

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 160-2024

A By-law to adopt Amendment Number VOP 2010-123 to the Kipling Avenue Corridor Secondary Plan being part of Volume 2 of 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 VOP 2010-123 to the Kipling Avenue Corridor Secondary Plan being part of Volume 2 of the Vaughan Official Plan 2010 for the Vaughan Planning Area, consisting of the attached text and Schedule 1 is hereby adopted.
2. AND THAT this By-law shall come into force and take effect on the day of the final passing thereof.

Voted in favour by City of Vaughan Council this 29th day of October, 2024.

Steven Del Duca, Mayor

Todd Coles, City Clerk

Authorized by item No. 3 of Report No. 30 of the Committee of the Whole.
Report adopted by Vaughan City Council on September 24, 2024.
City Council voted in favour of this by-law on October 29, 2024.
Approved by Mayoral Decision MDC 014-2024 dated October 29, 2024.
Effective Date of By-Law: October 29, 2024

I PURPOSE

The purpose of this Amendment to Section 11.5, Kipling Avenue Corridor Secondary Plan, of the Vaughan Official Plan 2010 (“VOP 2010”), Volume 2, is to include a conceptual location and related policies for a future Woodbridge GO Station along the proposed Caledon-Vaughan GO Line. The lands subject to this Amendment (“Subject Lands”) are designated in the City’s Urban Structure as “Local Centre” and “Railway” and are designated “Mid-Rise Residential” and “4 Rainbow Creek Neighbourhood North” in the Kipling Avenue Corridor Secondary Plan, within the VOP 2010 Volume 1 and Volume 2, respectively. The Amendment will protect lands for a future station, and guide land use planning and development in the interim, should the Caledon-Vaughan GO Line commuter rail service be introduced to this area. This is consistent with, and will add additional details to, the intent and direction of the in-force VOP 2010.

The Rainbow Creek Neighbourhood North is a precinct identified in the Secondary Plan as an area planned for future mid-rise residential development and complementary uses. The Secondary Plan also recognizes that this precinct is currently occupied, and will be in the foreseeable future, by lawfully existing and stable industrial uses which pre-date in-force planning policies for this area. Accordingly, nothing in this Amendment shall preclude or otherwise frustrate the continued operation of, including expansions to, the current industrial operations within this precinct.

II LOCATION

The Subject Lands are located in Woodbridge, west of Kipling Avenue where it intersects with the Canadian Pacific Kansas City (“CPKC”) MacTier Subdivision rail line, as identified in Schedule “1” of this Amendment.

III BASIS

The decision to amend Section 11.5, Kipling Avenue Corridor Secondary Plan, of the VOP 2010, Volume 2 to identify and protect for a future Woodbridge GO Station is based on the following considerations:

1. The VOP 2010, Volume 1, Schedule 10 - Major Transit Network, shows the CPKC MacTier Subdivision railway, which intersects with Kipling Avenue in Woodbridge, as “Proposed Commuter Line”. The Schedule also conceptually shows five “Proposed GO Station” locations along that railway including one in Woodbridge, west of Kipling Avenue.
2. Vaughan Council, on May 16, 2023, passed Interim Control By-Law 060-2023 (“ICBL”) for lands at, and adjacent to, the intersection of the CPKC MacTier Subdivision railway and Kipling Avenue, within the Kipling Avenue Corridor Secondary Plan area. The purpose of enacting the ICBL was to allow for a land use review of those lands to determine the feasibility of, and a preferred location for (if feasible), a potential future Woodbridge GO Station. The ICBL, which prohibits development and land uses other than those lawfully existing at the time of passage, lapsed on May 16, 2024.
3. The City of Vaughan is required to be consistent with, through the Official Plan, Zoning Bylaw and related guidelines, provincial and regional planning objectives and policies including the near- and long-term planning and implementation of the GO Transit Rail Network, and other facilities and services included within the Metrolinx Regional Transportation Plan.
4. The City of Vaughan initiated in January 2024 the Woodbridge GO Station Land Use Study (“the Study”), which includes the lands subject to the ICBL, to determine the feasibility of locating a GO station within the Study Area. The Study examined many factors including the ability to accommodate a station platform length of 315 metres and other essential station elements identified in Metrolinx’s GO Design Requirements Manual (DRM) and through precedents identified in GO Rail Station Access. The Study identified a station location, produced a conceptual station design and recommended policy amendments in order to protect for that station location.
5. The Study was completed in July 2024. It concluded that a future Woodbridge GO Station was feasible within the Study Area. The Study recommended that a future station be protected on lands located immediately west of the rail line, referred to in the Study as Site 1 (the Woodbridge Foam Corporation lands at 8214 Kipling Avenue). To implement the

Study recommendations, policy and map additions to the Kipling Avenue Corridor Secondary Plan were also recommended.

6. The conclusions and recommendations of the Study were based on a review and analysis of:
 - Current conditions, including development patterns, land uses, street and rail corridor activity, and predominant design features;
 - Provincial, Regional, and City planning policies;
 - Approved and proposed development applications;
 - A desktop-level assessment of existing transportation conditions and facilities, including rail activities, and a technical analysis of the DRM standards and facilities for commuter rail stations;
 - A design exercise that considered and tested how essential station elements could fit within various sites, how connections could be made to the surrounding community including through extensions to current streets and the active transportation network, and how potential future development could be integrated or linked; and
 - Consultation with and feedback from a Technical Advisory Committee (“TAC”) which included City departments and external agencies, landowners within the Study Area, First Nations communities, and the public through the following:
 - A virtual public open house held on April 4, 2024;
 - An online survey hosted on the project webpage between April 4 and April 18, 2024; and
 - A Statutory Public Meeting held on May 7, 2024.
7. Having held a Statutory Public Meeting on May 7, 2024, Vaughan Council approved proceeding with an amendment to the VOP 2010 on September 24, 2024 to provide for the adoption of the policy and schedule changes to the Kipling Avenue Corridor Secondary Plan.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

Section 11.5, Kipling Avenue Corridor Secondary Plan, of the VOP 2010, Volume 2, is hereby amended by:

1. Adding a symbol to Map 11.5.A, Kipling Avenue – Land Use, as shown in Schedule “1” to this Amendment, to show the conceptual location of the proposed Woodbridge GO Station on the proposed Caledon-Vaughan GO Line commuter rail and making corresponding changes to the Map legend.
2. Inserting the following new sub-policy at the end of policy 11.5.2.4:
“e. Planned to evolve, through phased and coordinated redevelopment, to accommodate, and integrate with the proposed Woodbridge GO Station should commuter rail services be introduced on the CPKC MacTier Subdivision.”
3. Inserting the following new policies immediately after policy 11.5.2.7 c., and renumbering current sub-policy d. to g.:
 - “d. Consideration for the proposed Woodbridge GO Station, shown on Map 11.5.A, Kipling Avenue – Land Use, including how proposed development will:
 - i. Accommodate, and therefore not impede in the long-term, any required lands and structures as may be necessary for the detailed design, construction, and operation of the Station;
 - ii. Allow access to and from the Station by pedestrians, cyclists, and vehicles, including public transit buses; and
 - iii. Be integrated with the Station.
 - e. The policies of this section shall not preclude or otherwise frustrate the continued operation of, including expansions to, the current industrial properties within the Rainbow Creek Neighbourhood.
 - f. If the landowners of the conceptual location of the proposed Woodbridge GO Station propose to redevelop the current industrial properties to residential or mixed uses prior to the Government of Ontario (or an agency of it) providing sufficient detail respecting the detailed design or planning of the Station, then the City and the landowners shall consider Policy 11.5.2.7(d), but this policy shall not preclude or

unduly delay the redevelopment of the properties.”

4. Inserting the following new policy immediately after policy 11.5.27.15 and renumbering current policy 11.5.27.16 to 11.5.27.17:
“11.5.27.16 The CPKC MacTier Subdivision rail line, which crosses Kipling Avenue, has the potential for future GO Transit commuter rail service including a Woodbridge GO Station to be located on the west side of the rail corridor. It is envisioned that the Station will primarily serve the surrounding community, and provide safe and convenient access by walking, cycling, pick-up-and-drop-off, and local transit buses.”

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning Bylaw, Draft Plan of Subdivision approval, Draft Plan of Condominium approval, Part Lot Control By-law, and Site Plan approval, pursuant to the Planning Act, R.S.O. 1990, c.P.13, as amended.

VI INTERPRETATION

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

DRAFT

Schedule "1" to OPA XX

Map 11.5.A
Kipling Avenue - Land Use

