

ATTACHMENT 7

Table 1: Proposed Site - Specific Policies to Official Plan Amendment

	Vaughan Official Plan 2010 Policy Requirements	Proposed Amendments to Vaughan Official Plan 2010 and Recommended added site-specific policies
	Amending Policy: Land Use Designation Volume 1 Schedule 13	Redesignate to “High-Rise Mixed-Use”
	Amending Policy: Height Volume 1 Schedule 13	Maximum Permitted Height of 28-storeys
	Amending Policy: Density Volume 1 Schedule 13	Floor Space Index (FSI) of 5.95 times the net developable area of the Subject Lands (Official Plan Amendment Area)
	Amending Volume 1 Schedule 14-C	Adding the Subject Lands to Volume 1 Schedule 14-C “Areas subject to Site Specific Plans” of VOP 2010
	Amending Policy: Urban Design Section 9.2.2.6.C	<ul style="list-style-type: none"> The Subject Lands, as identified on Schedule ‘insert future schedule’ to this Amendment, being designated as High-Rise Mixed-Use, the ground floor of buildings along Highway 7, Public Roads, and Retail Mews shall consist of retail uses or other active uses that animate the street, where appropriate.
	Amending Policy: Holding Provisions Section 10.1.2.6 by introducing the additional provisions	<ul style="list-style-type: none"> Provide the Noise Reports necessary to determine if Class 4 Area designations are required for individual parcels within the Subject Lands and establish any potential mitigation measures as part of detailed design. For any parcels for which a Class 4 Area designation has been recommended, the Holding Provision will be removed upon completion of the Peer Review and approval of Class 4 area , to the satisfaction of the City. Provide the ESA Reports, and any subsequent reports as necessary to satisfy any additional requirements for remediation/Record of Site

		<p>Conditions ('RSCs') as per the City's <i>Policy and Procedures for Dealing with Contaminated or Potentially Contaminated Sites (January 2014)</i>. Upon completion of all assessments, a reliance letter completed in accordance with the City's reliance letter template will be required for all submitted reports.</p> <ul style="list-style-type: none"> • Provide Transportation Reports and transportation design solutions as it relates to road network and intersections that are to the satisfaction of the City and York Region. • Provide the Functional Servicing Reports analyzing any and all public and private infrastructure required to be designed and constructed to support each phase of the development such as sanitary sewers, water supply and stormwater management facilities on and off-site to accommodate the various phases of development.
	Added Site-Specific Policy: Density Tracking	<p>Any Zoning By-law Amendment Applications subject to this Plan will be required to provide the following density information through the Planning Justification Report:</p> <ul style="list-style-type: none"> • 1st FSI calculation: each phase (individual parcel) shall include the FSI calculation that is specific to the redevelopment parcel. • 2nd FSI calculation: shall be cumulative. The FSI calculation shall be based on the cumulative redeveloped gross floor area ('GFA') vs the established net developable area for the entire Subject Lands subject to the Official Plan Amendment.
	Added Site-Specific Policy: Non-Residential Use	<ul style="list-style-type: none"> • The ground floor of buildings along Highway 7, Public and Private Roads, and Retail Mews, shall predominantly consist of retail uses or other active uses that animate the street, where appropriate.

		<ul style="list-style-type: none"> • Retail uses will be distributed as part of the overall development and shall provide a cumulative retail gross-floor area of approximately 7,500 square metres at the ultimate build-out of the Subject Lands. • The Planning Justification Report prepared in support of individual Zoning By-law Amendments will identify the provision of at-grade retail where appropriate and will take into consideration the site-specific urban design principles and guidelines along with the contribution to the overall retail space required to accommodate the full build out of the Subject Lands. The Planning Justification Report shall also provide a rationale and demonstration for contribution to other commercial uses and community services that may be required to accommodate the population anticipated in the community.
	Added Site-Specific Policy: Land Use Compatibility	<ul style="list-style-type: none"> • Any Zoning By-Law Amendment and/or Draft Plan of Subdivision Applications subject to this Plan will be required to submit an updated Land Use Compatibility Study evaluating any potential adverse impacts between existing industrial uses and potential sensitive land uses that may impact the employment area and future residents and recommend mitigation measures, strategies and setbacks in accordance with the D6 guidelines to address any potential adverse impacts identified. The updated Land Use Compatibility Study shall be completed to the satisfaction of the City.
	Added Site-Specific Policy: Urban Design Vision/Principles	<ul style="list-style-type: none"> • The overall development will promote well-designed intensification to maximize the use of existing and planned infrastructure including facilities, transit, utilities and services. • The development overall will create a complete community that contains a range of uses and activities, providing diverse opportunities for working, living, learning, shopping, recreation and more.

		<ul style="list-style-type: none"> • Providing a range of housing choice for a diverse population. • Overall uses onsite within walking distance of each other together with a fine-grained network of publicly accessible pedestrian walkways framed by appropriately-scale development that creates comfortable walking conditions. • Include a mix of non-residential uses supporting the anticipated population growth and the City as a whole. • Provide a park and open space system to accommodate a growing population over the full build out of the Subject Lands. • Overall, the Subject Lands will establish a comprehensive vehicular network. Through subsequent applications planned and future vehicular connections and transit enhancements will be secured in accordance with the <i>Planning Act</i> and to the satisfaction and discretion of the City. • Establish a hierarchy of streets and include development that creates an active street wall along the corridor and encourages a pedestrian-friendly built form by locating active uses at grade. • Protect the opportunities for community services and facilities required to support the anticipated population growth. • Cooperation and connectivity between properties is encouraged for vehicle and pedestrian movements to the public roads systems and open spaces, recognizing that existing uses may continue and redevelop for a number of years.
--	--	---

	<p>Added Site-Specific Policy: Urban Design Policies</p>	<ul style="list-style-type: none"> • The highest buildings within the Subject Lands shall be located along Highway 7 and Martin Grove Road. Heights and densities will generally decline as distances increase from these frontages. • The first Zoning By-Law Amendment and/or Draft Plan of Subdivision Application initiated through this Plan, shall provide an Urban Design, Open Space and Streetscape Study for the whole Subject Lands. Subsequent Zoning By-law Amendment Applications shall provide an Urban Design Brief. • Development of the Subject Lands shall have regard to City-Wide Urban Design Guidelines. • Development within the Subject Lands will conform to policies contained in Section 9 as it relates to <i>Intensification Areas</i> in Volume 1 of the VOP 2010, however in the event of a conflict the policies within this OPA shall prevail. • Applications for each parcel will need to submit an Urban Design Brief describing how the development responds to the Urban Design provisions of this OPA and the VOP 2010 and to the City-Wide Urban Design Guidelines. • Development within the Subject Lands shall include a mix of non-residential uses, including, but not limited to, retail, office, institutional, commercial, community facilities and human services intended to serve both the local population and the City as a whole and attract activity throughout the day. Non-residential uses should support the anticipated population growth. • Achieve pedestrian comfort and safety at street level through framing streets with active uses and through establishing a comprehensive open space network. Creating a desirable public and private realm that
--	--	---

		<p>prioritizes spaces for pedestrians and cyclists, enhances the walkability of the whole area and creates a coherent character, is a prime objective. This will be achieved by new development that provides eyes-on-the-street for safety, aligns buildings to define a street wall and animates the public realm by encouraging active uses at grade such as retail, service uses, lobby areas and main entrances directly from the streets.</p> <ul style="list-style-type: none"> • Private streets should be designed to prioritize pedestrians. • Through the redevelopment of each parcel within the Subject Lands microclimate conditions will be studied and the necessary reports will be presented to the City for review, through the subsequent Zoning By-law Amendment and Draft Plan of Subdivision Applications. Zoning provisions for each parcel shall be put in place to ensure that height and mass allocation minimizes the impacts on neighbouring properties and the onsite open spaces including consideration for shadow and wind impact, access to sunlight and skyviews. • Provide a transition in intensity and use to the surrounding employment, industrial and open space lands. This transition will be established through the setbacks and step-backs and will be determined through the implementing Zoning By-law Amendment Applications.
	Added Site-Specific Policy: Parks	<ol style="list-style-type: none"> 1. Any Zoning By-law Amendment and/or Draft Plan Subdivision Applications that are subject to this Plan are required to submit the following as a condition of approval of development: <ol style="list-style-type: none"> a. a coordinated Park and Open Space Master Plan demonstrating a design approach and relationship between proposed parks and open spaces, which must also include:

		<ul style="list-style-type: none"> i. a Park Facility Fit Plan for each proposed park, illustrating the size and location of the proposed park along with the proposed site conditions and outdoor recreational facilities to the satisfaction of the City. b. a Pedestrian Level Wind Study to assess and determine potential impacts and mitigation measures on proposed public parkland spaces from the subject development. c. a Sun/Shadow Study to assess and determine potential impacts on proposed public parkland spaces from the subject development. d. a Phase 1 Environmental Site Assessment ('ESA') to examine soils on proposed public parkland area(s). <ul style="list-style-type: none"> 2. Park design, location, typology, and size shall conform to the Vaughan Official Plan (VOP 2010) Section 7.3.2 Parks and Open Space Design and be generally consistent with the Active Together Master Plan (ATMP), or successor documents. 3. Park blocks shall be secured and dedicated as a single coordinated conveyance. Phased dedication of park block will only be considered where the applicant demonstrates a comprehensive strategy to secure and guarantee conveyance of the complete park block, to the satisfaction of the City. 4. Development of the public park block(s) shall be coordinated with residential development in order to provide park facilities to the future residents in a timely manner, to the satisfaction of the City. Interim open space may be considered to fulfill the parkland and recreational needs of early phases of development until full build-out of the lands subject to the OPA. The location, size and programming
--	--	---

		<p>of Interim open spaces shall be addressed through future planning applications. Interim open spaces shall not be eligible for parkland dedication credits.</p> <p>5. To meet dedication requirements under the Planning Act, payment-in-lieu of parkland will be applicable, discounting any public parkland dedicated to the City.</p>
	Added Site-Specific Policy: Water, Wastewater and Stormwater Management	<ul style="list-style-type: none"> Any Zoning By-Law Amendment, Draft Plan of Subdivision and/or Site Plan Application Applications, for each phase of development will require submissions of individual functional servicing and stormwater management reports and/or alternatively a submission of a master functional servicing and stormwater management report (collectively known as “the Functional Servicing and Stormwater Management Reports”) in conjunction with the Comprehensive Master Servicing Review Study required to be completed for the Martin Grove and Highway 7 - Special Area Update as required to the satisfaction of the City of Vaughan. The Functional Servicing and Stormwater Management Reports shall, among other items, provide a comprehensive analysis of a permanent servicing scheme to support each phase of the development (water supply and distribution, sanitary and storm drainage) including but not limited to, identifying all required downstream sanitary infrastructure upgrades and/or new sanitary infrastructure to support the proposed population growth for each phase of the development including full build-out, all to the satisfaction of the City of Vaughan and York Region
	Added Site-Specific Policy: Transportation	<ul style="list-style-type: none"> Any Zoning By-Law Amendment, Draft Plan of Subdivision and/or Site Development Applications, for each phase of development will require submissions of individual transportation studies and/or alternatively a submission of a master transportation study (collectively known as “the

		<p>Transportation Reports”) in conjunction with the Comprehensive Transportation Review Study completed for the Martin Grove and Highway 7 - Special Area Update as required to the satisfaction of the City of Vaughan. The Transportation Reports shall, among other items, assess whether the signalization of the intersection of Street C and Martin Grove Road is required. If required, the design of the intersection and any mitigation measures involving City of Vaughan Fire Station 7-3 must be provided to the satisfaction of the City of Vaughan. If a satisfactory design cannot be achieved, alternate road connections, such as a connection to Regina Road, must be secured.</p>
	<p>Added Site-Specific Policy: Environmental Engineering</p>	<ul style="list-style-type: none"> Any Zoning By-Law Amendment, Draft Plan of Subdivision and/or Site Development Applications, for each phase of development will require submission of Phase One and Phase Two Environmental Site Assessment (‘ESA’) studies (collectively known as “the ESA Reports”). Based on the findings of the ESA Reports, the applicant shall satisfy any additional requirements for remediation/Record of Site Conditions (‘RSCs’) as per the City’s <i>Policy and Procedures for Dealing with Contaminated or Potentially Contaminated Sites (January 2014)</i>. Any Zoning By-Law Amendment, Draft Plan of Subdivision and/or Site Development Applications, for each phase of development will require submission of Environmental Noise and Vibration Studies (collectively known as “the Noise Reports”) to determine site-specific mitigation measure, including identifying potential ‘Class 4 Areas’. Should any submitted studies recommend Class 4 Area designations, these studies will be subject to peer review on an individual site basis and at the sole cost of the landowner. Any Zoning By-Law Amendment, Draft Plan of Subdivision and/or Site Development Applications, for each phase of development will require submission of updated Air Quality assessments (collectively known as

		<p>“the Air Quality Reports”) based on site-specific design drawings for evaluation and assessment of mitigation measures.</p>
	<p>Added Site-Specific Policy: Road Network</p>	<ul style="list-style-type: none"> • Private Roads: A private road as illustrated in the “Road Network” schedule shall generally be designed to a public road standard. A private road that can function as a ‘woonerf’ is encourage. Private road design details will be determined through subsequent planning applications facilitating this Official Plan Amendment. Any private road design will require supporting transportation studies and shall be to the satisfaction of the City.
	<p>Added Site-Specific Policy: Implementation</p>	<ul style="list-style-type: none"> • Any variations from the schedules and site-specific exceptions of this OPA shall, to the satisfaction of the City, be minor and shall respond to unique conditions or context of a site. Such variations, with the exception of variances to height and/or density, will not require an amendment to this Plan provided that they are supported through either a Planning Justification Report, Urban Design Briefs, Transportation Reports or Functional Servicing Reports that has been prepared to the satisfaction of the City and the variation maintains the overall intent and vision of the OPA.