

THE CITY OF VAUGHAN

By-law

BY-LAW No. ~ -20XX

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) 1-6 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, 2024.

, Mayor

, 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”, and “6” constitute Amendment Number xx to the Official Plan of the Vaughan Planning Area.

I PURPOSE

To amend the Vaughan Official Plan (VOP 2010) to facilitate a high-density mixed-use development on the Subject Lands. This Amendment seeks to redesignate the Subject Lands to High-Rise Mixed Use and proposes additional height and density than currently permitted. It will permit a maximum building height of 29 storeys and a maximum Net Density of 4.6 FSI.

II LOCATION

The lands subject to this amendment (hereinafter referred to as the “Subject Lands”), are shown on Schedule 1 attached hereto as “Subject Lands to Amendment No. XX”. The Subject Lands are located on the east side of Highway 400, north of Rutherford Road, south of Komura Drive and west of Sweet River Boulevard and are municipally known as 3300 Rutherford Road.

III BASIS

The decision to amend the City of Vaughan Official Plan 2010 is to deliver a Master Plan for a complete community containing residential, retail, community, parkland and open space uses, based on the following considerations:

1. The Subject Lands are currently underutilized, and the Amendment plans for the redevelopment and high density, mixed-use intensification of this large underutilized and auto-oriented retail site along the Rutherford Road Corridor, a location well connected to the local and regional transportation network and thus will optimize the use of a transit-oriented site, as directed by Provincial, Regional and Municipal planning policies.
2. The Provincial Policy Statement 2020 (“PPS”) provides policy direction on matters of Provincial interest related to land use planning and development. The PPS promotes efficient development and land use patterns, transit-supportive land uses and densities, and the optimization of land, resources, infrastructure and public service facilities that are planned or available to achieve strong, liveable, healthy communities. The Official Plan Amendment supports and is consistent with the PPS goals and objectives. It would facilitate the redevelopment and intensification of an underutilized site with a compact form, mix of uses and transit-supportive densities in an area well served by existing and planned municipal infrastructure, transit, and community amenities, allowing for a more efficient use of land, infrastructure and public service facilities.
3. A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (“Growth Plan”) is intended to guide investments and decisions on provincial matters including growth and development management, transportation and infrastructure, land use planning, built form, housing, economic development, climate change, with an overarching goal to support the achievement of complete communities that are compact, transit-supportive, and make efficient use of land and investments in infrastructure, transit and public service facilities. The Growth Plan supports intensification and higher density development within built-up areas, with a focus on urban growth centres, major transit station areas or other strategic growth areas such as lands along major roads, arterials or with existing or planned frequent transit service or higher order transit corridors. The Subject Lands are located along a major arterial road identified as an intensification corridor and in close proximity to a potential future rapid transit station at Jane Street

and Rutherford Road. The Official Plan Amendment will secure a framework for the comprehensive redevelopment and mixed-use intensification of the Subject Lands which is in conformity with the policies of the Growth Plan, including those that place significant emphasis on optimizing the use of land in and around existing or planned higher order transit, increasing housing supply, achieving provincial intensification targets and building complete communities.

4. The 2022 York Region Official Plan (“YROP”) provides a planning framework to guide land use planning, economic, environmental and community building decisions to sustainability manage growth and development in York Region. The YROP supports the creation of vibrant and transit-supportive complete communities that provide living, working, shopping, recreation opportunities. The Official Plan Amendment generally conforms to, supports, and contributes towards realizing the YROP goals, vision, and policies of complete communities building and intensifying areas with existing and planned infrastructure and services.

It will enable the redevelopment and mixed-use intensification of the Subject Lands into a compact, mixed-use, pedestrian friendly and transit-supportive community in an area supported by both soft and hard infrastructure. The proposed mix of housing options, retail, community and park and open space uses will support the creation of a complete community. In addition, this Amendment will assist the Region in accommodating its forecasted population growth and meeting intensification targets within the built-up area.

5. The Vaughan Official Plan 2010 (“VOP”) 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 east of a provincial highway along a Primary Intensification Corridor within an Intensification Area and within 600 metres of the potential Vaughan Mills BRT Station. The Official Plan directs that Primary Intensification Corridors will be locations for mixed-use intensification developed in a variety of building typologies, at densities supportive of existing and planned transit and with appropriate transition in scale, intensity, and use.

The Official Plan Amendment would permit the redevelopment and mixed-use intensification of an underutilized retail site in an area with access to a variety of community amenities and services, with a variety of building typologies, including podium townhouses, mid-rise buildings, and mixed-use towers placed in strategic locations to ensure appropriate built form transition to the existing low-rise neighbourhood. In addition, the Official Plan Amendment will assist the City of Vaughan in meeting its intensification targets and increasing its housing supply and options.

IV DETAILS OF THE AMENDMENT AND POLICES RELATIVE THERETO

The Vaughan Official Plan 2010 is hereby amended by:

1. Amending Schedule “13” in accordance with the attached Schedule 2, identifying the Subject Lands as High-Rise Mixed Use.
2. Amending Schedule “13” in accordance with the attached Schedule 2, identifying the Subject Lands with a height permission of 29 storeys and a maximum Net Density of 4.6 FSI.

3. Notwithstanding the policies of Section 9.2 Land Use Designations and Permitted Building Types, the land uses and permitted building types shall be those identified and described by the High-Rise Mixed Use designation and their applicable policies in subsection 9.2.2.6.
4. Notwithstanding the policies within Volume 1 of VOP 2010, the following policies and development criteria shall apply to the Subject Lands as shown on Schedule 2.

LAND USE and DENSITY

- a. The Subject Lands are designated as a High-Rise Mixed Use area, as shown on Schedule 2.
- b. The building types permitted shall include High-Rise Buildings, Mid-Rise Buildings, Low-Rise Buildings.
- c. The ground floor frontage of buildings facing arterial and collector streets may consist of retail, residential, community uses, or other active uses that animate the street.
- d. The maximum Net Density shall be 4.6 FSI, as shown on Schedule 2. For the purposes of calculating density, a Net FSI is utilized, which excludes public streets and parkland.
- e. The maximum Building Height shall be 29 storeys (100m) as shown on Schedules 2.

BUILT FORM

- a. A variety of building typologies, including podium townhouses, mid-rise and high-rise buildings is encouraged to contribute to a dynamic built form.
- b. A diverse range of heights and configurations is encouraged to contribute to an interesting skyline and diverse urban character.
- c. Building podiums shall be designed with façade setbacks, modulation and/or height reductions on portions of the building to achieve a comfortable, well scaled pedestrian experience by including streetwall heights of 6-8 storeys.
- d. Architecture treatment will be provided to ensure the buildings framing the streets and public space are human-scaled and the height and bulk of the building above 6-8 storeys is mitigated.
- f. Tall buildings will be permitted on Blocks 1 and 4, providing a transition down in height from the northern portion of the Subject Lands, as shown on Schedule 3.

COMMUNITY SPACE, PARKS and OPEN SPACE, and PUBLIC REALM

- a. Development will deliver a community space and contribute to achieving a minimum of 10% of developable area as parkland, net of any conveyances for public roads and to a community space, as conceptually located in Schedule 5.
 - i. The parkland delivered through this redevelopment shall be dedicated to the City of Vaughan and may be in a stratified form if needed.
 - ii. Privately Owned Publicly Accessible Open Spaces may be dedicated to the City as public parkland and in a stratified arrangement, provided that they are designed to function as public parkland and to City standards.

- iii. The exact location, configuration, and size of the public park and community space will be determined through future planning processes. Should changes to the location of parkland and community space be required, such changes will not require an Official Plan Amendment.
- b. Active frontages are encouraged to animate the public realm and the public park and enhance pedestrian experience throughout the Subject Lands, as shown on Schedule 6. Active frontages generally includes retail, community uses, residential lobby or front doors but could be delivered through transparency and other animating uses.
- c. The public park will generally be screened or separated from servicing and loading infrastructure by incorporating such infrastructure into the built form where possible, or through the use of appropriate setbacks, architectural, and landscape elements.
- d. Where POPS is located in close proximity to a public park, opportunities will be explored to coordinate their design.
- e. POPS will be coordinated, where possible, with active ground level uses in adjacent buildings.

STREETS and PARKING

- a. National Pine Drive will be extended through the Subject Lands as a public street, as shown on Schedule 4.
- b. A private street, designed and constructed to City of Vaughan road standards, will provide internal access within Blocks 3 and 4, as shown on Schedule 4. The private road may include design elements that help prioritize pedestrians, reduce speed limits and traffic calming.
- c. Parking below private roads, public roads, pedestrian mews or pedestrian connection shall be permitted, wherever possible, provided the intended purpose, function and character and function of the street/mews are not compromised.
- d. Parking shall be permitted under the public park and open spaces provided the intended purpose, function and character of the public park or open space are not compromised.
- e. Above grade parking structures may be permitted if:
 - i. Parking structures located on the ground floor of a building fronting the public park or a public road are wrapped with active uses including retail uses, residential lobby or front doors to create a pedestrian-scaled street wall and animate the public realm.
 - ii. Parking structures in other areas are wrapped and/or screened with appropriate building materials and architectural treatments to animate the pedestrian realm.
- f. On an interim basis, prior to full build-out, surface parking will continue to be permitted on the unbuilt portions of the Subject Lands that are subject to future phases of development to support existing commercial uses. Parking supply may be permitted to fall below specified by-law rates, provided it continues to serve the needs of existing commercial uses.

- g. On-street parking may be permitted, where appropriate, where it will enhance street activity, serve at-grade retail uses, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and help reduce off-site parking in the neighbourhood.
- h. A reduced parking ratio shall be permitted on the development block to support policy objectives for increasing transit use and active transportation.

PHASED and COORDINATED DEVELOPMENT

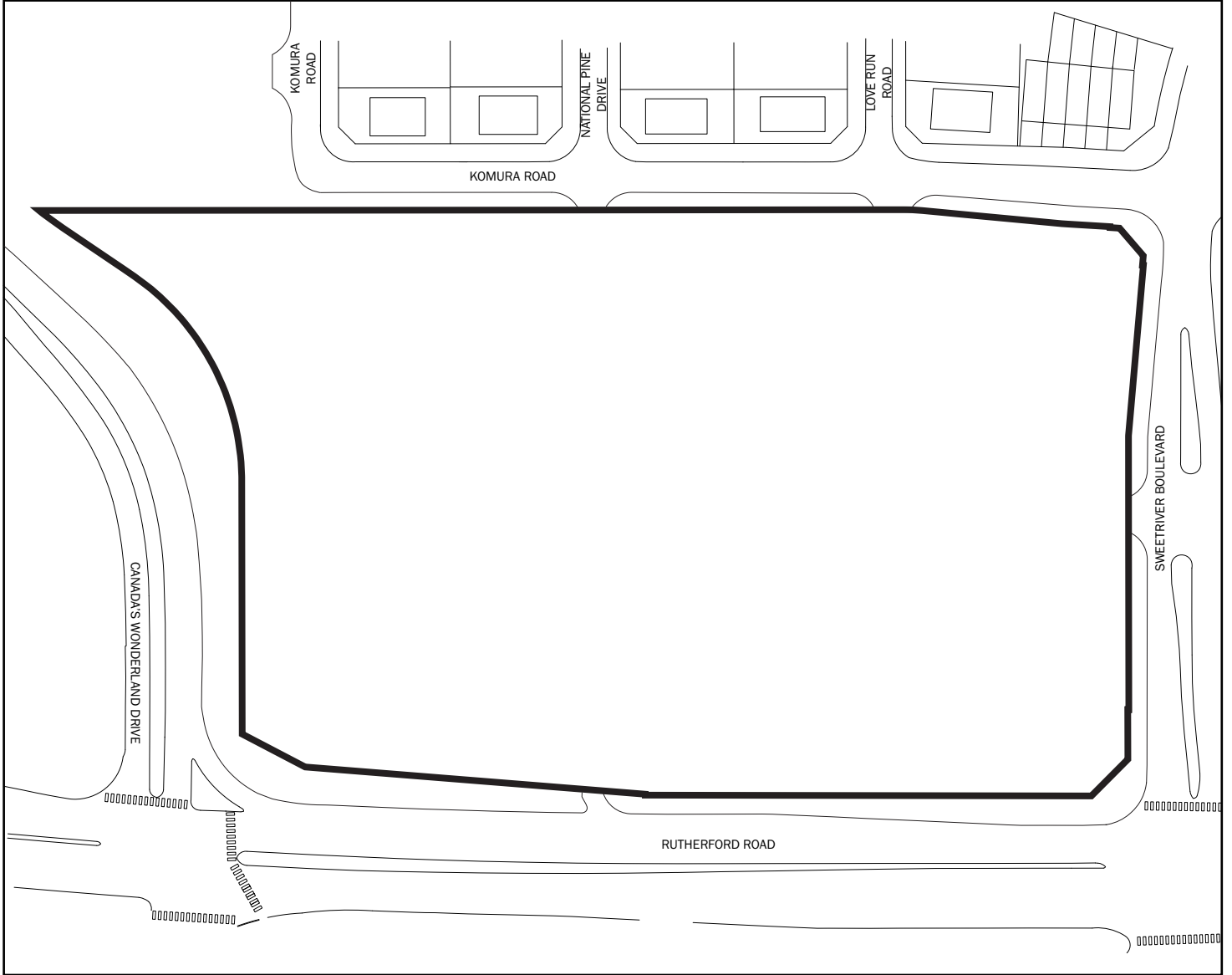
- a. Development is expected to be built through a number of phases over time.
- b. Development phases should be coordinated with the adequate provision of stormwater, water and wastewater infrastructure and transportation infrastructure including road network capacity, provision of frequent transit, improved pedestrian and cycling facilities, and transportation demand management strategy.
- c. Existing commercial uses and associated surface parking on-site will continue to be permitted to remain in operation throughout the phased redevelopment of the Subject Lands.
- d. Redevelopment will be guided by the design guidelines outlined in the City-wide Urban Design Guidelines.
- i. An implementing Zoning By-law shall provide the appropriate zoning provisions and development standards to implement the site specific policies and regulate future development.

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.

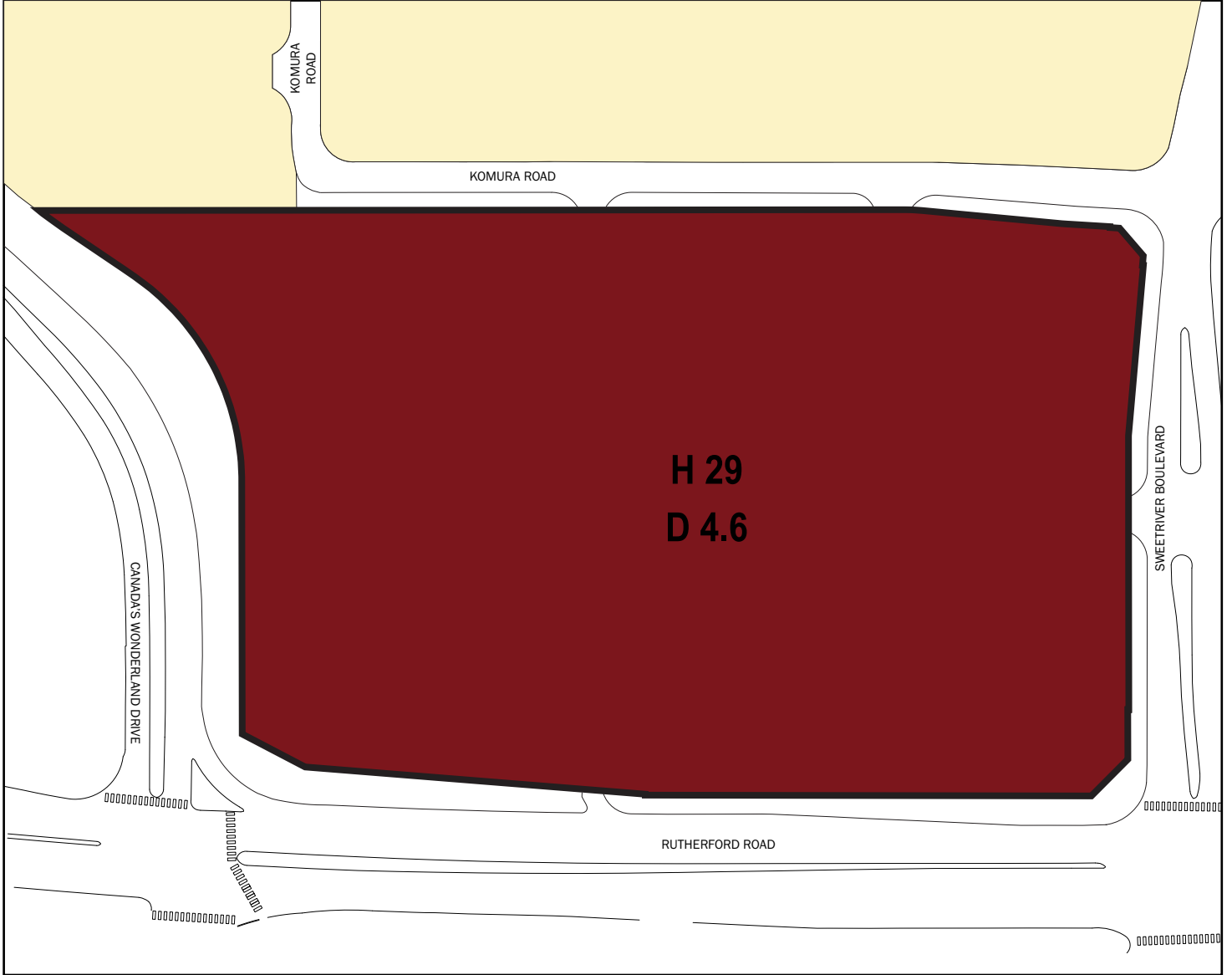


**Schedule 1
Subject Lands**

**3300 Rutherford Road,
Vaughan, Ontario**


 Subject Lands



Not to Scale



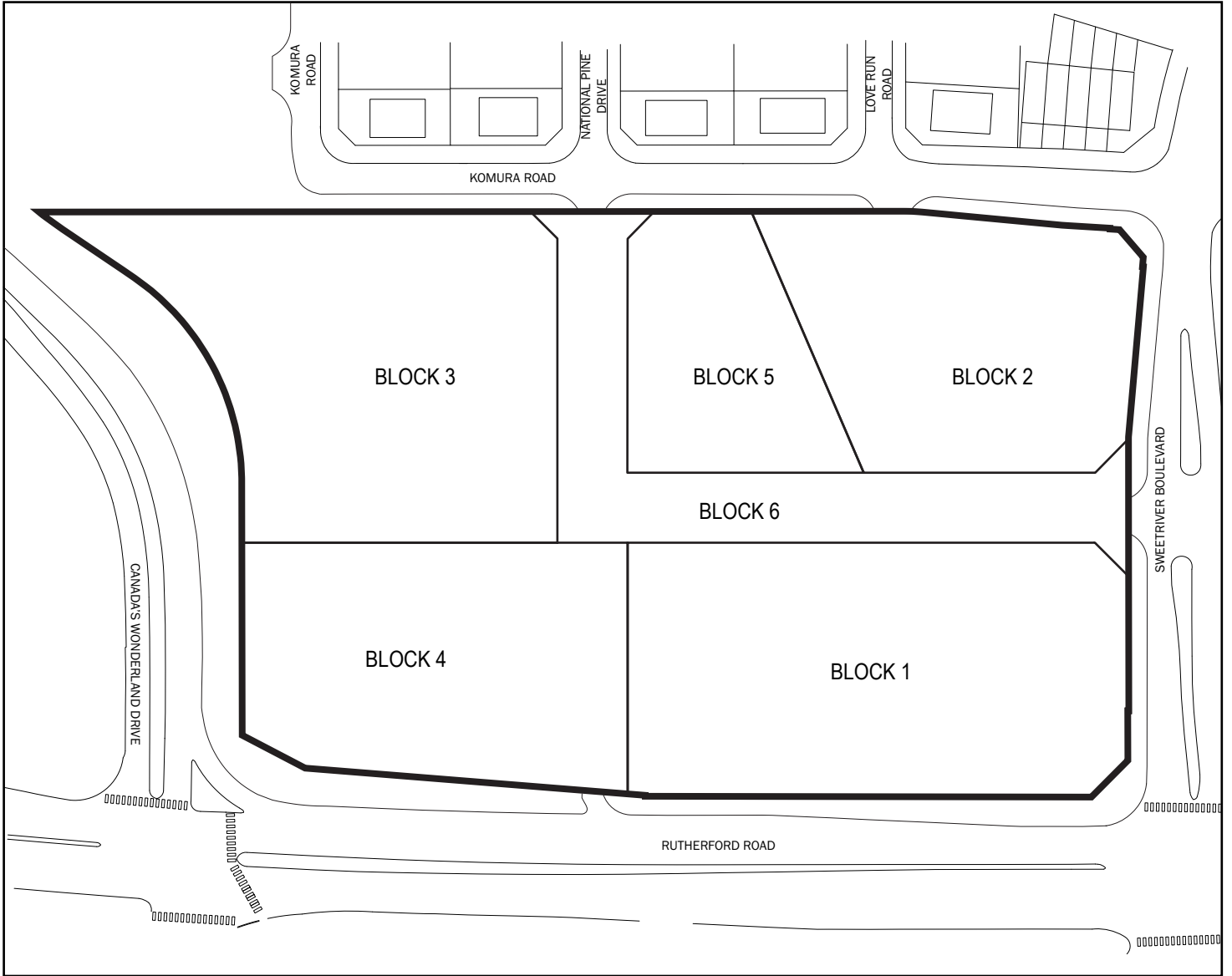
Schedule 2 Subject Lands

3300 Rutherford Road,
Vaughan, Ontario

 Subject Lands



 High-Rise Mixed-Use


Not to Scale

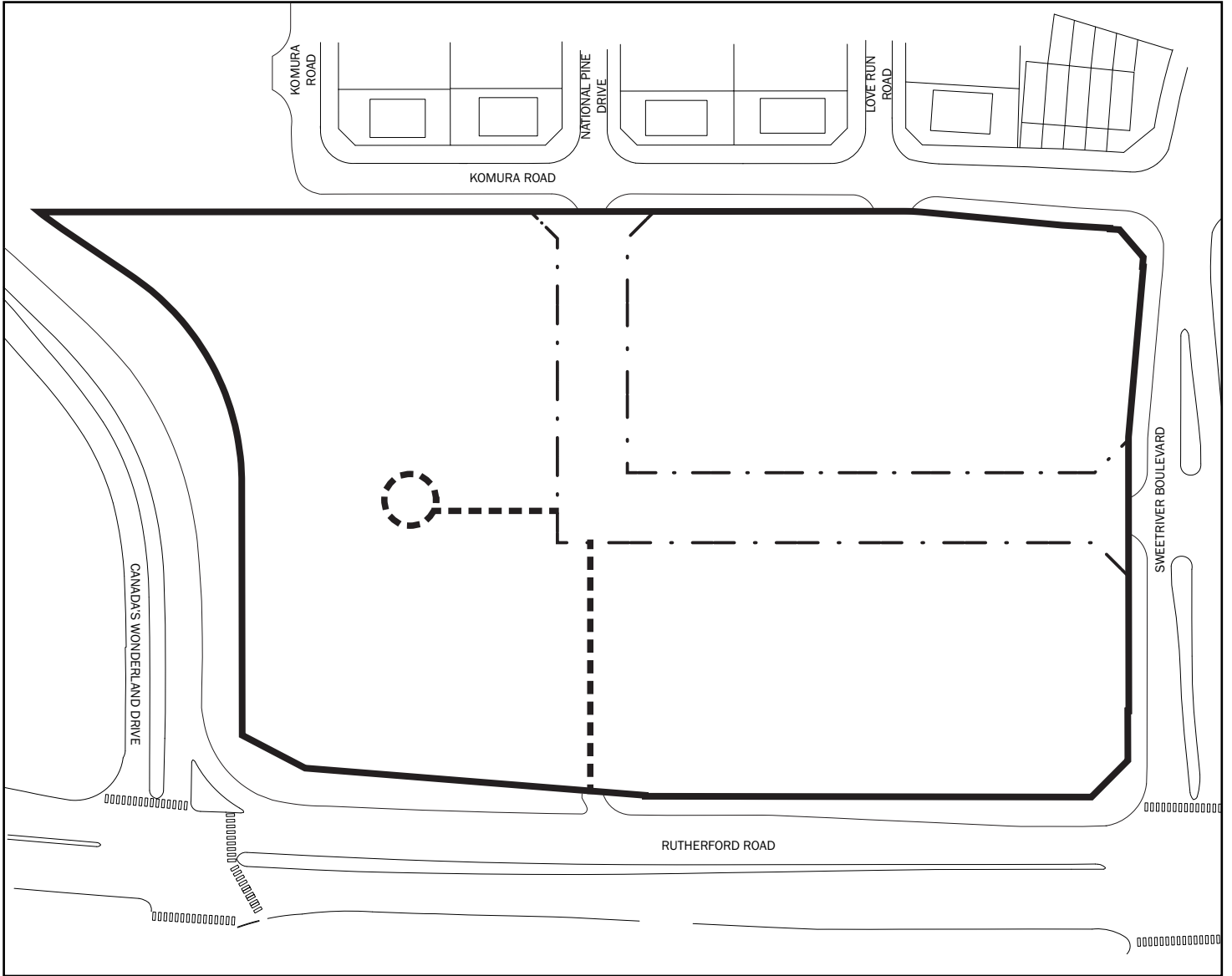


**Schedule 3
Development Blocks**

**3300 Rutherford Road,
Vaughan, Ontario**




-  Subject Lands
-  Development Blocks


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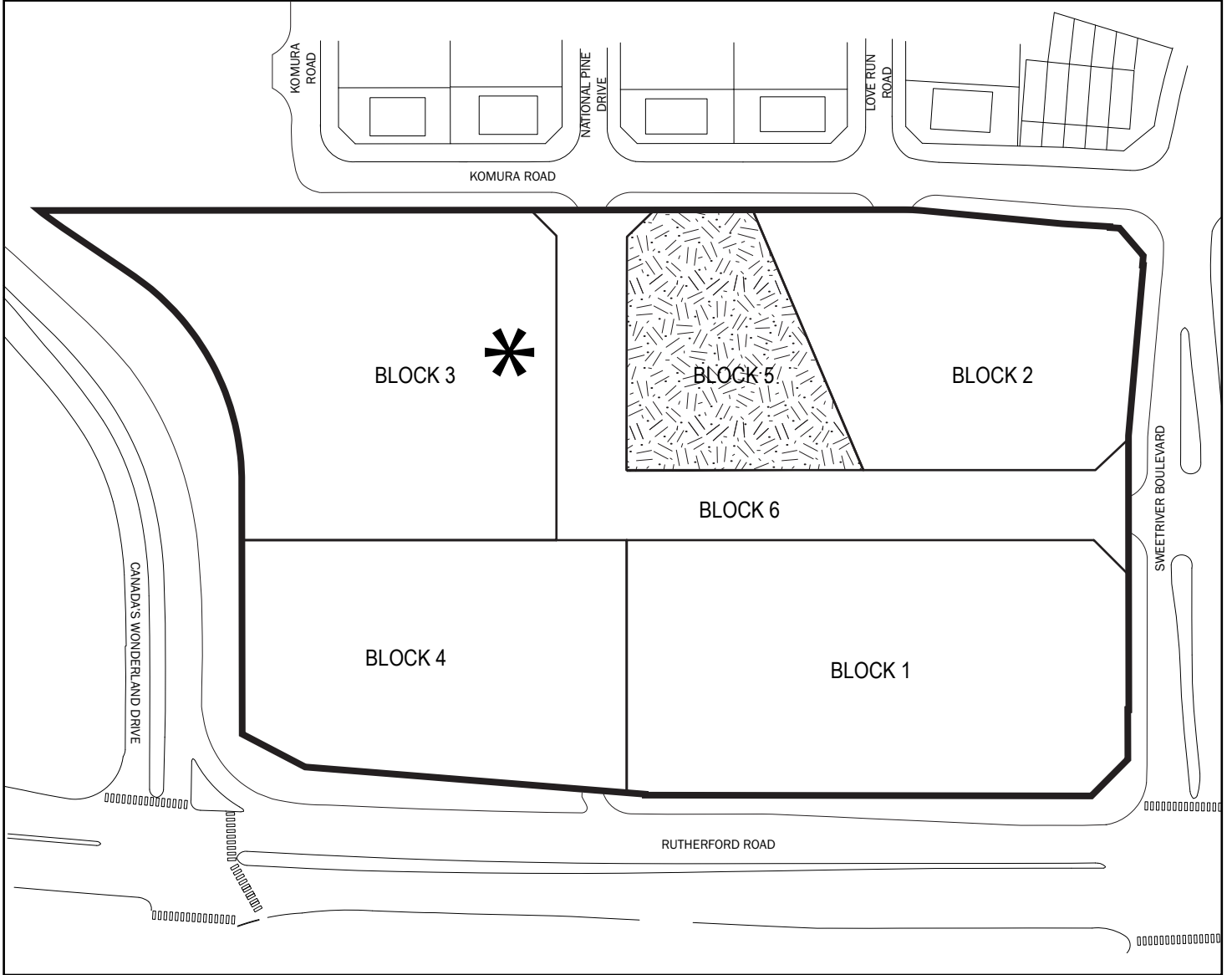


**Schedule 4
Street Network**

**3300 Rutherford Road,
Vaughan, Ontario**


-  Subject Lands
-  Public Road Right of Way
-  Private Drive



Not to Scale



**Schedule 5
Parks and Community Facilities**

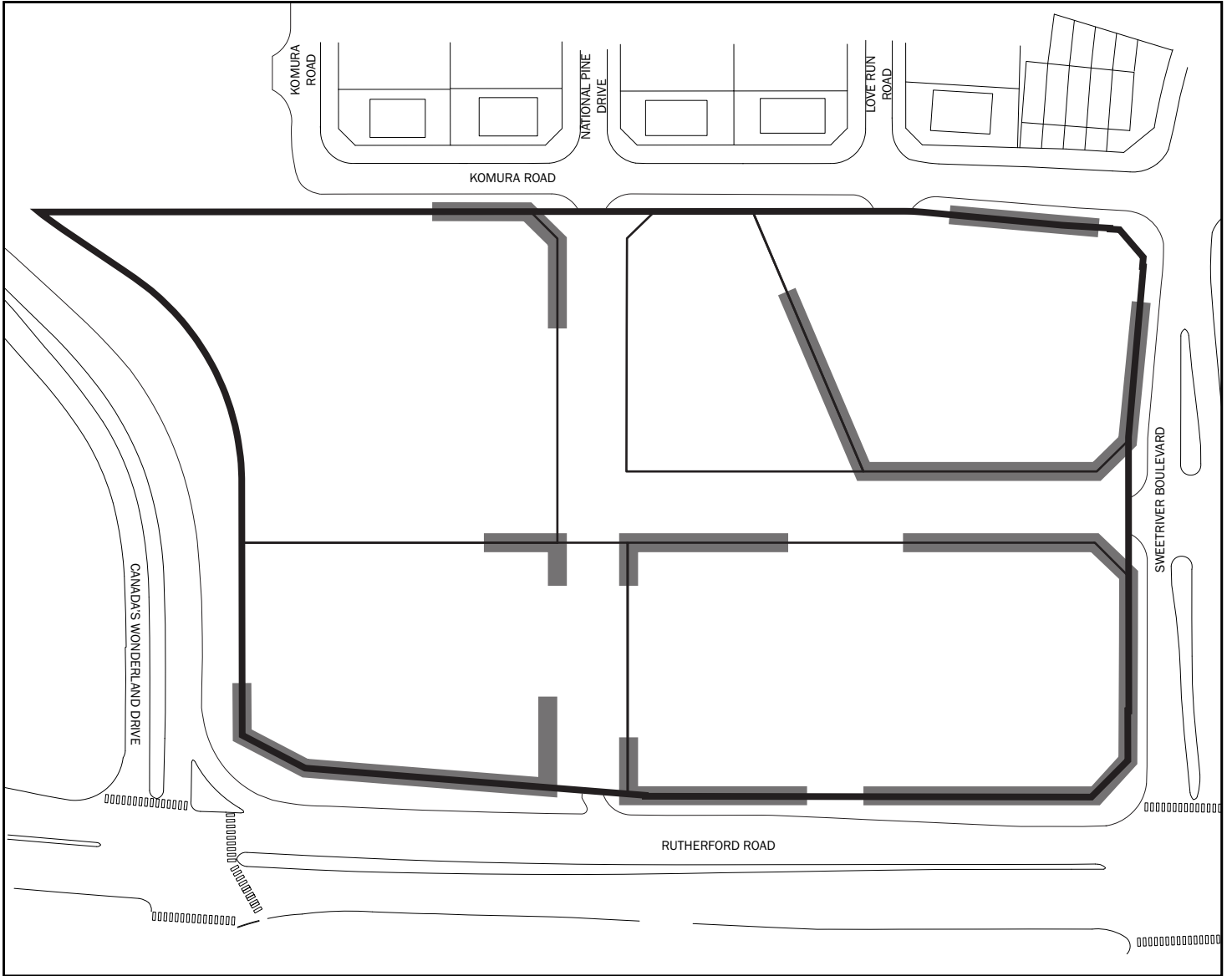
**3300 Rutherford Road,
Vaughan, Ontario**

 Subject Lands

 Community Space


 Public Park


Not to Scale



Schedule 6 Active Frontages

3300 Rutherford Road, Vaughan, Ontario

 Subject Lands

 At Grade Active Frontage


Not to Scale