The proposed Amendment also reinforces the Growth Plan direction to plan and design Major Transit Station areas to be transit supportive. The proposed Amendment establishes a new public street network and active transportation infrastructure that will contribute to achieving multi-modal access to transit services within the Major Transit Station Area.
4. The York Region Official Plan (“YROP”) identifies the Subject Lands as being within an Urban Area, along a Regional Corridor. Regional Corridors are identified as urban main streets that have a compact, mixed-use form that is transit-oriented. The proposed Amendment conforms with the York Region Official Plan by introducing a site specific policy framework that will introduce a fine-grained street grid that supports active transportation and connections to transit, encourages an urban form and mix of uses that can meet the needs of the future Weston 7 community and locates the greatest proposed density in walking distance of rapid transit.
5. The Vaughan Official Plan (“VOP 2010”) is intended to guide planning for intensification, transit-supportive development, urban growth and complete communities in the City of Vaughan. The Subject Lands are located in the Weston 7 Primary Centre along a Regional Intensification Corridor. The Official Plan directs that Primary Centres will be locations for intensification in the form of mixed-use

development. Regional Intensification Corridors are expected to be a major focus for intensification, with transit-supportive densities and built form.

The Weston 7 Primary Centre is identified on Schedule 14A of the Official Plan as an area subject to a Secondary Plan. Since the time of the adoption of the VOP 2010, a Secondary Plan for this Primary Centre has not been completed. Policy 10.1.1.13 enables Council to proceed with the processing of a development application in advance of a Secondary Plan, subject to meeting the requirements for various studies established by staff, to the satisfaction of the City. The scope and scale of the studies that have informed the content of the proposed Amendment were established in consultation with City staff and represent a quadrant-wide analysis of the proposal and its impacts and contributions to the Primary Centre as a whole. Given the comprehensive nature of the study that informed the proposed Amendment, and the ability of this portion of the Weston 7 Primary Centre to develop independently of other areas within the Weston 7 Primary Centre, the enactment of proposed Amendment in advance of the Weston 7 Secondary Plan is appropriate.

IV DETAILS OF THE AMENDMENT AND POLICES RELATIVE THERETO

The Vaughan Official Plan 2010 is hereby amended by:

1. Amending Volume 1, Schedule 14-C “Areas subject to Site Specific Plans” of VOP 2010 by adding the Subject Lands on Schedule “1” to this Amendment, attached hereto as “Subject Lands”.
2. Amending Volume 2, Section 13.36 Colossus Centre by removing the Subject Lands from Map 13.36.A
3. Amending Volume 2, Section 13.1 – “Areas subject to Site-Specific Policies” by adding the following policy to be renumbered in sequential order:

“OPA # ~ 13.~ The lands municipally known as 7501-7621 Weston Road and identified on Schedule 14-C (as item #~) are subject to the policies set out in Section 13.~ of this Plan”

4. Adding the following policies to Volume 2, Section 13 – “Site Specific Policies”, and renumbered in sequential order including a location map of the subject lands as per Schedule “1”:

OPA #~ 13.~ 7501-7621 Weston

Road 13.~.1 General

13.~.1.1 Notwithstanding the policies within Volume 1 of VOP 2010, the following policies and development criteria shall apply to the lands identified on Map 13.~.A:

13.~.1.2 VISION AND MAJOR OBJECTIVES

- a) The Subject Lands are the current site of the Colossus Centre shopping centre, with an overall size of 24.1 hectares. The Subject Lands are generally bound by Regional Road (Highway) 7 to the north, Highway 400 to the east, Highway 407 to the south and Weston Road to the west and are depicted in the heavy black line on Schedule 1.
- b) The Subject Lands are envisioned to become a vibrant and animated mix-use community that will be transit-oriented and supported by new streets, parks and open space. Current auto-dominated retail and entertainment uses will be transformed into a modern, urban-format retail and entertainment destination that will become a local social and commercial hub in the Weston 7 area. Development will be framed by high quality parks and open spaces that connect future residents to active and passive recreational opportunities and places to play, rest, and connect with nature and their community. The evolution of the Subject Site will be a model for the transformation of underutilized suburban sites into mixed-use, complete communities.

The following major objectives will guide the short and long-term vision for the Subject Lands:

c) Create Distinct Precincts

The Northern Precinct and the Southwestern Precinct will be realized as the basic premise for site organization within the development quadrant bounded by Weston Road to the west, Highway 7 to the north, Highway 400 to the east and Highway 407 to the south. The Northern Precinct will feature the highest density of development closest to transit infrastructure and will include a strong residential and commercial character—becoming the focus of a future retail and entertainment destination. The Southwestern Precinct will evolve into a high and medium density community that has a strong neighbourhood character, supported by community-servicing retail and commercial uses and a network of parks and open spaces.

d) Reinforce a Sense of Arrival

A strong sense of arrival and place within the new community will contribute to its distinct identity. Key points of arrival will be defined through development at key entrances from Regional Road (Highway) 7, Weston Road and the future Colossus Drive Overpass.

e) Create Place-Defining Open Spaces

A connected network of open spaces framed by animated uses and mixed-use development will be a central element of the Subject Site's transformation. The Northern Precinct and Southwestern Precinct will accommodate significant community-serving parks and open spaces that have the ability for a diversity of recreational programming to meet the needs of various users, providing opportunities for informal play, recreation and social interaction.

f) Plan for Multi-modal movement

A connected street network that allows for balanced pedestrian, vehicular, and cycling movement will encourage transit use and safe, convenient movement for all modes. The street network will provide well-designed and comfortable streets that can support a variety of movement choices, which will encourage alternative transportation modes, reducing the need for personal automobiles for all trips.

g) Develop a Range of Destinations

A range of destinations, including commercial and entertainment uses as well as community-based uses and facilities will be provided. Varied destinations will promote vibrancy and activity in the community at different times of day for a diversity of users.

13.~.1.3 LAND USE and DENSITY

a) The Subject Lands are designated as a High-Rise Mixed-Use area, as shown on Schedule 2.

b) The following building types are permitted within the Subject Lands:

- a. High-rise buildings
- b. Mid-rise buildings
- c. The following building types may be permitted on streets that are not Major Streets
 - i. Low-rise buildings
 - ii. Stacked townhouses
 - iii. Townhouses

c) Notwithstanding policy 9.2.2.6.c, in areas designated as High-Rise Mixed-Use the ground floor frontage of buildings facing Famous Avenue and buildings fronting Connector Roads will predominantly consist of retail uses or other active uses that animate the street.

d) Proposed residential and other sensitive land uses close to existing industrial uses shall demonstrate compatibility in general accordance with all Provincial and municipal guidelines.

e) Development will consider the implementation of district energy systems

and explore partnerships with locally-serving energy utility companies to facilitate the design and implementation of district energy systems.

- f) Development should achieve a long-term overall maximum density of 4.0 FSI blended across the entirety of the Subject Lands.
- g) It is anticipated that on a development block basis, individual sites may include a site density greater than or less than blended density.
- h) Maximum building heights, as depicted on Schedule 7, will work in conjunction with the blended maximum density to direct and shape the intensity of development on the Subject Lands.
- i) While the ultimate redevelopment of the entirety of the Subject Lands is anticipated to realize the vision and major objectives set out in Section 13.~.1.2, existing land uses throughout the Subject Lands and on adjacent lands within the quadrant are expected to continue to exist in the near term, and some may remain for the foreseeable future.
- j) Uses and Buildings legally existing on the Subject Lands as of the date of the adoption of this Amendment and their associated existing gross density are permitted.
- k) Expansions of previously approved uses that are not consistent with this amendment shall be permitted without amendment to the plan, provided that the intent of the plan, as it applies to adjacent properties within the quadrant, is not compromised.
- l) Notwithstanding 9.2.2.6.d, where expansions of previously approved uses may take place, retail uses may exceed 50% of the total gross floor area of all uses on the lot.

13.~.1.4 CHARACTER AREAS

1.4.1 The Northern Precinct

The Northern Precinct identified on Schedule 3 is located north of Colossus Drive. With prominent frontage on Weston Road and Regional Road (Highway) 7, this Character Area will be a high density, mixed-use, transit-oriented environment characterized by destination retail and entertainment uses and landmark open spaces that are activated throughout the day and evening by a diverse mix of horizontal and vertical uses. A pedestrian mews will be a focal point for the Northern Precinct as a feature of the public realm that will provide east to west connectivity, encourage walking as a preferred mode of movement and frame future urbanized retail and entertainment uses.

Development in the Northern Precinct should reflect:

- a) Where appropriate, the vision for a compact, mixed-use, urban-form, retail and entertainment destination within the Precinct.
- b) Famous Avenue as the central spine of the Precinct and a priority area for enhanced landscaping and active uses.
- c) The realization of the east-west pedestrian mews to maximize its benefit to the public realm and contribution to the planned character of the Northern Precinct, including framing the mews, where appropriate, with active, animating uses.

1.4.1 The Southwestern Precinct

The Southwestern Precinct is located south of Colossus Drive and generally west of the realigned Famous Avenue and is intended to evolve with a predominantly neighbourhood character including moderate and high-density development. Identified on Schedule 3, the Southwestern Precinct will include residential uses, neighborhood serving retail and commercial uses and community facilities.

Development in the Southwestern Precinct should reflect:

- a) A moderate and high-density area predominantly comprised of residential uses with retail, commercial and community uses that support the needs of the population.
- b) Famous Avenue as the central spine of the Precinct and a priority area for enhanced landscaping and active uses.
- c) Coordination with existing and interim uses on the Subject Lands and adjacent lands within the quadrant to preserve their existing function and future development potential.

13.~1.5 MOBILITY

Streets

- a) The street network in the Northern and Southwestern Precincts should include a fine-grained network of public and private streets that are designed to support all modes of transportation including walking, cycling and public transit, identified on Schedule 4.
- b) Local and Private Local Streets are envisioned as streets that:
 - a. Enhance connectivity within the Subject Lands.
 - b. Accommodate one travel lane in both directions within a right-of-way of generally 17-20 metres.
 - c. Where Private Local streets are realized, they will be designed to meet public street standards.
- c) Connector Streets are envisioned as streets that:
 - a. Provide additional connection into the Subject Lands.
 - b. Have a dedicated right-of-way of approximately 20 metres, with variable width to accommodate turn lanes and medians, as needed.
- d) Major Streets are envisioned as streets that:
 - a. Serve as significant components of the street network to support local and regional travel through the Subject Lands, and accommodate higher traffic volumes.
 - b. Have a variable right-of-way width of between 28 and 33 metres with variable width to accommodate turn lanes and medians, as needed.

Active Transportation

- e) An active transportation network which considers the movement of pedestrians, cyclists and other non-auto modes is shown on Schedule 5.
- f) The active transportation network should be comprised of sidewalks, a multi-use trail, off-street cycle tracks, and pedestrian connections.
- g) Streets should provide pedestrian infrastructure appropriate for the planned intensity of development including appropriately scaled sidewalks.
- h) A multi-use trail, conceptually illustrated on Schedule 5, is envisioned to accommodate cycling, pedestrian and other non-auto movement as well as provide outdoor amenity and facilitate connections north to south within the Subject Lands.
- i) Collaboration with the Ministry of Transportation, the City of Vaughan and landowners within the Subject Lands is encouraged to realize the multi-use trail and maximize its benefit to the public realm and active transportation network.
- j) Development is encouraged to contribute to realizing convenient pedestrian connections to various destinations, including to transit infrastructure, through the provision of mid-block connections, where appropriate.

Colossus Drive Overpass

- k) A conceptual alignment of the Colossus Drive Overpass is illustrated on Schedule 4. The ultimate alignment of the Colossus Drive Overpass will be determined through an Environmental Assessment process.
- l) The future alignment of the Colossus Drive Overpass should:
 - a. Accommodate access to future redevelopment blocks or existing and interim uses within the Subject Lands through controlled intersections into the Northern Precinct and the Southwestern Precinct, east of Famous Avenue.
 - b. Not unduly impact the economic viability of existing and interim uses or preclude the redevelopment of the Subject Lands or adjacent lands within the quadrant in accordance with the vision and objectives of this Plan.

- c. Facilitate a fine-grained connected street network.
- d. Accommodate pedestrian and cyclist movement and enable an at-grade intersection with Famous Avenue.
- m) The Colossus Drive Overpass Conceptual Area is illustrated on Schedule 4. The private local, local and connector streets and associated development blocks within this area are conceptual in nature and changes to these streets and associated blocks may be required to respond to the future orientation of the Colossus Drive Overpass. Should changes in the street network and associated block structure be required in response to the ultimate alignment of the Colossus Drive Overpass, such changes will not require an Official Plan Amendment.

Parking

- n) Parking will meet the needs of future residents and businesses and support the vision and objectives of this Amendment.
- o) Development is encouraged to provide parking underground wherever possible.
- p) Parking under a new local street, private local street, collector street, pedestrian mews or pedestrian connection shall be permitted provided the intended purpose, function and character of the street/mews are not materially or qualitatively compromised.
- q) Parking shall be permitted under public parks and private open spaces provided the intended purpose, function and character of the public park or private open space are not materially or qualitatively compromised.
- r) Structured, above-grade parking is permitted. To minimize the impact of parking structures on the public realm the following design strategies should be considered:
 - a. Integrate structured parking within the base of new buildings.
 - b. Wrap portions of the lower levels of parking structures with commercial, retail, residential or community uses to integrate the structure into the public realm.
 - c. Design structured parking to incorporate fenestration and well-articulated openings and high-quality materials.
 - d. Enable conversion of parking structures through adaptive re-use to other uses in the future.
- s) Surface parking is discouraged, however, surface parking is permitted to support existing and interim uses.

13.~.1.6 PUBLIC REALM, PARKLAND AND OPEN SPACE

- a) Development should contribute to a network of parks and open spaces, shown on Schedule 6. The exact location and size of each park will be determined through future planning processes. Should changes to the locations of parks shown on Schedule 6 be required, such changes will not require an Official Plan Amendment.
- b) Where conceptual park locations on Schedule 6 abut land under separate ownership, coordination between affected landowners will be required to enable the development of the park.
- c) As part of any phasing strategy, the conceptual park locations on the Subject Lands that are dependent on redevelopment of adjacent lands within the quadrant, interim private open space uses are permitted.
- d) Development should contribute to achieving a minimum of 10% of developable area as new public parks, net of any conveyances for public roads. Public parks may include unencumbered parkland or strata parkland.
- e) In addition to parks, development should contribute to achieving a minimum of 5% of the developable area, net of any conveyances for public roads, as additional private open space, which may be delivered through privately owned, publicly accessible open spaces (POPS), the multi-use trail, or other private open spaces.
- f) Parking and utilities will be permitted under a public park where it has been demonstrated that the proposed underground parking will not

materially or qualitatively compromise the intended purpose, function and character of the park or square.

13.~.1.7 BUILT FORM

- a) Development is encouraged to include a diverse range of building typologies that contribute to the long term vision and objectives for the lands.
- b) Development should contribute to a diverse range of heights and configurations that will contribute to an interesting skyline and diverse urban character.
- c) Development should seek to achieve a comfortable, well scaled pedestrian experience by including streetwall heights of generally 7-9 storeys in the Northern Precinct and 2-6 storeys in the Southwestern Precinct.
- d) Streetwall heights may be distinguished through the use of variations in materiality, projections or recessions in the façade or setbacks.
- e) The tallest building heights are expected in the Northern Precinct and along the Highway 400 edge of the Subject Lands, generally transitioning down in height in the Southwestern Precinct, as illustrated in Schedule 7.
- f) Consideration for additional height above the maximum height provided shall be given for a landmark development in the Northern Precinct located generally north of Colossus Park and east of Famous Avenue, as generally indicated on Schedule 7, provided that the landmark development:
 - i. Includes distinct architectural features and massing characteristics that help to distinguish the Subject Lands as a landmark within the surrounding context;
 - ii. Incorporates site plan elements that support a more comfortable pedestrian environment, such as wider sidewalks, street furniture, landscaping and opportunities for public art;
 - iii. Generally responds to the other built form policies of this Plan and the Colossus Urban Design and Sustainability Guidelines; and
 - iv. The prescribed overall maximum density for the Subject Lands is maintained.
- g) At the time of future Zoning By-law amendment applications, standards shall be developed to address built form matters such as the size of tower floorplates, setbacks and setbacks.

13.~.1.8 COMMUNITY FACILITIES AND SCHOOLS

- a) Community facilities should be accessible from streets as well as pedestrian and cycling routes and be highly visible within the community.
- b) The location and design of community facilities is encouraged to be accommodated in an urban form, including co-location of facilities where possible.
- c) Priority locations for community facilities that are important destinations, which may include schools, libraries and/or community centers, are indicated on Schedule 7. In addition, development should consider in-kind contribution towards community facilities elsewhere within the Subject Lands.
- d) The appropriate number of schools required will be determined in consultation with the school boards and will be dependent on the pace and composition of development.
- e) Future schools are encouraged to be built to an urban standard that optimizes the use of land including through strategies such as the utilization of urban-sized school sites and/or shared use of public parks for school use.
- f) The site size, site layout and built form of schools shall be compatible with the planned vision and objectives of this Amendment.

13.~1.9 HOUSING

- a) Development should enhance housing choice and affordability in the City of Vaughan by providing a diverse range of housing types and tenures that can meet a range of housing needs including family housing and accommodating people at all stages of life.
- b) At the time of rezoning processes, proponents will work with the City of Vaughan, the Region of York and other levels of government to explore opportunities to realize a range of housing affordability within the Subject Lands.

13.~1.10 IMPLEMENTATION and PHASING

- a) Development should be guided by the Colossus Urban Design and Sustainability Guidelines, as may be amended from time to time.
- b) Development is expected to unfold through a number of phases over time. Development phases should be coordinated with the delivery of municipal services and community amenities to serve development such as streets, servicing and storm water infrastructure, community amenities and parks and open space.
- c) Development on the Subject Lands should be compatible with existing land uses within the Subject Lands and on adjacent lands within the quadrant. Development should demonstrate, through future rezoning, site plan and/or plan of subdivision applications that ongoing operational needs of existing uses are adequately considered and that future development potential is not negatively impacted.

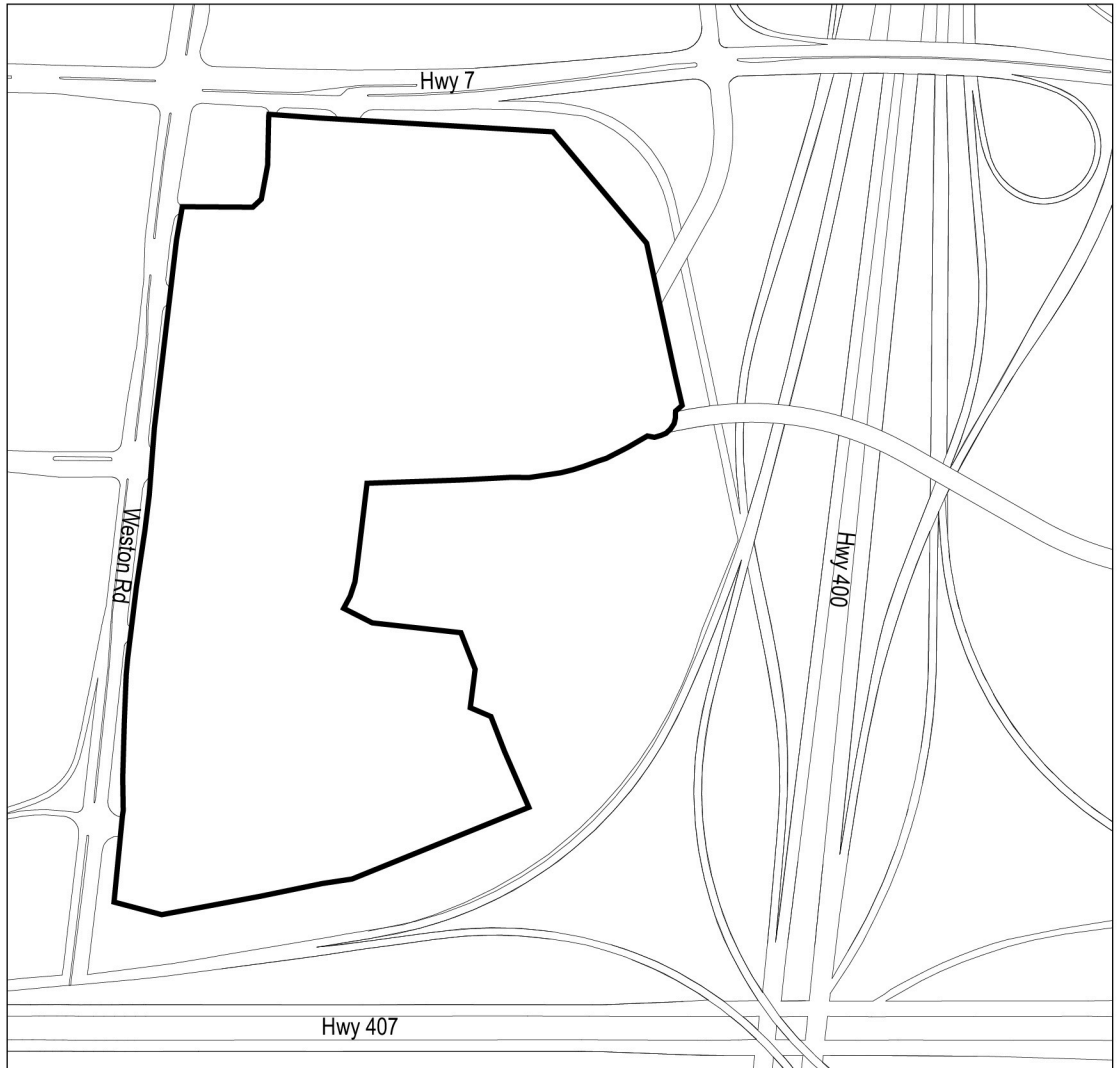
V Implementation

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands shall be implemented by way of an amendment to the City of Vaughan Official Plan pursuant to the *Planning Act*, R.S.O. 1990, c. P.13.

VI Interpretation

The provisions of the Official Plan of the Vaughan Planning Area as amended from time to time regarding the interpretation of that Plan shall apply with respect to this Amendment.

Schedule 1

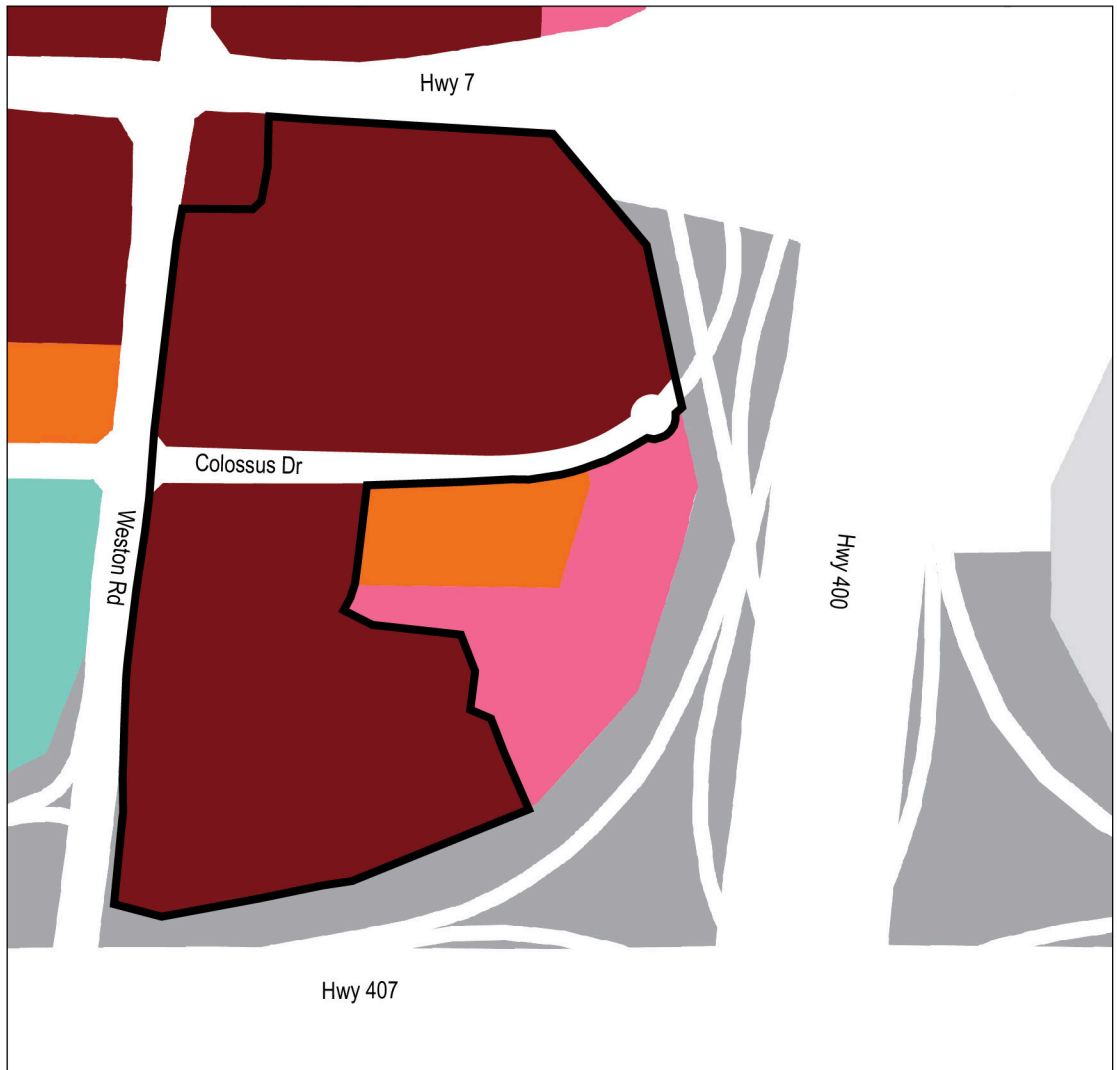


7501 - 7621 Weston Road

 Subject Lands
Area Subject to Amendment No.~


Not to Scale

Schedule 2



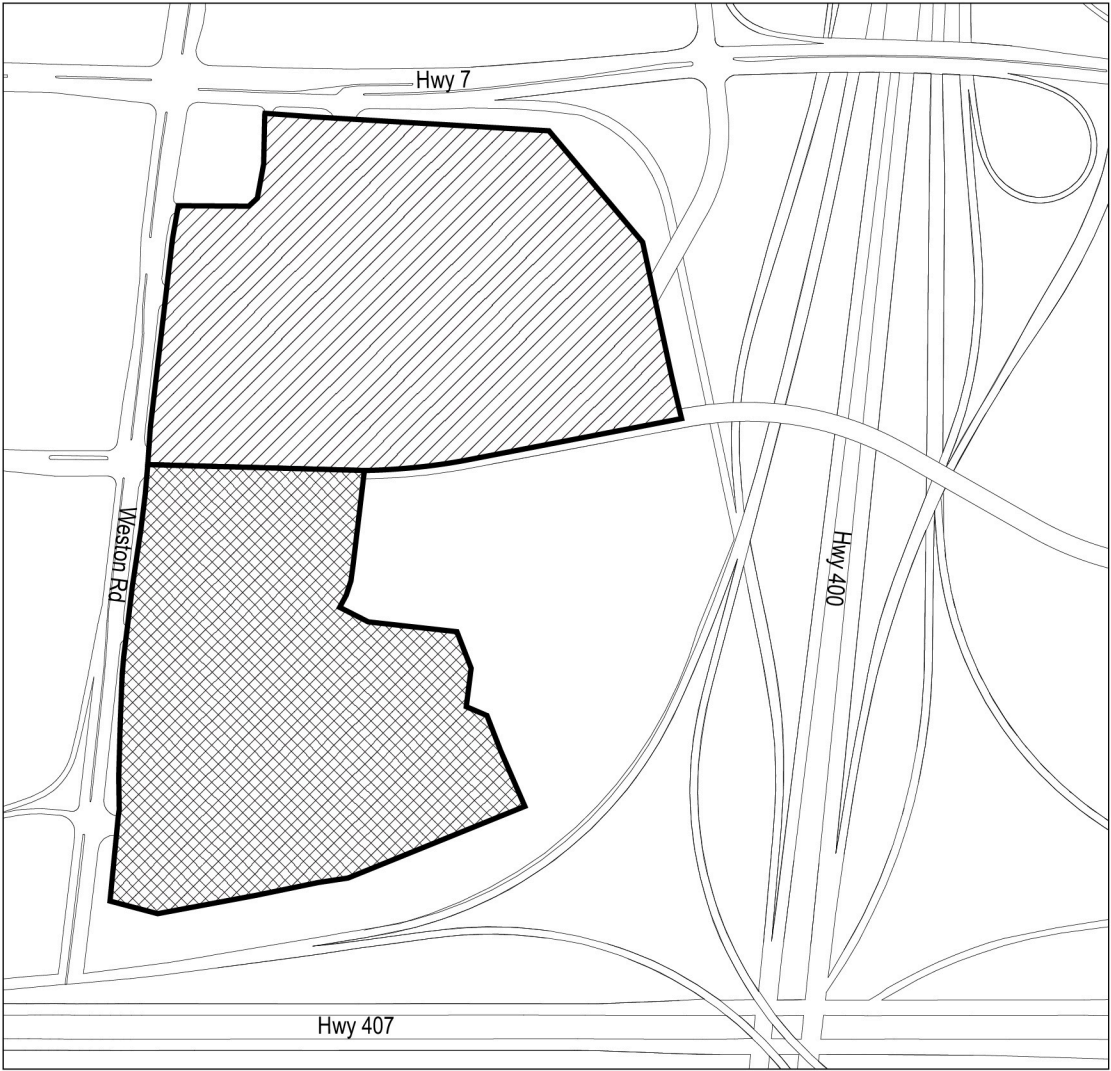
7501 - 7621 Weston Road

Land Use

-  Subject Lands
-  High-Rise Mixed-Use



Schedule 3



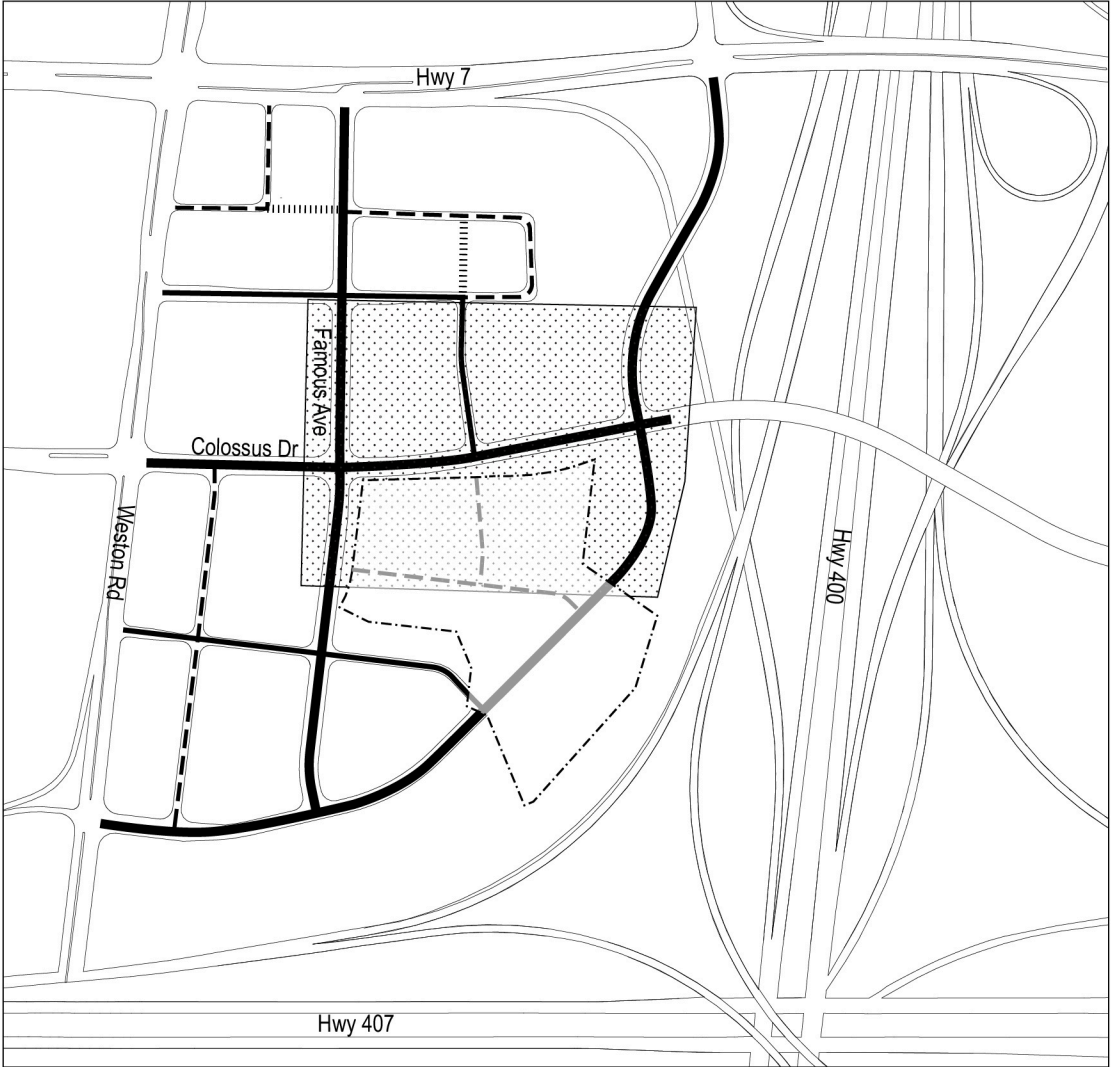
7501 - 7621 Weston Road

Precincts

-  Northern Precinct
-  Southwestern Precinct



Schedule 4



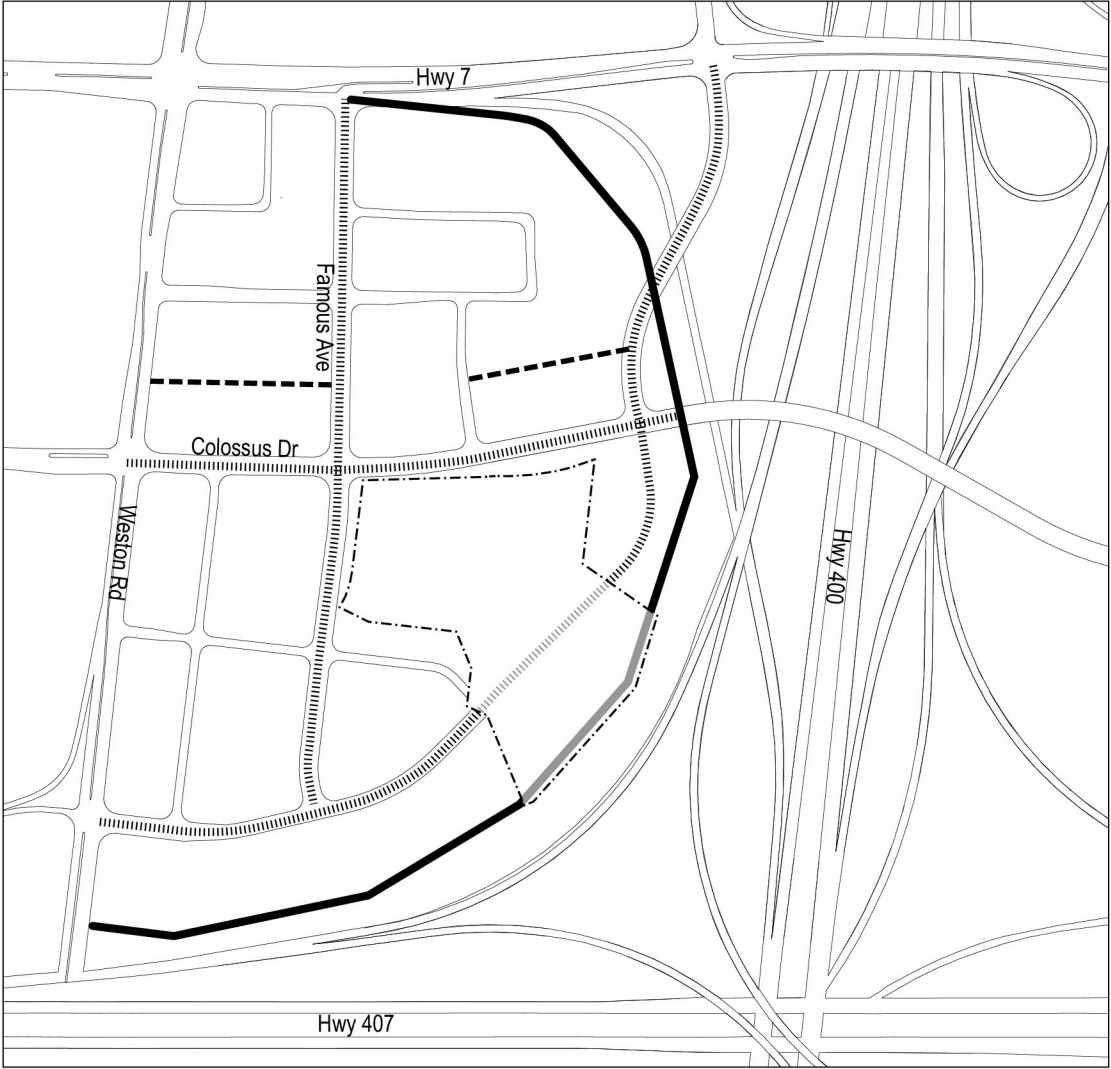
7501 - 7621 Weston Road

Street Network

- Major Road
- Connector Road
- Local Road
- Private Local Road
- Colossus Overpass Conceptual Area
- Area identified for conceptual purposes only. Does not form part of this amendment



Schedule 5



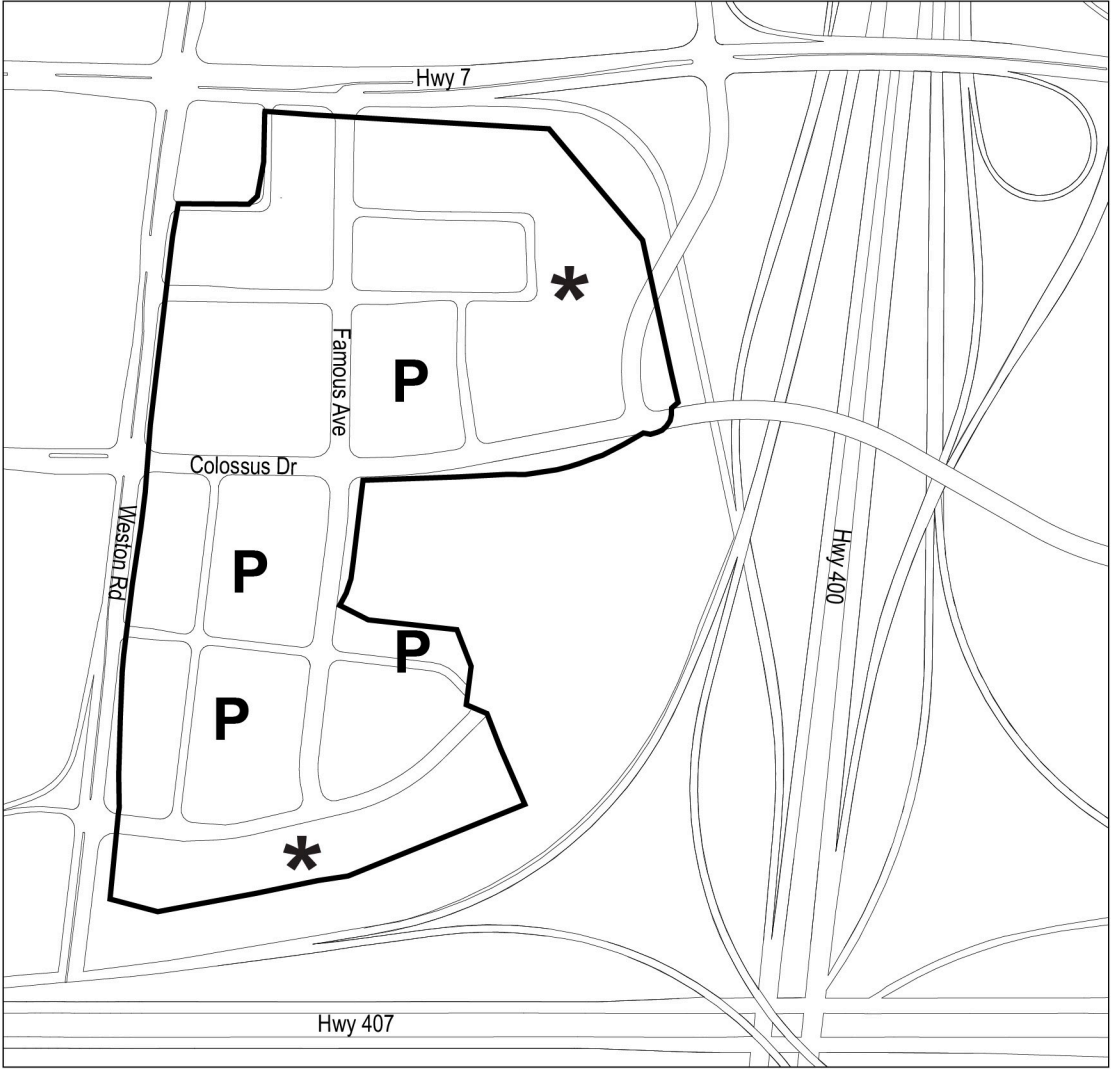
7501 - 7621 Weston Road

Active Transportation Network

- Multi Use Trail
- - - Cycling Network
- ... Pedestrian Mews
- - - Area identified for conceptual purposes only. Does not form part of this amendment



Schedule 6



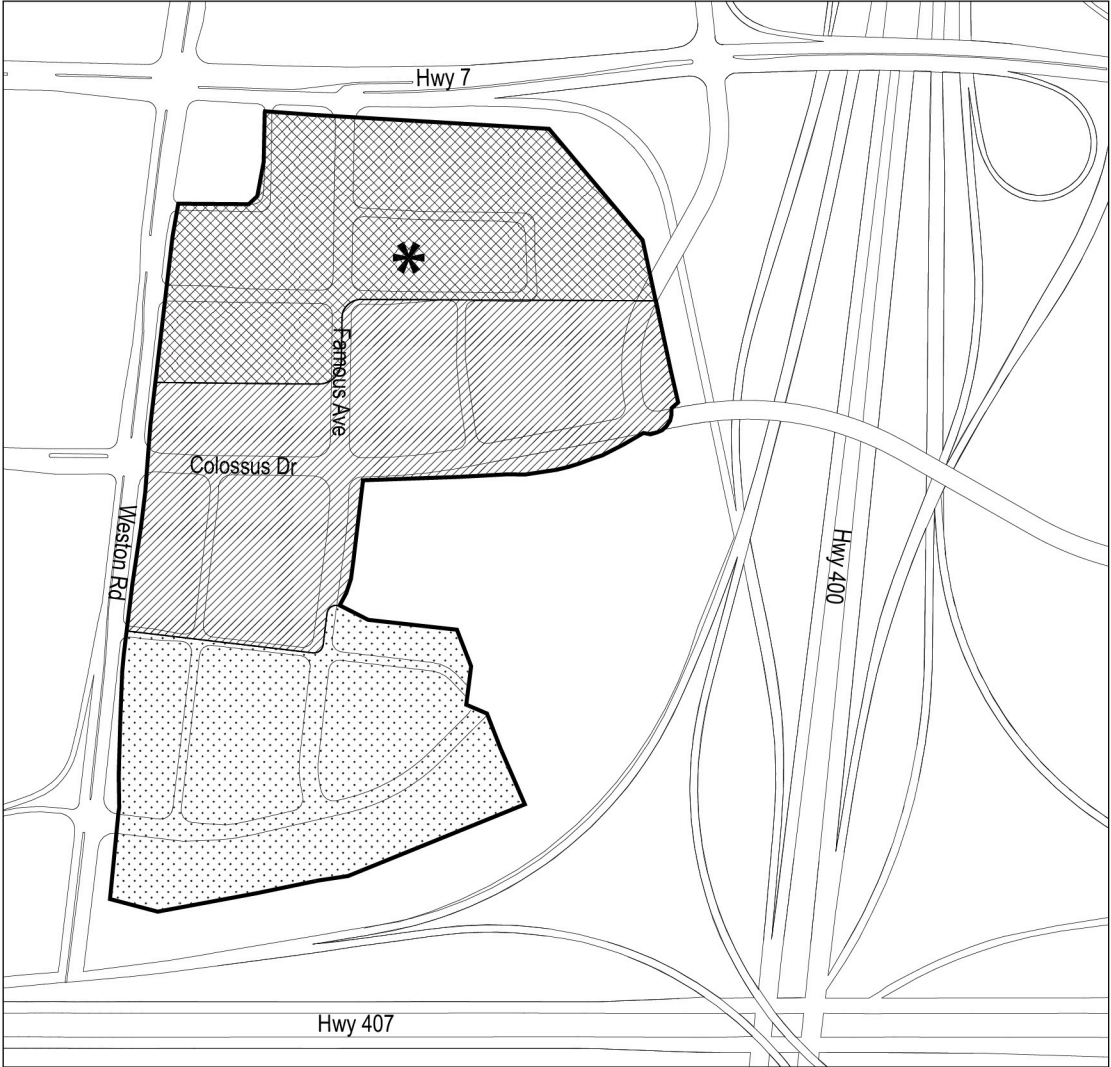
7501 - 7621 Weston Road

Parks and Community Facilities

-  Subject Lands
-  Public Parks
-  Priority Locations for Community Facilities



Schedule 7



7501 - 7621 Weston Road

Building Heights

-  Subject Lands
-  Maximum Height 25 ST
-  Maximum Height 40 ST
-  Maximum Height 55 ST
-  Landmark Development over 55 ST

Conceptual heights, not representative of the development

