

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 2, 2019

Item 2, Report No. 24, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 2, 2019, as follows:

By receiving communication C18 from Mr. Mark McConville, Humphries Planning Group Inc., Chrislea Road, Vaughan, dated September 25, 2019.

2. DUFFERIN STREET AND CENTRE STREET INTERSECTION LAND USE STUDY AMENDMENT TO VAUGHAN OFFICIAL PLAN 2010 - UPDATE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management, dated September 17, 2019:

Recommendations

1. The Dufferin Street and Centre Street Area Specific Plan be included in the 2020 Policy Planning and Environmental Sustainability budget for review, having a funding request of approximately \$200,000.
2. Include an evaluation to expand the Plan Area, as deferred by Council on June 17, 2017, to align with the draft Major Transit Station Area boundary and policies.

Committee of the Whole (1) Report

DATE: Tuesday, September 17, 2019

WARD(S): 4 5

**TITLE: DUFFERIN STREET AND CENTRE STREET INTERSECTION
LAND USE STUDY AMENDMENT TO VAUGHAN OFFICIAL
PLAN 2010 - UPDATE**

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: FOR INFORMATION

Purpose

To provide a status update on the Dufferin Street and Centre Street Area Specific Plan and an overview of the outcome of the Highway 407 ETR Interchange Study, as well as recent changes to Provincial Plans and policies that impact the subject area since Council's deferral of the Area Specific Plan in June 2017. This report also provides a recommendation to evaluate, through the Plan review, a potential boundary expansion and scope update of the deferred Area Specific Plan to ensure a comprehensive policy framework in place to assess potential future development.

Report Highlights

- The Dufferin Street and Centre Street Area Specific Plan (the Plan) was deferred by Council on June 17, 2017 pending the completion of the 407 ETR Interchange Study
- In September 2018, the 407 ETR Interchange Study recommended the removal of further consideration of the Centre Street highway interchange, making the southwest and southeast quadrant of the intersection available for potential development
- Updates to the Growth Plan (2017) and Places to Grow (2019) introduced a new policy framework for the subject area, specifically identifying a Major Transit Station Area
- An opportunity exists to expand the boundary and scope of the original Plan area to ensure a comprehensive policy framework can be put in place to assess future development potential
- To undertake the expanded Plan review and related transportation work, staff are recommending a budget request of approximately \$200,000, exclusive of taxes, be included in the Policy Planning and Environmental Sustainability 2020 budget to hire a consultant to undertake the required land use planning and transportation work

Recommendations

1. The Dufferin Street and -Centre Street Area Specific Plan be included in the 2020 Policy Planning and Environmental Sustainability budget for review, having a funding request of approximately \$200,000.
2. Include an evaluation to expand the Plan Area, as deferred by Council on June 17, 2017, to align with the draft Major Transit Station Area boundary and policies..

Background

The Vaughan Official Plan, 2010 identifies the Dufferin Street and Centre Street intersection as a required Secondary Plan area

Schedules 14-A and 14-B of the Vaughan Official Plan (VOP) 2010, Volume 1 identifies the Dufferin Street and Centre Street intersection as a “Required Secondary Plan Area”. Figure 6 (Intensification Areas) of VOP 2010 also identifies the Dufferin Street and Centre Street intersection as part of a ‘Regional Primary Intensification Corridor’ making it a Key Development Area (KDA). The York Region Official Plan (ROP) 2010 requires a comprehensive Secondary Plan for KDA’s along Regional Corridors. In April 2013, Council directed staff to conduct the Dufferin Street and Centre Street Intersection Land

Use Study ('Study Report'), which the Ministry of Transportation (MTO) and Highway 407 ETR participated in.

The policies of the original deferred Plan were intended to ensure that the transformation of the subject area supports Regional transit along Centre Street, the intensification objectives of the Provincial and Regional policies, while establishing the road pattern and respecting the adjacent residential neighbourhoods. The policy framework includes the permitted land use designations, urban design policies that support compatible development, attractive architecture and building form, and sustainable design.

The original draft Plan, that was deferred by Council proposed to redesignate the northeast quadrant for mid-rise mixed-use development and low-rise residential. The southwest and southeast quadrants of the intersection were identified as 'Further Study Area (MTO Area of Interest)' to recognize the potential for a Highway 407 ETR interchange at this location. The southwest and southeast quadrants of the intersection are owned and protected by the Province for a potential full Highway 407 ETR interchange at Centre Street. The northwest quadrant of the intersection was removed from the draft Plan area by a Council decision in June 2015 to recognize the existing development permissions for mixed-use office and retail (Vaughan Crossings). Attachment 1 shows the existing land use permissions and plan boundary of the deferred Plan.

The Dufferin Street and Centre Street Area Specific Plan and Amendment to the Vaughan Official Plan, 2010 were deferred by Council on June 27, 2017 to allow for further consideration of a Highway 407 ETR interchange at Centre Street

On June 20, 2017 Policy Planning and Environmental Sustainability staff brought forward the draft Study Report and Amendment to VOP 2010 to Committee of the Whole for consideration (Attachment 2). On June 27, 2017, Council deferred the Study Report and amendment to VOP 2010 until completion of the 407ETR Centre Street Interchange Feasibility Study.

The 407ETR Centre Street Interchange Study, released in September 2018, concluded that the Centre Street Interchange be removed from future consideration

Removing the Centre Street highway interchange from future consideration has resulted in approximately 5.29 hectares of vacant land, currently owned by the Province of Ontario, being available for potential development. As such, this area should be

assessed in the context of updated Provincial policies to ensure a comprehensive policy framework is put in place for the Plan area.

City staff have been in discussions with both Infrastructure Ontario (IO) staff and Ministry of Transportation (MTO) staff regarding the processing and disposition of the southwest and southeast surplus parcels respectively. Lands owned by IO have been officially deemed surplus and are currently being processed through their disposition procedure. To date the lands owned by MTO have not been deemed surplus.

On February 5, 2019, City staff brought forward a report to inform Council that the 407 ETR Centre Street Interchange Study was completed. Staff advised the study concluded the interchange at Centre Street was removed from further consideration. The staff report advised that PPES staff would provide an additional update on the status of the Dufferin Street and Centre Street Area Specific Plan, including the implications of the new Provincial Plans on the Area Specific Plan, in a future report to Committee of the Whole.

In May 2019, Places to Grow came into effect, which introduces a new policy framework for land within the Dufferin Street and Centre Street Area Specific Plan

The Province of Ontario released an update to the Growth Plan, as part of a broader Provincial Coordinated Review of the Greater Golden Horseshoe in May 2019. The new Plan updates the previous Growth Plans (2006 & 2017). Similar to the previous Growth Plans, 'A Place to Grow', provides the overall long-term growth management framework for the Greater Golden Horseshoe to 2041. The Plan supports economic prosperity, protects the natural environment, and provides direction for building complete communities to achieve a high quality of life. It also provides strategic direction to create transit supportive communities, which includes identifying Major Transit Station Areas (MTSA).

'A Place to Grow' includes population and employment forecasts to 2041, which are allocated to the City of Vaughan from York Region. The Plan includes a minimum intensification target of 50% which the City is required to achieve within the built-up area by 2041. York Region is currently undertaking its Municipal Comprehensive Review to update their Official Plan in conformity with Provincial plans and policies. The City has also initiated its Official Plan Review in concert with the Region.

Currently, most of the lands surrounding the Dufferin Street and Centre Street intersection are characterized by low density and single use development. Lands in the southeast and southwest quadrants are vacant. Expanding the boundary and scope of

the Area Specific Plan allows for the consideration of a complete community with varying density in this location to create a mixed use, transit supportive community that would conform with the updated policy framework of 'A Place to Grow'.

Through 'A Place to Grow', the Dufferin Street and Centre Street intersection is identified as a 'Major Transit Station Area', which should be addressed in the Area Specific Plan

To support investment in transit infrastructure, 'A Place to Grow' includes policies that require upper-tier municipalities, in consultation with lower-tier municipalities, to delineate boundaries of MTSA's in certain locations surrounding major transit infrastructure. In delineating, and planning for MTSA's, the boundaries and policy framework is to be transit-supportive to maximize potential transit-riders. More specifically, Section 2.2.4 of 'A Place to Grow' requires MTSA's to be planned and designed as mixed use and transit supportive areas with opportunities for active transportation to achieve multi-modal access to transit stations or connections. Section 2.2.4 of a 'A Place to Grow' also requires MTSA's to be planned with a diverse mix of land uses, including second units and affordable housing to support transit investment, support opportunities for collaboration between public and private sectors, and prohibits land uses and built form that would negatively impact the achievement of transit-supportive densities.

Given the current vacant land and low intensity uses in this area, an opportunity exists to align the boundaries and policies of the Area Specific Plan and the MTSA. Attachment 4 shows the proposed boundary expansion to align with the MTSA. This will provide a clear policy framework to help to ensure the City is achieving minimum density targets and planning mixed-use transit supportive communities in conformity with the Provincial and Regional direction.

York Region is currently undertaking its Municipal Comprehensive Review to update the Regional Official Plan in conformity with updates to Provincial Plans and policies

Vaughan staff are engaged with Regional staff through the Regional Municipal Comprehensive Review (MCR) and are currently working towards updating VOP 2010 to ensure conformity with Provincial and Regional plans and policies. As part of the Regional MCR, York Region will be allocating population and employment targets to the City to 2041 for inclusion in the OPR. Initiating the review and update of the Dufferin Centre Area Specific Plan in 2020 will ensure alignment with the updated ROP policies and avoid a subsequent update and amendment to conform with ROP policies.

As part of the MCR, City staff are currently working with York Region staff to confirm the draft boundaries and allocate minimum density targets for the MTSA's in Vaughan. York Region has assigned a draft minimum density target for the subject area to be 160 people and jobs per hectare, which the City is required to plan for. To ensure a comprehensive policy framework to assess potential development applications and conformity with Provincial direction, the policy direction for MTSA's provided in 'A Place to Grow' must be appropriately implemented in the Area Specific Plan.

Previous Reports/Authority

The previous staff report dated November 2008 (Report No. 57, Item 7) can be accessed via the following link:

http://meetingarchives.vaughan.ca/extracts_2008/pdf/57cw1117ex-08.pdf.

The February 2009 Staff Report can be found at the following link:

[http://meetingarchives.vaughan.ca/extracts_2009/pdf/10spcw\(WS\)0227ex-09.pdf](http://meetingarchives.vaughan.ca/extracts_2009/pdf/10spcw(WS)0227ex-09.pdf).

The April 2013 Committee of the Whole Dufferin Street and Centre Street Intersection Land Use Study and Amendment to the Vaughan Official Plan 2010 can be found at the following link:

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0620_17_11.pdf

The February 2019, Staff report to Committee of the Whole, 407 ETR Future Interchange Options Study Completion can be accessed at the following link:

<https://pub-v Vaughan.escribemeetings.com/filestream.ashx?DocumentId=9664>

Analysis and Options

The policy framework for the Dufferin Street and Centre Street Area Specific Plan has changed since the Plan was deferred by Council on June 27, 2017, therefore the scope of work for the original plan should be reviewed and updated accordingly

Since the deferral of the Area Specific Plan on June 27, 2017, there have been significant changes to the land use policy framework governing these lands. 'A Place to Grow' (2019) and the 'Growth Plan' (2017) introduced a new policy regime that impact

the land use context, transportation and transit capacity, and density requirements for this area. The Dufferin Street and Centre Street Area Specific Plan needs to be reviewed in the context of the updated Provincial policies and the Regional MCR to ensure conformity with the updated policies.

Schedule 5 of the 'A Place to Grow' (2019) identifies Centre Street as a Priority Transit Corridor through the Plan area. Centre Street is currently under construction to implement York Region Transit's dedicated Bus Rapid Transit lanes. To maximize transit ridership and infrastructure investment, the subject area must be planned to support the minimum intensification target of 160 people and jobs per hectare as required by York Region. The opportunity exists to review the policies of the Plan to ensure it is transit supportive, while also supporting active transportation such as walking and cycling with planned infrastructure. Aligning the plan boundary with the MTSA boundary provides the opportunity to implement the Provincial policy direction to create a complete community.

In addition, the lands in the southwest and southeast quadrants of the intersection that are now available for potential development should be evaluated within the Provincial policy framework of the 'A Place to Grow' to ensure a comprehensive Area Specific Plan.

Reviewing the Dufferin Street and Centre Street Area Specific Plan also provides the opportunity to include approximately 3.7 hectares of land at the northwest quadrant of the intersection

Expanding the Plan boundary to include the northwest quadrant of the intersection will align the Plan boundary with the MTSA. This provides a clear policy framework for this quadrant.

In June 2015, Council approved a development application (DA.14.023) to allow mixed use and service commercial uses in the northwest quadrant of the intersection. To recognize the approved development permissions, these lands were excluded from the Area Specific Plan boundary. The planning approvals for these lands were never finalized and the lands were subsequently sold.

In 2017, the new owner (Triaxis) of a portion of the northwest quadrant submitted a proposed Official Plan amendment (OP.17.013) and zoning by-law amendment (Z.17.040) seeking to allow medium density residential. The 2017 submission was not complete and never processed by City staff. The lands subject to the 2017 applications

were again sold to a new owner (Marydel Homes). In February 2019, the new owner advised City staff that they had permission from the previous owner (Triaxis) to continue with the 2017 applications (OP.17.013 & Z.17.040) as they are pursuing the same use, subject to submitting a complete application. In May 2019, City staff deemed the submission complete and started processing the application under VOP 2010, since these lands were outside the original Plan boundary. The outcome will help inform the Area Specific Plan review.

Staff will consider, through the Plan review, that all remaining lands in the northwest quadrant be included in the Area Specific Plan to ensure the intersection is planned in a comprehensive and coordinated manner. Inclusion of the northwest quadrant will also allow for consideration of appropriate access and signalized intersections within the Plan boundary. Expanding the plan boundary requires an amendment to VOP 2010, Schedule 14-A and would therefore require a public meeting under the *Planning Act*.

Staff is recommending that the deferred Dufferin Street and Centre Street Area Specific Plan be reviewed and updated, as outlined, in advance of proceeding to Council for a decision

To finalize the land use plan, additional funding of \$200,000, exclusive of taxes, will be required and included as part of the PPES 2020 budget to retain a consultant for the planning and transportation work that is required to review and update this Plan, with a contingency allowance of 15%.

Financial Impact

The approved budget for Capital Project PL-9027-12 (originally called 'Centre Street West Gateway Secondary Plan) was \$85,068.94, which was allocated to prepare the original draft plan. Currently a budget of \$6026.64 remains, which is not sufficient to undertake the necessary review and update of this Plan given the decision and recent changes to the policy regime.

As outlined, PPES will request \$200,000, exclusive of taxes, as part of the 2020 Department budget to hire a consultant to assess land use planning, urban design, transportation, public infrastructure and servicing, land economics and the overall project management required to review and update the Dufferin Street and Centre Street Area Specific Plan.

Table 1: Estimated Project Costs:

Capital Project:	Centre Street West Gateway Secondary Plan
Capital Project #:	PL-9027-12
Approved Budget:	\$85,069
Actual Spent to Date:	(\$78,576)
Commitment:	(\$7)
Budget Available:	\$6,485
Budget to be Approved in 2020 incl. 3% Admin:	\$206,000
Total Budget:	\$212,485
Total: Estimated Costs incl. 3% Admin & Non-Recoverable HST 1.76%:	\$209,626
Budget Surplus/(Deficit):	\$2,859

Broader Regional Impacts/Considerations

Adopting the Area Specific Plan in its current form poses a risk of delayed processing of development applications as the existing draft Plan does not reflect the current Provincial and Regional policy framework, including the required minimum density target for the MTSA. It may also be refused, or no decision made, by Regional Council, as they are the approval authority, since it does not conform with applicable Provincial plans and policies. If refused, staff would be required to undertake the appropriate review and update, or the Region may make the necessary modifications to the Area Specific Plan to ensure conformity with Provincial and Regional policies.

The Dufferin Street and Centre Street Draft Area Specific Plan will be reviewed in conformity with relevant Regional and Provincial policy requirements. Regional staff will also be invited to participate on the Technical Advisory Committee for this Plan review.

Conclusion

The context and policy framework for the Dufferin Street and Centre Street Area Specific Plan has changed since the draft Plan and implementing Official Plan amendment was deferred by Council in June 2017. Staff will consider, through the Plan review, a boundary expansion and scope update to ensure conformity with recent Provincial direction, and to align the Plan boundary with the draft MTSA. This would ensure a coordinated and comprehensive policy framework to guide growth and development of this area.

For more information, please contact:

Melissa Rossi, Manager, Policy Planning and Environmental Sustainability
 Bill Kiru, Director, Policy Planning and Environmental Sustainability

Attachments

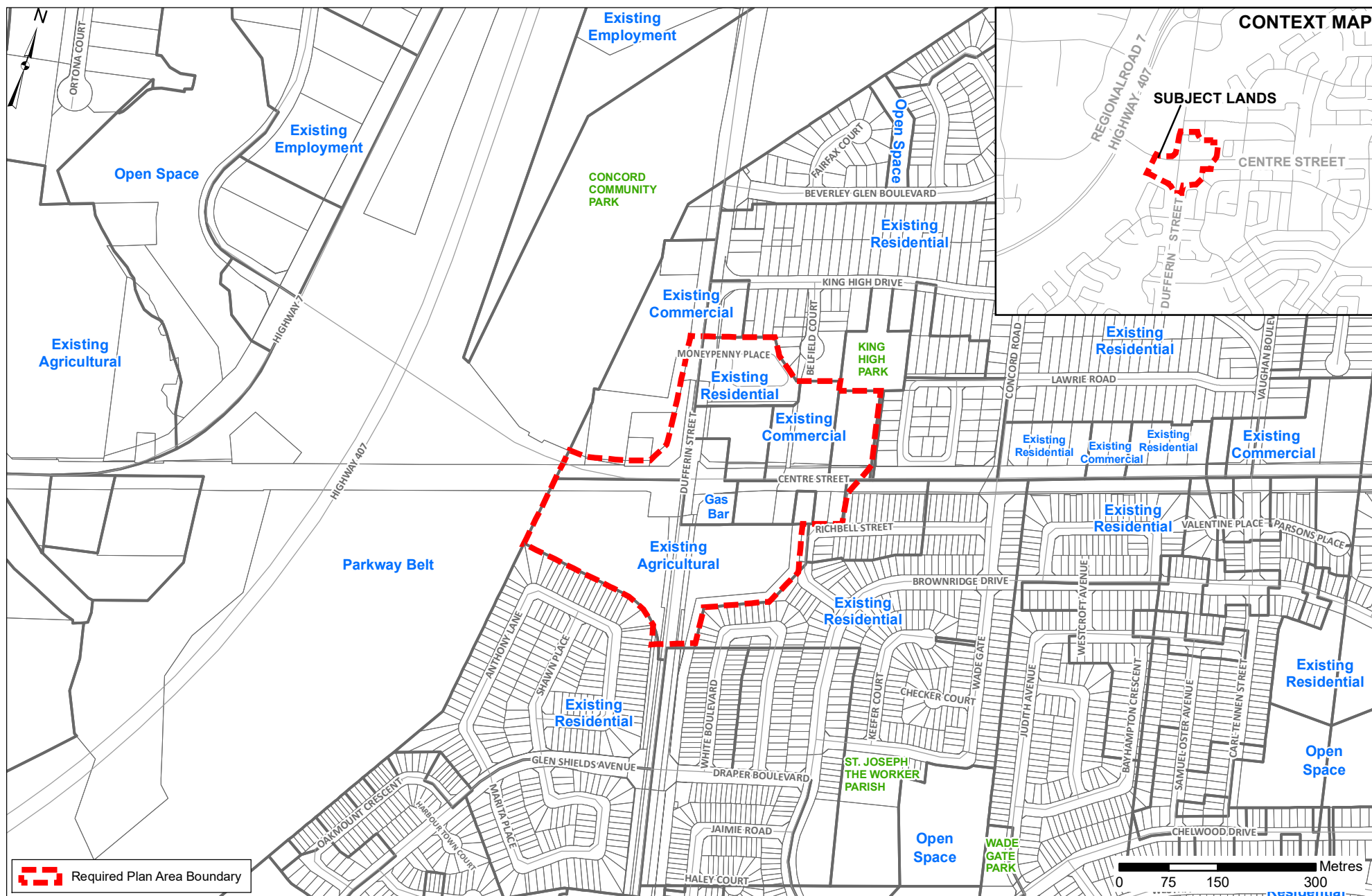
1. Location and Existing Land Use Map – Dufferin Street and Centre Street, Attachment 1, Policy Planning and Environmental Sustainability, July 19, 2019
2. Dufferin Street and Centre Street Draft Area Specific Plan Land Use Schedule, Attachment 2, Policy Planning and Environmental Sustainability, March 7, 2017
3. Dufferin Street and Centre Street Draft Area Specific Plan, Attachment 3, Policy Planning and Environmental Sustainability, March 7, 2017
4. Draft MTSA Aligned with Proposed Area Specific Plan Boundary Expansion, Attachment 4, Policy Planning and Environmental Sustainability, July 19, 2019

Prepared by

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Location and Existing Land Use Map - Dufferin Street and Centre Street Intersection Land Use Study

LOCATION:

Part of Lots 5 & 6, Concession 3, and
Part of Lots 5 & 6, Concession 2



Attachment

FILE:
26.19

DATE:
July 19, 2019

1

Map 12. XX.A: Dufferin Street and Centre Street Intersection, Land-Use, Density, Building Heights and Street Network Plan



12.XX Dufferin Street and Centre Street Area Specific Policies

12.XX.1 Goals

- 12.XX.1.1. The goal of this Plan is to provide the necessary land use and development policies to guide the evolution of the Dufferin Street and Centre Street intersection, as shown on Map 12.XX.A, to 2031 and beyond, in order to support its transformation into an attractive, pedestrian-friendly and transit-supportive node through the application of a comprehensive and integrated approach to land use planning, incorporating supportive transportation, environmental sustainability and urban design policies, in keeping with the governing Provincial Plans and Policies, the York Region and Vaughan Official Plans and other relevant planning documents of the City of Vaughan Official Plan.

12.XX.2 Land Use

12.XX.2.1. General Provisions:

- a. No building or structure shall exceed the height in storeys indicated on Map 12.XX.A by the number following the letter H.
- b. No development shall exceed the Floor Space Index (FSI) indicated on Map 12.XX.A by the number following the letter D.
- c. The height and densities indicated on Map 12.XX.A are independent maximums in that one maximum may be achieved without achieving the other. Any proposed amendment to the Official Plan to increase the maximum height or density provisions will be evaluated on its merits based on an analysis of the site specific conditions and development context of the application.
- d. Where development areas are characterized by multiple ownerships it is intended that land be assembled to create logical planning units defined by features such as existing or planned roads, parks and open space areas.
- e. Where no height or floor space index is indicated on Map 12.XX.A, the maximum height and density shall be established through a Secondary Plan or Area Specific Policy as contained in Volume 2 of this Plan, where such a Secondary Plan or Area Specific Policy exists, or through the application of the policies of this Plan and VOP 2010.
- f. The development criteria for various building types are set out in subsection 9.2.3. of VOP 2010, subject to the application of the policies contained in this Plan. Any variations from the policies in subsection 9.2.3 and this Plan shall be to the satisfaction of the City, be minor and shall respond to unique conditions or the context of the affected site. Such variations, with the exception of variations to height and or density, will not require a further amendment to the Official Plan provided that they are supported through an Urban Design Brief that has been prepared to the satisfaction of the City. Detailed development standards to implement the policies set out in subsection 9.2.3 and herein, will be provided through the City's Zoning By-law.

12.XX.2.2 Land Use Designations

a. Mid-Rise Mixed-Use

- i. The Mid-Rise Mixed Use Area designation shall apply as shown on Map 12.XX.A.
- ii. The policies guiding the uses permitted and development requirements for the Mid-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.4. of VOP 2010 except as provided for in this Plan.

b. Low-Rise Mixed Use

- iii. The Low-Rise Mixed-Use Area designation shall apply as shown on Map 12.XX.A.
- iv. The policies guiding the uses permitted and development requirements for the Low-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.2. of VOP 2010 except as provided for in this Plan.

c. Low-Rise Residential

- v. The Low-Rise Residential Area designation shall apply as shown on Map 12.XX.A.
- vi. The policies governing the uses permitted and development requirements for the Low-Rise residential designation shall be in accordance with Policy 9.2.2.1. of VOP 2010 except as provided for in this Plan.
- vii. Notwithstanding Policy 9.2.2.1.c) the following additional Building Types are permitted within the area designated Low-Rise Residential in the northeast quadrant of the Plan area:
 - Stacked Townhouses
 - Back to Back Townhouses
 - Low-Rise Buildings

12.XX.3 Further Study Area

12.XX.3.1. The Further Study Area designation shall apply as shown on Map 12.XX.A

12.XX.3.2. The lands designated Further Study Area shall be subject to the provisions of a Tertiary Plan in accordance with Policy 12.XX.9.5. in the Implementation section of this plan, in the form of an Official Plan Amendment initiated either by the City or the affected landowner(s) if alternative uses and densities are proposed beyond those provided for by the underlying Low Rise Residential designation.

12.XX.3.3. A private application for a Tertiary Plan for the lands designated “Further Study Area” will not be considered until the City receives confirmation from the Province of Ontario that such lands have been declared surplus and are available for consideration of non-infrastructure uses. Development in accordance with the underlying Low Rise Residential designation will not require a further Official Plan amendment, but may require a Block Plan or Development Concept Report as part of the application process.

12.XX.4. Sustainable Development

12.XX.4.1. All development in this Plan shall have regard for the goals and objectives of the

Green Directions Vaughan – the City’s Community Sustainability and Environmental Master Plan (Vaughan 2009) and the Sustainable Development policies of VOP 2010. Consideration should also be given to the Living Cities Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority (TRCA 2014), which references the ecosystem regeneration plan for the Don River Watershed.

12.XX.4.2. All applications for development in this Plan shall include a Sustainable Development Report (see Section 9.1.3 of VOP 2010) that describes how the proposed development supports the Official Plan’s objectives regarding environmental sustainability as per Section 9.1.3 “Sustainable Development”. The required Sustainable Development Report shall address at a minimum the following:

- a. Energy efficiency;
- b. Water conservation;
- d. Renewable energy use;
- e. Heat island mitigation;
- f. Sustainable transportation;
- g. Stormwater management (low impact development);
- h. Ecological design (green infrastructure and green buildings);
- i. Solid waste management.

12.XX.4.3. All applications for development shall submit, as a requirement of a complete application, a Sustainability Scoring Tool submission and Sustainability Metrics Summary submission that identifies the sustainability measures in categories that relate to the built environment (i.e. urban form, compact development); mobility; environment/open space; and infrastructure and buildings (e.g. energy efficiency, water conservation). The Sustainability Scoring Tool determines the sustainability score for planning applications.

12.XX.5 Urban Design

12.XX.5.1. Future development in the Dufferin Street and Centre Street Area Specific Plan shall reflect the urban design policies of VOP 2010. It is the objective to create a safe and pedestrian friendly environment featuring attractive built form and public realm that is compatible with the adjacent low-rise residential neighbourhoods, and consistent with its “gateway” setting and function as a transit station area.

12.XX.5.1. The following Area Specific guidelines are provided to shape the urban design and architectural character of the Plan area:

- a. Buildings shall have active facades including primary windows and entrances facing the public streets
- b. Buildings fronting on public streets shall not be separated from the street by either parking areas or drive aisles
- c. All development shall respect and protect the existing scale and character of the adjacent low-rise residential neighbourhoods by minimizing visual, noise, light, privacy and shadow impacts, and shall be subject to the following policies
 - i. A minimum yard requirement of 7.5 metres is required for any

development abutting an existing property designated Low-Rise Residential;

- ii. In addition to the minimum yard requirement, a minimum 3 metre Landscaped Buffer consisting of a minimum double row of trees, within a minimum yard of 7.5 metres, is required extending for the entire length of the property line abutting an existing Low-Rise Residential Property;
 - iii. Access to parking, loading and servicing areas shall be integrated into buildings, and be oriented to minimize visual, noise and light impacts on abutting public spaces and existing Low-Rise Residential properties;
 - iv. The elevations of new buildings adjacent to existing Low-Rise Residential Properties should be designed in a complementary residential form and character and shall ensure minimal overlook into existing private backyards;
 - v. Uses or functions that generate traffic and noise at late hours shall be directed away from locations that abut a property designated Low-Rise Residential; and
 - vi. Lighting plans, designs and fixtures shall ensure minimal environmental light pollution in order to minimize impacts on abutting Low-Rise Residential properties.
- d. Reverse lot development (residential and/or commercial) is not permitted along Centre Street or Dufferin Street;
- e. Large, blank walls and repetitive facades shall be avoided. Variation and animation in façade treatments may be achieved through building elements and detailing in features such as balconies, windows, porches, railings, entrances and awnings and attractive signage, where appropriate;
- f. Development will consolidate driveways onto public streets to maximize the efficiency of the road network and create efficient development blocks;
- g. Surface parking, where permitted, shall be located in the interior of development blocks, and be screened by buildings. Off-street parking shall not be located between the building and any public street;
- h. Any surface parking areas shall be shaded with trees in accordance with the City of Vaughan Parking Design Guidelines;
- i. Where the grade changes over the length or width of a site, adequate grade relationships should be maintained, retaining walls adjacent to property lines are discouraged, and entrances to ground floor retail should be flush with the public sidewalk;
- j. Individual front-accessed garages from a public street for grade related residential units shall not protrude beyond the main front building wall, and shall not occupy more than 50 percent of the width of the building or unit frontage;
- k. Service and loading areas are not permitted adjacent to public streets and must be effectively screened and fully enclosed;
- l. Access to underground parking shall be appropriately integrated into the buildings it serves and be located so as to minimize the physical and visual impact on public sidewalks and open spaces;

- m. Garbage from residential and commercial uses will be stored within the originating building;
- n. Roof top heating, ventilation, air conditioning and mechanical equipment for new buildings shall be located behind a parapet wall to screen abutting properties and the public realm from potential noise and visual impacts;
- o. Architectural Control Guidelines and detailed Urban Design Guidelines may be required from development applicants, which address both built form and public realm considerations to the satisfaction of the City and York Region, where abutting or encroaching on a Regional road;
- p. The following area-specific policies shall apply:
 - i. Development density shall be concentrated close to the Dufferin/Centre Street intersection, and along the frontages of Dufferin Street and Centre Street;
 - ii. Corner sites should be defined by high quality urban and architectural design and contribute to the creation of a Dufferin-Centre “Gateway”;
 - iii. Maximum building heights shall provide for the tallest buildings, to be located at intersection locations, adjacent to transit stations, and such buildings shall be designed to allow stepping down of the heights towards adjacent Low-Rise Residential properties. The minimum height for buildings at gateway locations shall be two-storeys; and
 - iv. Pedestrian and vehicle crossings at the key intersection shall be well defined and designed to contribute to an attractive public realm and streetscape.
- q. In order to ensure that the arterial street frontages provide for a consistent street wall, and an attractive public realm with complimentary building massing, the following policies shall apply:
 - i. The setback for all non-grade related residential uses is 3.0 metres from any lot line fronting a public street. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior sidewall of the proposed building shall be on the setback;
 - ii. The setback for all grade-related residential should be between 3.0 and 4.5 metres.
 - iii. Permanent structural components of any building (colonnades and balconies) are not permitted to encroach into the defined public realm beyond the setback. The following encroachments into the defined public realm, beyond the setback may be permitted subject to approval of an appropriate permit/agreement by the City or York Region:
 - Awnings with a minimum clearance of 2.4 metres in height;
 - Outdoor cafés and seating for restaurants with temporary installed furniture and equipment;
 - Portable planters to delineate outdoor café and restaurant seating; and,

- Semi-permanent structures, including perpendicular signage attached to the building in accordance with the City of Vaughan's Sign By-Laws;
- iv. The amount of any permitted encroachment for non-residential buildings, whether temporary or permanent, shall be established by the City on a site-by-site basis;
- v. Buildings up to six (6) storeys or 22 metres in height, whichever is less, are subject to a minimum front and exterior side yard step back of 1.5 metres at the third or fourth storey;
- vi. Buildings greater than six (6) storeys or 22 metres and up to and including eight (8) storeys or 28 metres in height, whichever is less, are subject to:
- A minimum front and exterior side yard step back of 3.0 metres at the third or fourth storey;
 - For properties fronting on Centre Street and/or Dufferin Street and/or public open spaces that are wider than 30 metres, this step back may be provided at the fifth or sixth storey;
 - A maximum building length of 80 metres for levels of the building above the sixth storey or 22 metres that face a public street or open space; and,
 - A minimum facing separation distance of 20 metres between adjacent buildings; and,
- vii. Buildings greater than 8 storeys or 28 metres in height, whichever is less, are subject to:
- A minimum frontage of 50 metres, which may be adjusted to accommodate situations where a land assembly has been required to create logical planning units;
 - A minimum front and exterior side yard step back of 3.0 metres;
 - A minimum separation distance of 25 metres between the levels above the podium of adjacent buildings.
- 12.XX.5.2. In addition to the policies of this Plan, the implementing zoning by-law may establish specific requirements related to building height and massing, including angular planes, setbacks and step backs.
- 12.XX.5.3. Public Squares or publicly accessible private outdoor amenity space shall be designed as integrated parts of a greater multi-modal transportation network and allow for ground floor programming.
- 12.XX.5.4. All applications for development in this Plan area may be subject to review by the City's Design Review Panel in accordance with its mandate.

12.XX.6 The Fisherville Creek Channel

- 12.XX.6.1. The Fisherville Creek channel traverses the subject lands as shown on Map 12.XX.A. Prior to the development/redevelopment of adjacent properties, the applicant shall develop a rehabilitation plan and an edge management plan to the satisfaction of the City in consultation with the TRCA. The rehabilitation plan may include, but is not limited to: flood remediation, improving riparian cover, improving public access and viewing opportunities around the creek, and controlling invasive species. Such plans shall be approved by the pertinent authorities and be implemented through the development process;
- 12.XX.6.2. The Fisherville Creek channel shall remain public lands.
- 12.XX.6.3. Where appropriate, the Fisherville Creek channel shall be integrated into the active pedestrian and cycling network, either as a complement to an adjacent public road or as part of a dedicated active transportation system.
- 12.XX.6.4. Site alterations in proximity to Fisherville Creek Channel will require natural heritage and engineering studies (i.e., floodplain analysis) to evaluate potential flood risk and the need for infrastructure improvements. The Fisherville Creek Channel is within the Toronto and Region Conservation Authority (TRCA) regulation limit, therefore the TRCA shall be consulted regarding study and permitting requirements.

12.XX.7 The Transportation and Street Network

- 12.XX.7.1. It is the intent of this Plan to establish a highly connected and permeable network of local streets that accommodate vehicles, pedestrians and cyclists and promotes pedestrian connectivity to the transit facilities serving this Plan. The network will be secured through the Development Review process, including where appropriate, through the preparation of Development Concept Reports or through the Block Plan approval process, as specified in the Implementation Section of this Plan.
- 12XX.7.2. Continue to monitor road network performance by requiring the submission of a Transportation Impact Study, satisfactory to the pertinent road authorities, for each development application, assessing the effects on the road network and potential improvements that may be warranted.
- 12XX.7.3. Undertake measures that will target a 50% modal split for residents and employees within the Plan area by 2031, where a minimum of 50% of trips generated take place through modes other than the private automobile, such as transit or active modes, such as biking and walking.
- 12XX.7.4. All development applications will be required to submit a Transportation Demand Management Plan to support the objective of attaining 50% modal split by 2031. Such measures will be implemented by way of the implementing zoning by-law or by agreement with the City or other pertinent authority.
- 12.XX.7.5. Sharing of parking will be encouraged within this Plan, subject to evaluation by the City.
- 12.XX.7.6. Within the Plan area, surface parking is discouraged. Underground parking and structured parking shall be encouraged. Where surface parking is provided it shall not be located in the yard facing a public street.

- 12.XX.7.7. Where parking structures are permitted, the frontages shall predominately consist of *retail* uses or other active uses that animate the street.
- 12.XX.7.8. The design and materiality of parking structures shall be of a high quality and in keeping with adjacent buildings and be consistent with the City of Vaughan's Parking Design Guidelines including the provision of electric vehicle recharging stations and accommodation of smaller fuel efficient vehicles and bicycles.
- 12.XX.7.9. Pursuant to policy 4.3.2 of the Official Plan, reduced parking requirements shall be promoted within this Plan, based on its proximity to a higher order transit service. The specific requirements will be reflected in the implementing zoning by-law, which may include the sue of maximum parking requirements.
- 12.XX.7.10. Map 12.XX.A identifies the potential public local street network and intersection points that are intended to link the four quadrants together visually and, where possible, physically and to improve vehicular movement throughout this Plan, contingent on the future development potential of the southern quadrants. The public street network is intended to optimize connectivity while providing flexibility for a range of development scenarios by supporting the creation of logical planning units that will provide for attractive development commensurate with the design and development policies of this Plan. Minor modifications to the location and alignment of the planned public local street network are permitted without amendment to this Plan.
- 12.XX.7.11 The location and design of public roads and private driveway connections to arterial roads shall be subject to the approval of York Region, including the determination of whether such intersections may be all way and signalized or limited to a right-in right out condition.
- 12.XX.7.12 Where road and driveway connections to the Reginal roads are subject to the Ministry of Transportation's Corridor Control regulations all such intersections shall be approved by the Ministry.

12.XX.8 Parks, Landscape Buffers and Public Squares

- 12.XX.8.1. The City shall promote open space features as key aesthetic and functional components that complement adjacent developments.
- 12.XX.8.2. The open space system within this Plan should be focused on an interconnected system of Parks, Landscaped Buffers and Public Squares that are safe, inviting and interactive spaces. A high standard of hard and soft landscaping shall be required and be maintained in a healthy condition.
- 12.XX.8.3. Parks are for both passive and active recreational activities. They serve as important amenities for residents and employees. The scale and programming of the parks will hinge on a variety of factors such as adjacent land uses, densities and local needs.
- 12.XX.8.4. Map 12.XX.A. identifies the conceptual location for new Parks, Landscaped Buffers and Public Squares within this Plan. Minor modifications to the location of planned Parks, Landscaped Buffers and Public Squares are permitted without amendment to this Plan.
- 12.XX.8.5. Parks shall be conveyed in accordance with VOP 2010 policy 7.3.3.2. Lands to be conveyed for park purposes shall be located as generally shown as "Park" on Map 12.XX.A as it applies to the northeastern quadrant or "Potential Park" in the southern

quadrants, should development occur.

- 12.XX.8.6 The following shall not count for parkland dedication:
- a. Private outdoor Amenity space;
 - b. Landscape buffers;
 - c. Natural Heritage System and associated buffers; and
 - d. Lands to be used for stormwater management purposes and associated buffers;
- 12.XX.8.7. Suitably sized and located Parks and Public Squares resulting from the preparation of a Tertiary Plan for the southern quadrants shall be conveyed to the City as a condition of approval of draft plans of subdivision or site plan approval to ensure that the long term passive and active recreational needs of the local residents and employees are accommodated. Should the southern quadrants develop in accordance with the underlying Low Rise Residential designation, then the required park area will be established through the Development Review process
- 12.XX.8.8. Landscaped Buffers are linear green open spaces that serve to provide an appealing and “soft” transitional interface between new development areas and the rearyards of existing low-rise homes in adjacent neighbourhoods. They can also assist in mitigating any potential visual impacts associated with headlights, loading and parking areas. The scale and extent of these open spaces will vary being approximately 4.0 metres wide and may consist of trees, shrubs, planting beds, drainage swales and pedestrian pathways.
- 12.XX.8.9. Public Squares serve as focal points for the Dufferin Street and Centre Street area. Public Squares are designed at a level of service that could accommodate significant pedestrian traffic and may be used to accommodate community events and activities that attract the public. Public Squares function best when they are framed by highly animated uses such as shops, restaurants and cafes, and when consideration is given to the microclimate conditions to ensure comfortable use.
- 12.XX.8.10. Public Squares will be designed in accordance with the provisions of Official Plan policy 7.3.2.5. In addition the following development criteria and guidelines shall apply:
- a. Public Squares shall be a minimum of 0.2 hectares in accordance with the provisions of Section 7.3.2.6 of VOP 2010;
 - b. Abutting development shall be designed in coordination with the Public Square to ensure that an integrated design approach is adopted towards built form, pedestrian connections, maintenance and operations requirements, and ground floor programming;
 - c. Streetscapes along the street right-of-way that abut a park should be designed to reinforce a high-quality, formalized relationship between the open space and its adjacent land uses;
 - d. Hard and soft landscape elements and features within the Public Square shall be designed to define and articulate activity areas, such as circulation routes, entry points and seating and gathering areas;
 - e. Buildings should front onto the Public Square to create built form edges along the public space;

- f. Landscaping along the street frontage should include high canopy street trees and be complementary to the treatment provided on both sides of the street;
 - g. Entry/access points should be located conveniently and incorporate civic design themes;
- 12.XX.8.11. Private outdoor amenity space shall be built and maintained by the landowner, and a public access easement provided in favour of the City shall ensure that the space is open and accessible to the public at all times, or as identified in the easement agreement. Private outdoor amenity space shall not count toward parkland dedication.

12.XX.9 Implementation

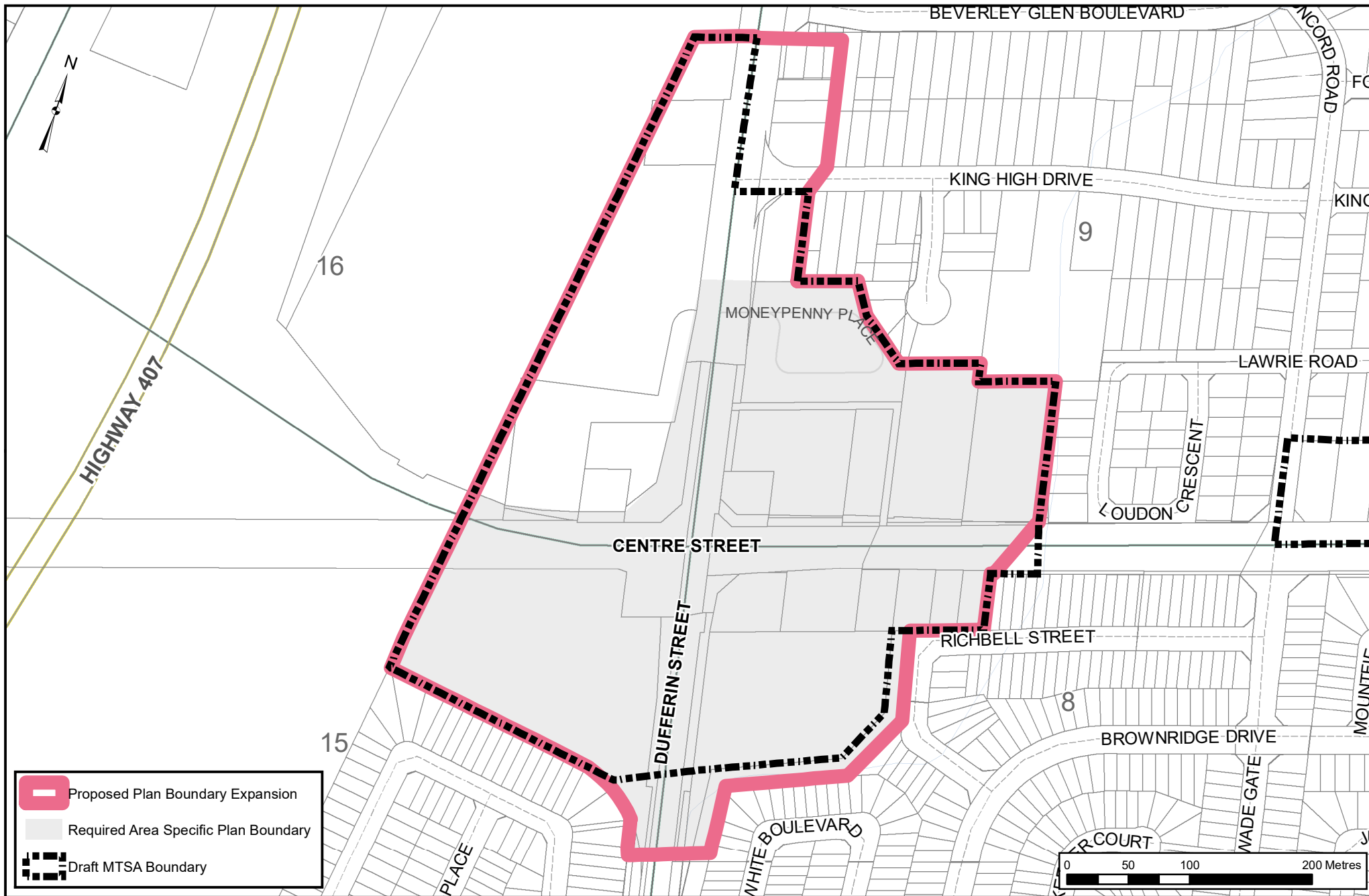
- 12.XX.9.1. This Plan shall be read in conjunction with all of the relevant policies of the Vaughan Official Plan 2010. Where there is a conflict between a policy in this Plan, and a policy in Volume 1 of VOP 2010, the policy in this Plan shall prevail.
- 12.XX.9.2. This Plan will be implemented using some or all of the following, as provided for under the Planning Act and the VOP 2010:
 - a. The approval of individual draft plans of subdivision/condominium and part lot control exemptions;
 - b. The enactment of implementing Zoning By-laws;
 - c. The registration of Site Plan Agreements;
 - d. The use of the Holding Symbol "H";
 - e. The dedication of parkland or cash-in-lieu of parkland;
 - f. The bonusing provisions for increases in height and density under Section 37 of the Planning Act;
 - g. The use of powers and incentives enabled by a Community Improvement Plan; and,
 - h. The use of development agreements registered on title to the satisfaction of the City.
- 12.XX.9.3. To facilitate a coordinated phasing approach to development within this Plan, the requirement for a Development Concept Report as outlined in policy 10.1.1.7. of the Vaughan Official Plan 2010 apply.
- 12.XX.9.4. Through the development review process the City may identify areas that will be subject to a scoped Block Plan process. The requirements for a Block Plan, as outlined in policies 10.1.1.15. and 10.1.16. of VOP 2010, shall apply.
- 12.XX.9.5. Prior to the development or redevelopment of the areas designated Further Study Area, beyond the level of development permitted by the underlying Low Rise Residential designation, a Tertiary Plan in the form of an Official Plan amendment, shall be completed. The intent of the Tertiary Plan is to establish the appropriate land use designations, permitted uses and building types and required parkland. In addition to the underlying Policies 10.1.1.3 and 10.1.1.4 of VOP 2010, the Tertiary Plan will address, but is not limited to, the following policy considerations:
 - a. A traffic study to establish the foundation for the street and block patterns including a potential full movement signalized intersection on Dufferin

Street on the southern edge of this plan and to examine road network functionality and capacity limits;

- b. Identification of the land-use designations, building heights and densities compatible with adjacent uses with such densities being influenced by the capacity of the road network and transit services;
- c. Built-form, urban design and public realm policies to shape the character of development;
- d. The determination of the park, open space and public square requirements consistent with Section 7.3 of VOP 2010 and the recommendations of the Active Together Master Plan;
- e. To confirm the non-residential portion of the land use mix and strategies, including, where appropriate, the provision of retail uses, office and service uses;
- f. Determination of the active transportation network, including provisions for walking and cycling within the Tertiary Plan area connecting to the Viva Rapid Transit and other transit services, and local community facilities and recreation spaces;
- g. Servicing requirements for the Tertiary Plan area including, but not limited to the consideration of the adequacy of the stormwater management and drainage system and the need for any necessary remediation measures;
- h. To provide for the protection and enhancement of the Natural Heritage Network, including any environmental reporting as required through Section 3.3.4 of the Official Plan;
- i. Community Impact Study to provide recommendations for the provision of community services and, including educational, social, health, arts, culture and recreation facilities;
- j. Provision of sustainable development measures consistent with Section 9.1.3 of the Official Plan and the City's Sustainability Metrics; and
- k. The identification of any policies required to ensure the orderly phasing of development.

Map 12. XX.A: Dufferin Street and Centre Street Intersection, Land-Use, Density, Building Heights and Street Network Plan





Draft MTSA and Proposed Plan Boundary Expansion

LOCATION:

Part of Lots 5 & 6, Concession 3, and
Part of Lots 5 & 6, Concession 2



Attachment

FILE:
26.19

DATE:
July 19, 2019

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