



DUFFERIN CENTRE STUDY REPORT

March 7, 2017

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The Planning Partnership
with Poulos & Chung Limited

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INTRO INTRODUCTION

The purpose of this study is to provide the City of Vaughan with the basis for a land use circulation and development plan for the lands around the Dufferin and Centre Street intersection that will guide the evolution of the intersection area to the year 2031 and beyond. It is intended to balance the interests of the Region of York, the City, the broader public, landowners, and other partners and stakeholders. It will permit the creation of a mixed-use node, in keeping with the governing Provincial plans and policies, the York Region and Vaughan Official Plans and other relevant planning documents.

In accordance with the policy direction, a key goal of this plan is to create a vibrant, mixed-use node, with transit-supportive densities and built form. It seeks to provide a comprehensive framework for access, circulation, land use and quality urban design and architecture that is based upon a coordinated approach to planning the for entire study area, consistent with the Public investment in rapid transit. It considers the area as a whole, its relationship to the surrounding streets and context, and how each property fits in, to avoid incremental decision making. The plan is premised on facilitating the ultimate integration of all four quadrants into a mixed-use node.

The Planning Partnership (planning and design) and Poulos & Chung (traffic and transportation) have worked in collaboration with the City of Vaughan to complete this Plan for the Dufferin Centre Study Area. The consultant team met with a series of key stakeholders, including representatives from various City and Regional departments, the Highway 407 ETR, the York Region Rapid Transit Corporation, Ministry of Transportation, and Infrastructure Ontario, among others. This resulted in the preparation of a Plan that addresses the northeast quadrant of the intersection and provides policies to guide the planning for the two southerly quadrants, should they come available for development.

Obtaining public comments was an important part of the process. A public open house was held on June 28, 2016 to kick off the study and gather input, and, another public open house was held on November 3, 2016 to review a draft framework plan for the study area and receive feedback. Further discussion with stakeholders has also been held. Out of these meetings the development and access plan for the subject area was developed, together with draft implementing land use, development and design policies.

01 Background & Context

The City of Vaughan initiated this study on the future of the Dufferin Street and Centre Street intersection in response to direction provided by the Vaughan Official Plan 2010. The need for this study is recognized in the Vaughan Official Plan 2010, which describes it as a “Future Secondary Plan Area” (Schedule 14-A). This study is being prepared to fulfill this requirement.

There are a number of factors that make the preparation of the Plan timely. The 407 Express Toll Route (407 ETR) is reconsidering whether the lands in the southeast and southwest quadrants of the intersection are needed for a future Centre Street-Highway 407 interchange. A study is on-going, which may lead to the release of the southerly quadrants for development at some point in the future. The York Region Rapid Transit Corporation (YRRTC) has also commenced construction of the Centre Street portion of the vivaNext Bus Rapidway. Two properties in the study area are subject to appeals to the Ontario Municipal Board. Other properties within the study area are subject to development applications.

Planning Context

Planning and development at the Dufferin and Centre Streets intersection is governed by the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Places to Grow), the York Region Official Plan, the City of Vaughan Official Plan (2010) and Zoning By-Law 1-88. This intersection accommodates significant transit and transportation infrastructure, including a new Viva Station, and

it is also in close proximity to the existing Highway 407 at Dufferin Street interchange and is approximately four kilometres from the soon to be opened (2017) Vaughan Metropolitan Centre TTC Subway Station.

The PPS and the Growth Plan

Promoting intensification and optimizing the efficient use of existing and planned investments in infrastructure, particularly higher order transit facilities, are important themes of both the PPS and the Provincial Growth Plan.

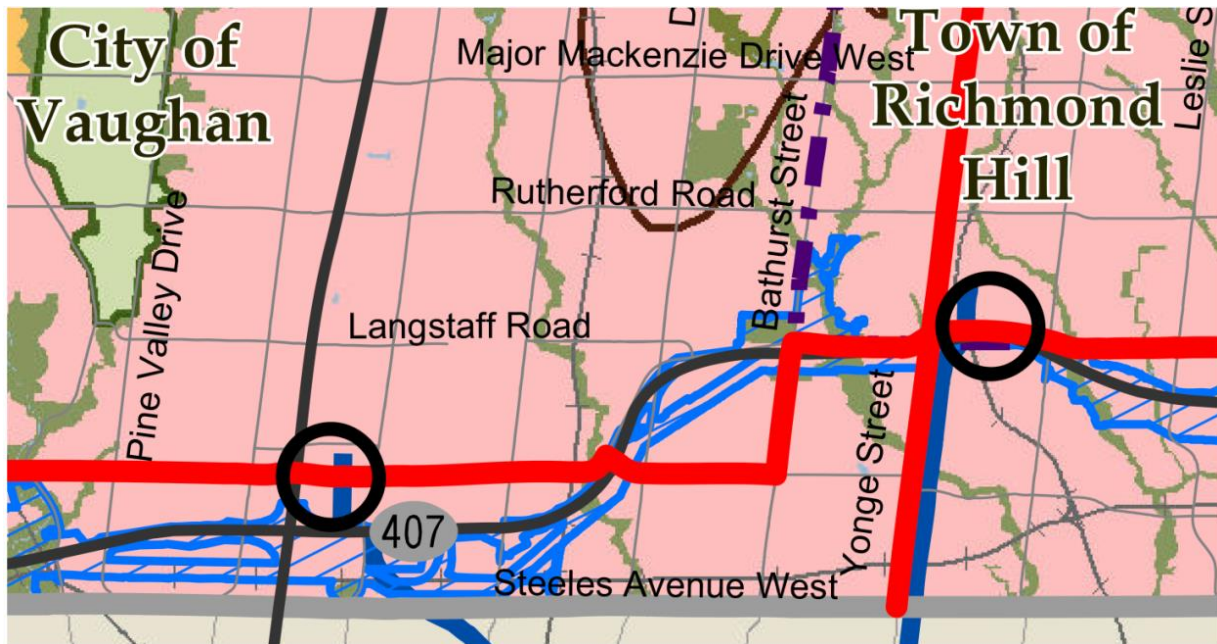
The PPS encourages land use that accommodates an appropriate range and mix of residential, employment, institutional, recreation, parks and open space, and other uses to meet the long-term needs of the community. Throughout the PPS, policies are supportive of land use patterns that are transit supportive, which the PPS defines as “compact, mixed-use development that has a high level of employment and residential densities.”

The Growth Plan’s Guiding Principles direct municipalities to “build compact, vibrant and complete communities.” Complete communities are defined as “compact, mixed-use development that have a high level of employment and residential densities” with the direction to “optimize the use of existing and new infrastructure to support growth in a compact, efficient form.”

In this regard, the proposed intensification of the Dufferin Street and Centre Street intersection is

consistent with the PPS and in conformity with the Provincial Growth Plan.

Figure 1: York Region Official Plan, Map 1, Region Structure



The York Region Official Plan (YROP)

The York Region Official Plan implements the Provincial policies at the Regional level. The YROP guides economic, environmental and community building decisions across the Region. Map 1, Regional Structure (above) of the YROP identifies the Study Area as an Urban Area and Centre Street as a Regional Corridor. Chapter 5 of the YROP describes the desired growth of Urban Areas and Regional Corridors as follows:

“Intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region. Regional Centres and Corridors will be prominent locations for the highest levels of intensification.”

Map 1, Transit Network, identifies Centre Street as a Regional Rapid Transit Corridor and Dufferin Street as a Special Study Area.



Intensification is to occur at strategic locations in the Corridor and at GO Transit Stations. The YROP also sets out an overall long term density target of 2.5 FSI (Floor Space Index) for development areas within the Regional Corridor.

The City's Official Plan is required to be in conformity with the YROP.

Figure 2: Selection of Policy Map 12.9.A of Chapter 12 of the Vaughan OP

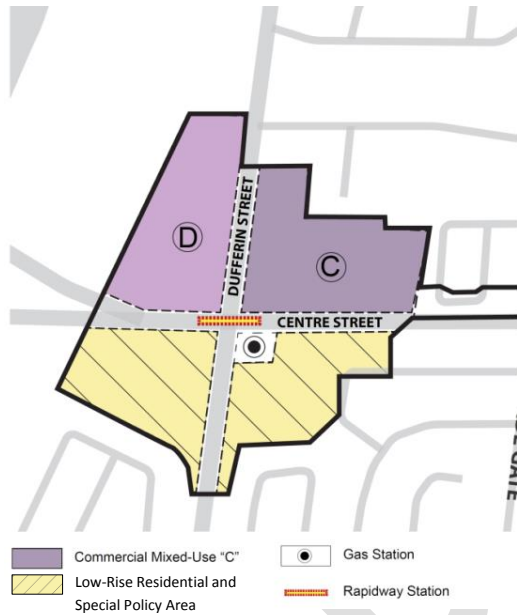
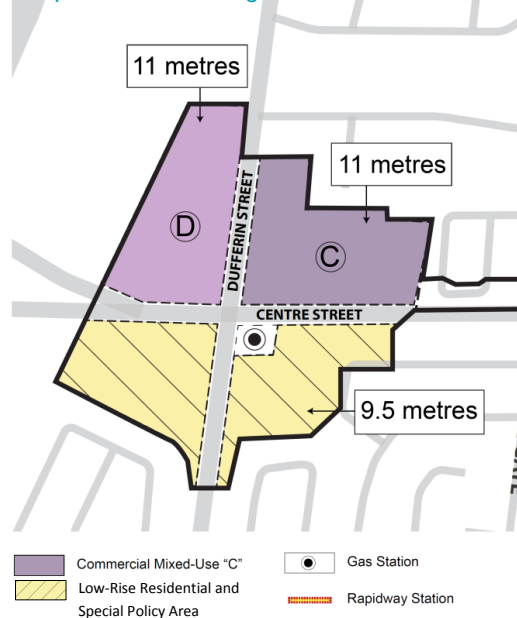


Figure 3: Selection of Policy Map 12.9.B of Chapter 12 of the Vaughan OP



Vaughan Official Plan 2010

Current Policies

The current policies applying to the intersection area are set out in Section 12.9 of Volume 2 of VOP 2010 (Centre Street Corridor Area Specific Policies). The intent of the policy is described as follows:

“The goal of this Area Specific Policy is to improve the Centre Street Corridor, shown on Map 12.XX.A, as an attractive, pedestrian-friendly and transit-supportive corridor through the application of a comprehensive, coordinated and integrated approach to planning, transportation, environmental sustainability and urban design, consistent with the Centre Street Urban Design Guidelines, which shall apply to all new development and redevelopment.”

The Centre Street Corridor Area Specific Policies contain special direction for the Study Area's north east quadrant. The policies designate the north east quadrant as Commercial Mixed-Use Area C, a designation that permits commercial and retail uses, but not residential uses. Policy 12.9.8.3 calls for new development to take the form of “consolidated nodes in accordance with good design principles with emphasis on common internal traffic circulation”.

The two southerly quadrants are designated Low-Rise Residential and Special Policy Area. In recognition of the uncertainty over the status of the two southerly quadrants.

Future Direction

In recognition of the transitional nature of this area, Schedule 14-A “Areas Subject to Secondary Plans” of the VOP 2010 identifies the two southerly quadrants of the intersection and the northeasterly quadrant as a required Secondary Plan area. The intersection area is designated as a “Regional Intensification Corridor” on Schedule 1 “Urban Structure” to

reflect the direction of the YROP. The City's Regional Intensification Corridors are the Regional Corridors that have been identified for major higher order transit investments, like the Viva Rapidway on Centre Street. Intensified development of the lands fronting onto these routes will support the transit investment by providing supportive ridership in the context of urban main streets which will connect Regional Centres and Intensification Areas in Vaughan and across York Region. (See Figures 4 and 5)

It is intended that these corridors will safely accommodate pedestrians and cyclists along with motor vehicles; and evolve overtime by providing for mixed-use intensification.

Planning For Intensification

The Vaughan Official Plan 2010 in Policies 10.1.1.3 and 10.1.1.4 identifies matters that must be addressed when preparing secondary plans. Policy 10.1.1.3 speaks to more general issues, while Policy 10.1.1.4 contains specific provisions for lands such as the Dufferin-Centre intersection area. It would be considered a "Key Development Area", which is defined as properties with frontage directly on the street forming a Regional Intensification Corridor. The preparation of this plan is guided by these policies. Under policy 10.1.1.4 Plans for these areas shall include, among others, consideration of the following:

- Minimum density requirements and targets established by the Region and the Province;
- The establishment, implementation and/or continuation of a fine grained street grid;
- An urban built form that is massed and designed to create active and attractive pedestrian oriented streets for all seasons with ground floor uses such as retail, human and personal services;

- A concentration of the intensive and greatest mix of uses within a five minute walk of rapid transit stations;
- A minimum requirement for 35% of new housing units to be intrinsically affordable;
- Policies that sequence development in an orderly way coordinated with the provision of human services, transit and other infrastructure;
- Policies to promote excellence in urban design and sustainable design.

Role in the City's Urban Structure

The City's Urban Structure is shown on Schedule 1 to VOP 2010 (Figure 4). The key elements of the Urban Structure for this area is its location on a Regional Intensification Corridor and its proximity to other intensification areas. Centre Street and Highway 7 link the Bathurst and Centre Street "Primary Centre" on the east with the Concord Centre "Local Centre" on the west. The Dufferin-Centre intersection area represents an opportunity to provide for development node between the two Centres, which due to its size, fragmentation, and access issues would not readily support the level of development planned for the Centres. The anticipated scale of development currently permitted or underway at Concord Centre and Bathurst and Centre is 3.5 FSI or greater, with buildings up to a maximum height in the range of twenty five (25) storeys. The level of development for this area does not warrant this intensity of development.

Figure 4: VOP 2010, Schedule 1, Urban Structure

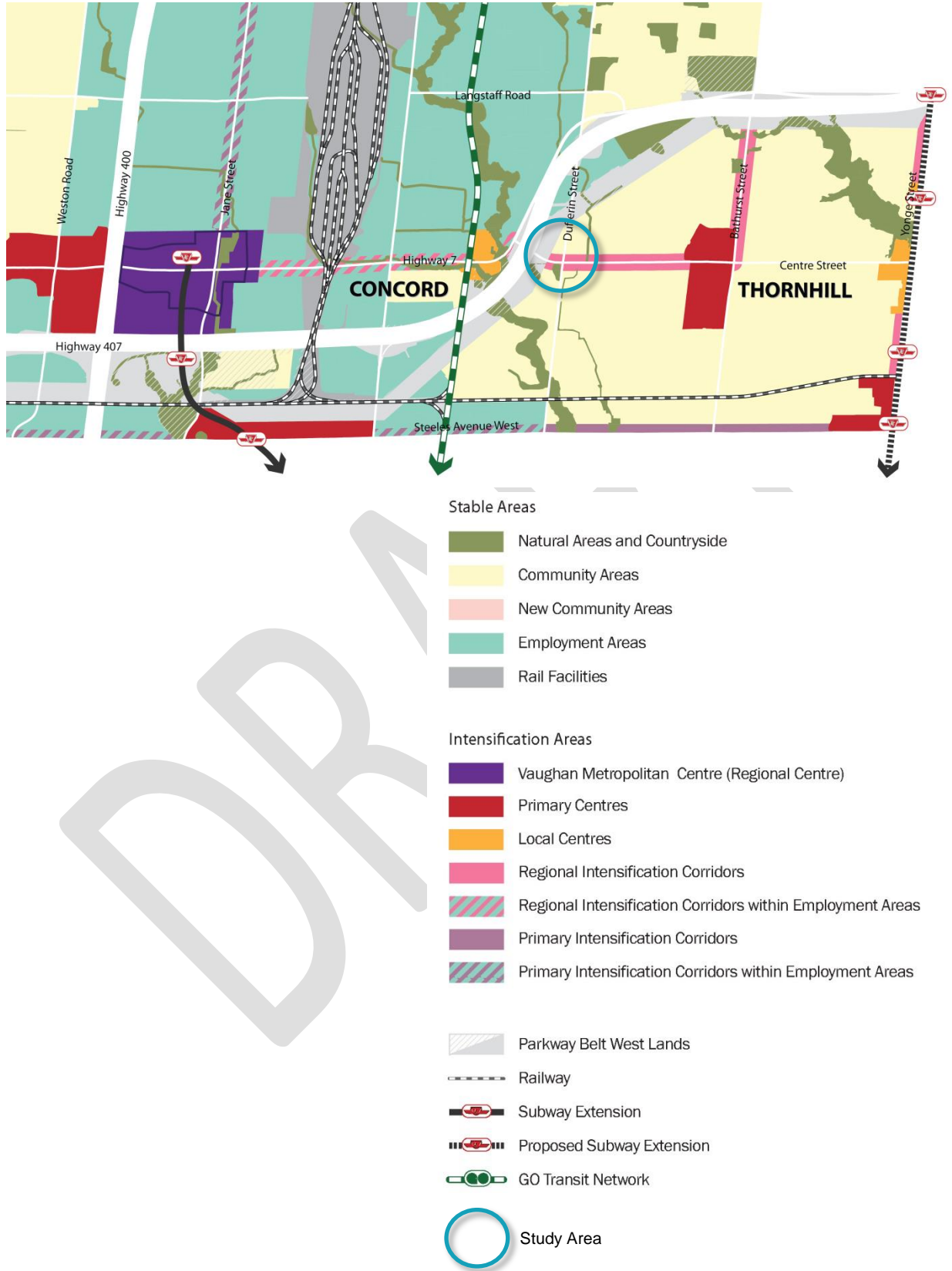
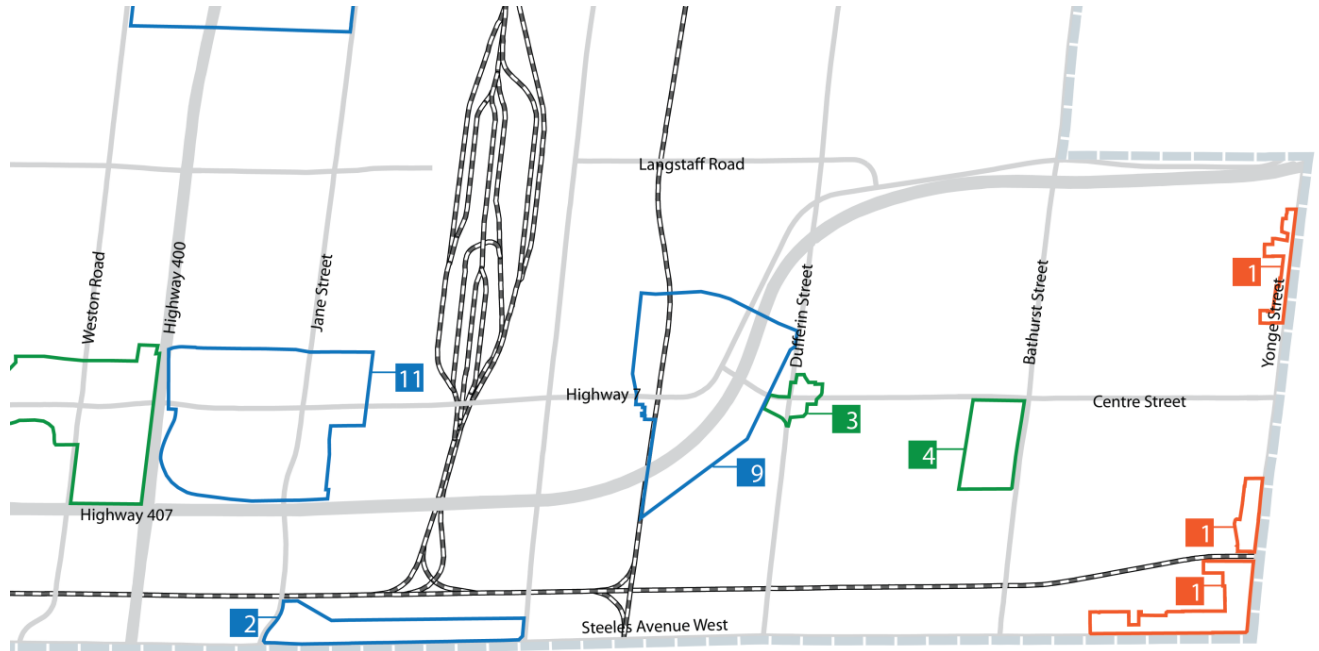


Figure 5: VOP 2010, Schedule 14-A, Areas Subject to Secondary Plans



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- Secondary Plan Areas - Chapter 11
- 1 Carrville Centre - 11.2
- 2 Steeles West - 11.3
- 3 Highway 400 North Employment Lands - 11.4
- 4 Kipling Avenue - 11.5
- 5 Maple GO Station Area - 11.6
- 6 Vaughan Mills Centre - 11.7
- 7 North Kleinburg-Nashville - 11.8
- 8 West Vaughan Employment Area - 11.9
- 9 Concord GO Centre - 11.10
- 10 Woodbridge Centre - 11.11
- 11 Vaughan Metropolitan Centre - 11.12

- Secondary Plan Areas to be Approved (adopted by Council on September 7, 2010)
- 1 Yonge Steeles Corridor

- Required Secondary Plan Areas
- 1 Weston Road and Highway 7
- 2 New Community Areas (Blocks 41 & 27)
- 3 Dufferin Street and Centre Street
- 4 Promenade Mall

Area Specific Studies

The Centre Street Urban Design Guidelines + Streetscape Plan (2013)

The purpose of the The Centre Street Urban Design Guidelines + Streetscape Plan (CSUDG) was to ensure that the Corridor's transformation is planned and designed appropriately, so that future development supports the transit and intensification objectives, while at the same time, ensuring that future development respects and complements the adjacent stable residential neighbourhoods.

The CSUDG provides specific guidance for the intersection area by defining it as a Gateway Centre and a character area. While it has no status as a land use plan under the Planning Act, its guidelines contain a number of principles that helped to influence the development of the urban design policies that are reflected in this plan. As such the CSUDG informed the

preparation of the resulting land use and transportation plans and assisted in the formulation of the design policies.

A Working Definition for Urban Gateway

In urban planning gateways refer to places which define an entry into a community, district or city. Gateways are designed as landmarks to express a distinctive image for the area that also symbolizes an arrival at or departure from a special district. A gateway is a social hub for the local communities which can offer a variety of services and higher density development to support local businesses. They are often intended to incorporate mixed-use developments enhanced by outdoor spaces, such as public squares, parks and pedestrian/cycling pathways. The scale and treatment of gateway spaces and built form will vary depending on the importance and function of the area.

Figure 6: Centre Street Urban Design Study Urban Design Framework

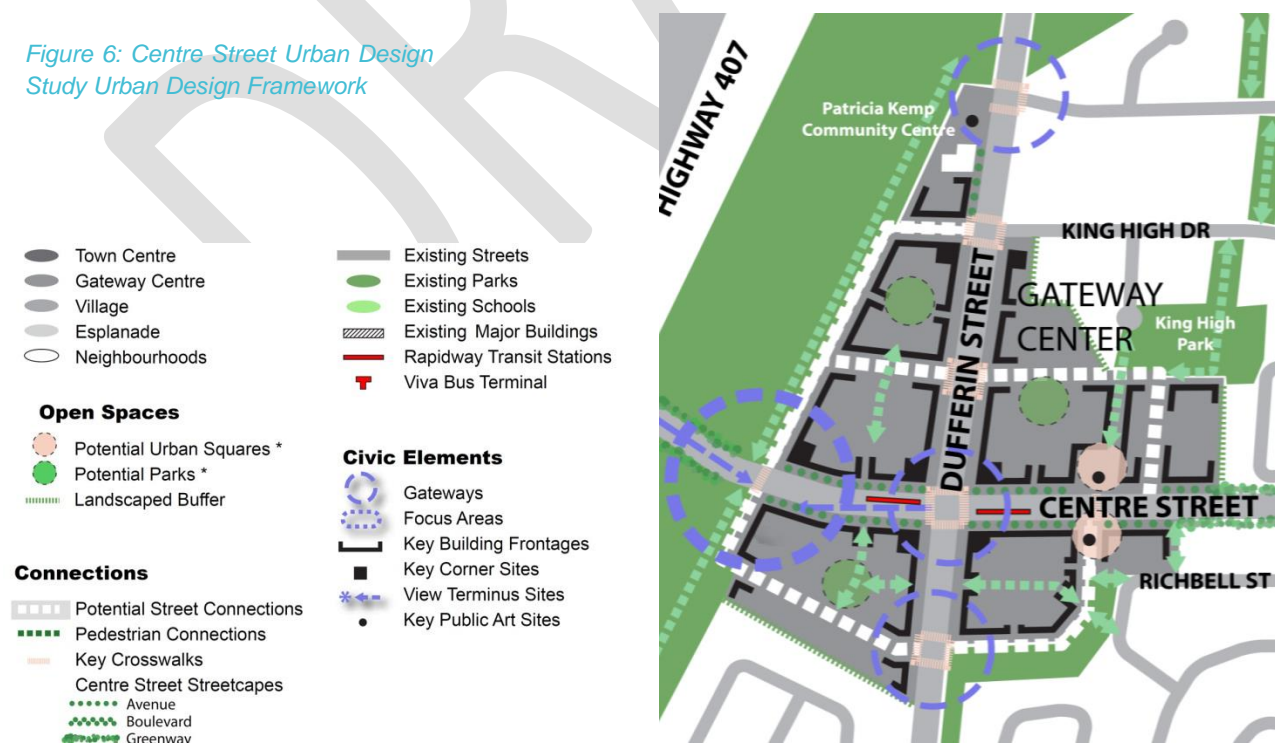
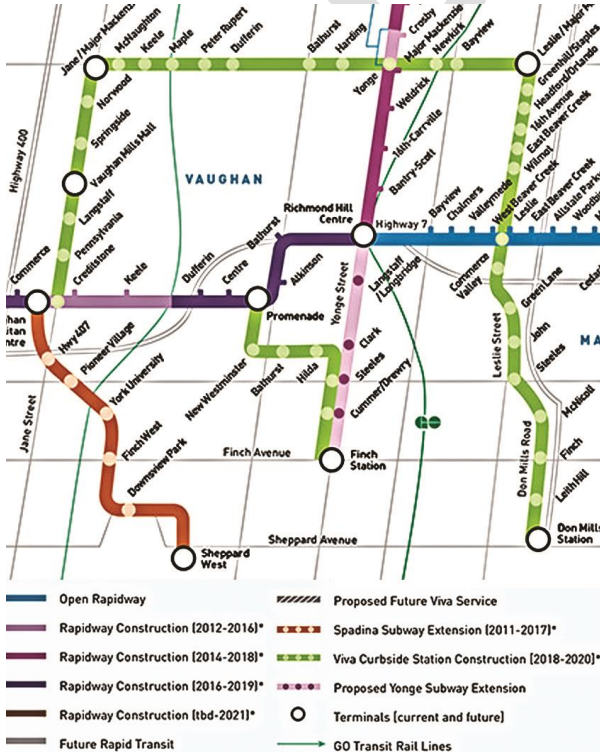


Figure 7: City of Vaughan Zoning By-Law 1-88



R1	Residential	C2	General Commercial
EM1	Prestige Employment	C6	Highway Commercial
C1	Restricted Commercial	A	Agricultural

Figure 8: VivaNext Transit Plan



Zoning By-Law 1-88

The Study Area is governed by the City of Vaughan Zoning By-Law 1-88. The area is zoned Highway Commercial, Agricultural, Prestige Employment and Residential, as shown on Figure 7. An amendment to the Zoning By-law will be required to reflect the policies of the new Plan

Status of Current Infrastructure Initiatives

The Dufferin Street and Centre Street Study Area will be served by several higher order public transit initiatives.

The most significant of these is the development of the vivaNext bus rapidway along Centre Street. The Rapidway (dedicated bus lanes) and Centre – Dufferin Station are now under construction with the initiation of service projected for 2020-2021. The Rapidway will provide a convenient link to and from the Plan area, facilitating access to the VMC, the City's new downtown and the Yonge-Spadina subway extension, which is projected to open in 2017. In combination, these two initiatives provide the study area with transit linkages of a regional scale.

Existing Site Conditions and Development Applications

The study area is predominantly composed of vacant land and lower intensity land uses, such as commercial plazas, single detached homes and a gas station. A more detailed description of the existing conditions in each quadrant of the Dufferin Street and Centre Street intersection is set out below.

The Northwest Quadrant

This quadrant is currently vacant but is subject to pre-existing planning approvals. This site is triangular and is bounded by Centre Street to the south, Dufferin Street to the east and the Hydro Corridor to the northwest (Figure 9, Parcel 1). The geographical configuration of the quadrant and its proximity to the Hydro Corridor and 407 ETR significantly limits opportunities for road access into the southerly part of the site.

The VOP 2010 designates the subject lands "Community Commercial Mixed-Use" with a maximum building height of four (4) storeys and a maximum density of 1.0 FSI (Floor Space Index). The VOP 2010 originally identified the quadrant as a part of Required Secondary Plan Area. However, on September 27, 2011, Vaughan Council approved the removal of the subject lands from the Secondary Plan area. Consequently, on January 29, 2013, Council approved Site Development File DA.11.004 to permit the development of one four (4)-storey office building and five single-storey service commercial buildings with a combined Gross Floor Area (GFA) of 4,381 m² and an FSI of 0.35. Construction has not commenced. Residential uses are not permitted by the current approvals.

The Northeast Quadrant

This quadrant is divided by two 6-metre wide parcels of land currently owned by the City (Shown as City-Owned Lands on Figure 9). The City's lands form an "L" and run through the quadrant connecting Dufferin Street to Centre Street. These lands were acquired for infrastructure purposes for major public sanitary sewer lines. Currently, the northern east-west leg is leased to Centre Shim Corp and is used as drive-through lane for an existing fast food restaurant.

Figure 9: Current Applications And Appeals



The remaining north-south portion of the City lands is used by Concord Foods Inc. as part of a temporary driveway access to Centre Street.

The lands north of the "L" are occupied by two single detached homes (Figure 9, Parcel 4). These lands are municipally known as 7803 and 7815 Dufferin Street and are the subject of applications for amendments to the Official Plan and Zoning By-law 1-88 and for site plan approval (Files: OP.16.001, Z.16.001 and DA.16.003 as submitted by 2464879 Ontario Inc. - City Park Homes). The applications are proposing a development consisting of 56 townhouse dwellings. The applicant has filed appeals of VOP 2010 (Appellant #159) along with site specific appeals related to the development applications. An Ontario Municipal

Board pre-hearing conference is anticipated early in 2017.

The remaining lands consist of commercial buildings fronting along Centre Street. These buildings are single-storey retail/commercial shopping centre style buildings with surface parking lots.

The vacant property at the immediate northeast corner of Dufferin Street and Centre Street, municipally known as 1438 Centre Street (Figure 9, Parcel 3), is subject to an Ontario Municipal Board appeal of the VOP 2010 – Appellant #60. No development application has been submitted at this time.

There is also another 6-metre wide strip of land that is currently City owned which runs along the east boundary of this quadrant south from King High Park to Centre Street. This strip is an open channel that forms part of the area's stormwater drainage system. It is a tributary of the Don River called Fisherville Creek and continues to run through a culvert under Centre Street into the southeast quadrant of the Plan area. Fisherville Creek presents an opportunity for ecological restoration along with its important stormwater drainage function.

This quadrant also abuts residential areas at its northeastern and eastern boundaries and King High Park on the north boundary of the Centre Street frontage. There will be the need to consider compatibility issues adjacent to the residential areas and opportunities to incorporate the park into an overall development plan for the area.

The Southeast Quadrant

The majority of this quadrant is vacant and belongs to the Province (through the Ministry of Transportation). The lands were acquired by the Province as part of the Highway 407 program and were planned to accommodate a ramp to

Highway 407 as part of a potential full movement interchange at Centre Street. It has not been determined whether this interchange will be required and the process is underway to assess whether it is warranted. If these lands are not required they may be released by the Province for development at some point in the future. This is addressed in more detail elsewhere in the report.

In respect of the other land uses, this quadrant abuts an existing low-rise residential community to the south and east. There is an existing City owned 10-metre wide strip of land along the eastern boundary. It functions as an open channel that is a continuation of area's stormwater drainage system that runs under Centre Street from the northeast quadrant (Fisherville Creek).

There are also seven smaller parcels located along Centre Street. The parcel at the southeast corner of Dufferin Street and Centre Street is currently occupied by a gas station. However, this property has also been identified as an area of interest by MTO. These lands may be acquired by MTO should they be needed to construct the Highway access ramp as originally contemplated for this quadrant. The two parcels east of the gas station are also part of the area of interest and are already owned by MTO. The remaining four residential parcels along Centre Street are not part of this area interest by MTO. This quadrant is currently designated "Low-Rise Residential" with a "Special Policy Area" overlay by VOP 2010, similar to the southwest quadrant.

The property municipally known as 1445 Centre Street (Figure 9, Parcel 2) is subject to a development application (DA.13.042) proposing a four storey office building. It has been subject to a Public Hearing but has not proceeded to final approval.

The Southwest Quadrant

Similar to the southeast quadrant, the entire southwest quadrant belongs to the Province through the MTO and was also acquired as part of the Highway 407 project to accommodate the ramps to the planned interchange. These lands are currently vacant pending the determination of the need for the interchange, which is now underway. They will remain undeveloped until it is determined whether the lands are required for the interchange, or can be deemed surplus, for the purpose of disposal by the Province.

This quadrant is also adjacent to an existing established low-density residential community to the south and the Hydro Corridor lands located to the west. The lands in this quadrant are currently designated “Low-Rise Residential” with a “Special Policy Area” overlay by VOP 2010.

Impact of the Viva Rapid Transit system and other Transit Networks

The York Region Official Plan identifies Centre Street as a Regional Rapid Transit Corridor and forms part of the vivaNext transit plan. The dedicated rapidway and station is under construction. The design will restrict in bound and out bound turning movements to right-in right-out for the properties abutting Centre Street. This movement restriction considerably reduces the flexibility and efficiency of the road system as it will force drivers to take indirect routes to proceed in their desired direction, recognizing that outbound left turn movements will not be available. As a result, improved access and connectivity to the quadrants from the arterial street network, with the introduction of an internal road network, is needed to support the level of development anticipated for this area by the proposed policy regime. To enhance the effectiveness of the internal road network, obtaining one signalized arterial road

intersection to serve each quadrant would be desirable.

Given the presence of the rapidway on Centre Street, it will only be possible to pursue signalized intersections on Dufferin Street. York Region’s minimum distance separation between signalized intersections typically is 300 to 400 metres, and as low as 215 metres with Regional approval. The only potential opportunities for signalized intersections are located at the northern end of the northeast quadrant and at the southerly end of the two southerly quadrants.

In 2010, York Region widened Dufferin Street from Steeles Avenue to Langstaff Road from four to six traffic lanes. The purpose of the road widening was to encourage carpooling and alternative travel modes by dedicating the additional lanes to Transit / High Occupancy Vehicle (HOV) and bicycle travels. The presence of the HOV lanes will conflict with the private accesses. Ultimately, the private access points should be consolidated to minimize impact on the traffic flow. This would be achieved through an internal road network.

Ministry of Transportation and ETR 407 Interests in the Southern Quadrants

Highway 407 was planned in the late 1950’s and 1960’s to divert the traffic load from Highway 401 as an additional Toronto by-pass. The Highway was ultimately incorporated into the Parkway Belt West Plan. Highway construction began in 1987 and this section was completed in 1997. In 1999 Highway 407 was leased to ETR International Inc. with the obligation to construct and complete seven interchanges along the existing highway including an interchange at Centre Street. The agreement, however, was later amended to defer the construction of the

Centre Street and Kipling Avenue interchanges to 2020. The new agreement requires an independent study of the Technical and Financial Feasibility of each interchange. During this period the 407 ETR was obligated to initiate the study to determine whether construction of any of the interchanges was warranted, needed to be further deferred, or not needed, where the lands may be disposed of for alternative uses. Originally, it was expected that this analysis would be completed in 2015. However, the feasibility study is underway and is expected to be concluded by the end of 2017.

The results of the Feasibility Study will impact the extent and scale of future development of the area. If the Feasibility Study warrants the construction of the interchange, the following constraints will result:

1. The interchange traffic may increase the traffic speed and discourage pedestrian movements within the plan area.
2. The construction of the interchange further expands the MTO's Access Control Area which limits the number and type of access points within the area.
3. The interchange's physical presence reduces the opportunity for creating a pedestrian oriented neighbourhood and the possibility of creating a sense of community in the area.
4. It conflicts with the following Council resolution adopted on August 25, 2003.

"Whereas the proposed interchange at Highway 407, Centre Street and Dufferin Street has the potential to disrupt the adjacent residential area with traffic noise, interfere with the community feeling of the area and adversely affect the aesthetics of the area;

Whereas the area is well served by the existing interchange at Dufferin Street;

Whereas the community does not perceive a benefit from the construction

of the interchange of Centre Street and in fact many area residents are strongly opposed to an interchange at this locations; and

Now therefore, the Council of the City of Vaughan resolves that the Ministry of Transportation/ETR be requested to remove any plans for construction of an interchange at Highway 407 and Centre/Dufferin Streets from its program for future development of Highway 407."

Consultation to-date indicates that the public does not support the construction of the interchange.

Implications of the Potential Interchange on Policy Development

The Area Specific Policies have been prepared in consideration of the Region of York and the Ministry of Transportation policies. The minimum distance separation requirements for signalized intersections and the dedicated transit right of way along the middle of Centre Street will limit access along Centre Street and Dufferin Street area to predominantly right-in right-out access. The MTO / 407 ETR policies for the Centre Street interchange will greatly impact the development of policies for the area. Currently, the agencies undertaking the interchange feasibility study are determining whether its construction is economically justified. Should the feasibility study justify construction of the interchange, the area will continue to be subject to MTO's Corridor Management Access review policies.

As a result of this uncertainty the planning for the southern quadrants is conceptual and focuses on establishing a formal process for undertaking the required planning. While removal of the interchange provision would be beneficial, it is currently uncertain as to when it might happen. Also it would be risky to prescribe a density to the area, not knowing whether it may be achieved. This would require

confirmation as to whether a signalized intersection is available to serve the southerly quadrants and whether an alternative interchange configuration, not involving these lands is chosen.

However, should MTO release the lands as surplus, the preparation of a Tertiary Plan is recommended to guide the development of the lands by providing more detailed planning policies by way of a further Official Plan amendment, should there be a proposal for development beyond that which is permitted for the underlying Low Rise Residential designation.

The preparation of the Tertiary Plan will address, but is not limited to, the following policy considerations:

- 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;
- Identification of 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;
- Built-form, urban design and public realm policies to shape the character of development;
- The determination of the park, open space and urban square requirements consistent with Section 7.3 of VOP 2010 and the recommendation of the Action Together Master Plan;
- To confirm the non-residential land use mix and strategies, including, where appropriate, the provision of retail uses and service uses;
- Determination of the active transportation network, including provisions for walking and

cycling within the Tertiary Plan area connecting to Viva Rapid Transit and other transit service, and local community facilities and recreation spaces;

- 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 other necessary remediation measures;
- 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;
- A community impact study to provide recommendations for the provision of community services including educational, social, health, arts, culture and recreation facilities;
- Provision of sustainable development measures consistent with Section 9.1.3 of the Official Plan and the City's Sustainability Metrics; and
- The identification of any policies required to ensure the orderly phasing of development.

These policies will complement the current policies already contained in VOP 2010 regarding planning for Key Development Areas (Policies 10.1.1.3 and 10.1.1.4).

There is also an opportunity for the abutting lands designated "Low-Rise Mixed-Use", fronting on Centre Street, in the southeast quadrant, to be integrated into the Tertiary Plan.

These provisions would be reflected in the area specific policies governing the intersection.

\\02 PLANNING PROCESS

Public Engagement

Two public open house meetings were held on June 28, 2016 and November 3, 2016 with the stakeholders and the public residing in the study area and surrounding community.

The First Public Open House

In the first public meeting an overview of the study process, the existing conditions and background policies was presented. The presentations also included an update on the status of the Highway 407 lands and the current planning applications.

Public Comments:

The participants identified the following issues:

- There was opposition to the planned Highway 407 interchange in the area;
- There were concerns about safety and the amount of traffic along the arterial roads;
- There was a desire for a broader mix of retail commercial/ restaurant uses;
- Any road connection into/through the established residential neighbourhoods was opposed.

The Second Public Open House

At the second public meeting, many of the issues and concerns that were heard at the first meeting were taken into consideration in the preparation of the draft land use plan and public street network. The plan for the northeast quadrant featured a layout that supported the evolution of a more transit supportive urban

environment. The northwest quadrant maintained its existing approvals and the southern quadrants were identified for further study as a result of the uncertainty over the interchange. The proposed densities reflected the current policy framework and were planned to transition from higher density at the Dufferin-Centre intersection to lower density adjacent to the existing neighbourhoods. There was also a proposed public road network providing connections to both Dufferin Street and Centre Street in each quadrant. The plan provided maximum connectivity to support the potential densities without including any additional street connections into or through the established residential neighbourhoods.

Public Comments

The participants of the second meeting provided feedback which has been evaluated. A number of issues were identified as requiring a response are set out below. A number of other responses resulted in adjustments to the Plan. These changes are discussed in the subsequent section.

Public Feedback and Response to Matters Raised at the Second Public Meeting

- **Issue:** The construction of the planned Highway 407 Interchange would have a great impact on the community. The City should voice the community concerns to encourage MTO to release the lands as surplus for development.

Response: All involved organizations in the decision making process for future of the lands, such as ETR 407, MTO and Infrastructure Ontario have been approached and informed about the local residents' concerns and Council's past action requesting MTO/ETR to remove the interchange from its construction plans. However, the future of the lands will be depend on the results of the ETR/407 feasibility study

- **Issue:** The proposed Mid-rise development that suggest building heights up to twelve (12) storeys was expressed as a radical change which is in conflict with the existing low-rise community.

Response: the outcome of this study must conform to the provincial policies (e.g. The Provincial Growth Plan) and regional policies (The Regional Official Plan) when conducting its land use planning, and these policies direct growth to areas that are well-served by transit, particularly rapid transit. These policies require higher density built forms to ensure adequate level of ridership of the upcoming rapid transit to the area. To minimize the impact of the proposed mid-rise developments on the surrounding neighbourhoods, they will be required to provide a proper transitioning.

- **Issue:** To improve traffic flow in the area all traffic lights should be synchronized.

Response: York Region will be asked to look into possibility of synchronization of traffic lights along regional roads.

- **Issue:** The City should study if the impact of Dufferin Street designated HOV lane on the traffic flow.

Response: York Region will be encouraged to review the impact of the exiting Dufferin Street HOV lane on the traffic flow.

- **Issue:** The City was encouraged to provide plans for all four quadrants of the intersection, including the Provincial lands.

Response: The intent of the Vaughan Official Plan 2010 for the area was to develop a plan for all four quadrants of the intersection. However, the northwest quadrant was excluded from the study area as a result of receiving permission to proceed with its application and was exempted from the Secondary Plan requirement. The application for development of the quadrant went through a development approval process that included public consultation. To date there has been no formal contact with the owners of the site expressing interest in an alternative development. The northwest quadrant was included in the study area as part of the review for the purposes of providing the overall planning context and existing conditions. The area requiring a land use plan covers the remaining 3 quadrants.

In terms of designating alternative uses for the provincial lands, the City has been working closely with the province to ensure that the feasibility study for the potential interchange will be completed expeditiously. MTO and 407 ETR are well aware of the City's position on the interchange. The feasibility study is the next step in bringing the City more certainty on whether an interchange is required. The Province is currently moving ahead with the feasibility study and it is expected that the project will be completed by the end of 2017. If the Province declares the lands surplus and makes them available for alternative uses,

the City or applicant will commence a Tertiary Plan to provide the policies that will guide the development of these lands for the future. This study, however, provides a conceptual demonstration plan (Appendix 1) which approximates the density and building heights provided for the northeast quadrant. It also incorporates the urban design principles and guidelines that have resulted from this exercise, VOP 2010 and the Centre Street Urban Design Study. It is noted that the demonstration plan does not confer any development rights on the southerly quadrants and is provide only as an illustration of what could be a variety of alternative outcomes

Changes Made to the Plan as a Result of Public Feedback from the Second Public Meeting

The following adjustments were made to the Plan or were reflected in the proposed policies (Appendix 2)

- An interconnected network of active transportation modes was suggested to be developed through parks, trails and multi-use paths, and boulevards, connected to the regional public transit. (This is addressed in Policies 12.XX.8.2 and 12.XX.8.9 as shown on Figure 10.)
- Installation of signalized full-movement intersections would increase pedestrian safety by reducing the occurrence of illegal U-turns at the Dufferin and Centre Street intersection. (This is addressed in Section 5, The Transportation Plan section of this study and the Policies in 12.XX.7 and on Figure 10).
- A broader mix of additional retail commercial, social gathering spaces and active outdoor spaces was favoured to serve the existing and future communities in the area. (This is addressed in Policy

12.XX.5.1.q. Policy 12.XX.5.3., 12.XX.8.9. and 12.XX.8.10.).

- The Centre Street Urban Design Streetscape Plan (2013) shows parks within all quadrants of the intersection, this Plan has supported the location of public parks within each quadrant of the intersection within the Plan area. (refer to Figure 10 and Policy 12.XX.8.).
- In order to ensure that any issues relating to stormwater management will be adequately resolved, all site alteration in proximity to the Fisherville Creek Channel will require natural heritage and engineering studies (i.e., floodplain analysis) to evaluate potential flood risk and infrastructure improvements. The Fisherville Creek Channel is within the Toronto and Region Conservation Authority (TRCA) regulation limit, therefore TRCA shall be consulted regarding study and permitting requirements. (This is addressed in Policy 12.XX.6.1.)

Stakeholder Involvement

The Area Specific Policies have been prepared in consideration of the Region of York and the Ministry of Transportation policies. They have been consulted throughout the process. The minimum distance separation requirements for signalized intersections and the dedicated transit right of way along the middle of Centre Street will limit access to all of Centre Street and much of Dufferin Street to right-in right-out accesses. The MTO / 407 ETR policies for the Centre Street interchange will greatly impact the development of policies for the area. Currently, the agencies undertaking the interchange feasibility study are determining whether its construction is economically justified. Should the feasibility study justify construction of the interchange, the area will continue to be subject

to MTO's Corridor Management Access review policies.

The Toronto and Region Conservation Authority and City Departments have been consulted in regard to their mandates.

The City staff have held meetings or received communications from most of the landowners within the study area. Input received to date has been considered in preparation of the Plan.

Opportunities and Constraints

Based on the review of current conditions and governing public policies as well as the results of the public and stakeholder engagement processes to-date, the following opportunities and constraints that face the intersection area have been identified.

Opportunities:

- It is at a gateway location from the north and west into the Thornhill-Concord Community;
- It is in close proximity to Highway 407;
- It is at a high profile arterial road intersection;
- It will be served by the Viva Bus Rapid Transit Station;
- It is approximately 4km from the Vaughan Metropolitan Centre and the VMC Subway Station;
- The extent of vacant land and existing low intensity development is an opportunity to develop for Transit Oriented Development (TOD);

- There is an opportunity to develop internal street networks and to achieve full movement accesses to serve potential development sites;
- There is an opportunity through the development of the plan to upgrade the existing storm water management system and to create a green pedestrian pathway through the Study area.
- The overall area and configuration allows for the creation of efficient urban blocks; and.
- It provides a catalyst to introduce additional parks into the area and improve existing parks.

Constraints:

- There is traffic congestion in peak periods;
- Site access is constrained by the Regional Engineering standards for intersection locations and the Bus Rapidway along Centre Street resulting in limited opportunities for full-movement signalized accesses to Dufferin and Centre, limiting accesses mainly to right-in right-out movements;
- Multiple land ownerships in some areas may require land assemblies to coordinate and optimize development and access locations;
- Uncertainty remains over the status of the lands in the south quadrants; and
- MTO Highway Corridor Management restrictions may impact site access.

03 THE DRAFT PLAN

The proposed planning policies are intended to ensure that the transformation of the Plan Area supports the identified transit and intensification objectives of the Provincial and Regional policy framework, while respecting and complementing the adjacent residential neighbourhoods. Figure 10 shows the proposed internal road pattern, the land use designations and the maximum building heights and densities. The draft policies governing the development of the intersection are set out in Appendix 2.

The policy regime includes the uses permitted by the land use designation, and the urban design policies that will support compatible development, attractive architecture and building form and sustainable design. It also provides policies that will guide the future planning of the MTO lands (the “Further Study Area”) in the southern quadrants, should they not be required for the 407-interchange and become available for development.

Figure 10: Land use, Density and Building Heights and Street Network



It is noted that this will be an evolutionary plan, guiding the development of the area to 2031 and beyond. As such, development and redevelopment may not occur quickly and many of the existing uses may remain in place until the owner(s) decide it is an appropriate time to develop or redevelop. The plan will provide the framework for this type of evolutionary development. Owners who wish to proceed with development would be expected to conform to the plan and where necessary accommodate its requirements for infrastructure and urban design treatments through their respective development applications.

The overall structural concept, which is best illustrated in Area 4 (northeast quadrant), introduces the Mid-Rise Mixed Use designation in the vicinity of the Centre Street and Dufferin Street intersection where a maximum building height of 12 storeys is provided along with a maximum density of 2.5 FSI, which is consistent with the Regional Official Plan's overall objectives for the Regional Corridors and VOP 2010. Mixed use buildings would be focused on the Dufferin and Centre Street frontages providing the framework for a pedestrian friendly urban streetscape. The heights and densities transition lower away from the intersection and continue to step down towards the existing stable Low-Rise Residential neighbourhoods. To the east along Centre Street, the maximum height decreases to eight (8) storeys and the density to 2.0 FSI; and to the north along Dufferin Street the maximum height reduces to six storeys with a minimum density of 2.0 FSI, under a Low Rise Residential designation. Three-storey townhouse typologies are considered appropriate to provide a transition to the adjacent low-density residential neighbourhood in this area.

The proposed development is connected to the surrounding Arterial streets and transit routes

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through a network of internal roads. Adequate road spacing and design will allow for efficient development parcels which reduce the potential for traffic flow interruption on Dufferin and Centre Streets, by ultimately consolidating the multiple private accesses to the Regional road system. The Plan integrates pedestrian access into the surrounding parks and trails, while providing for interconnectivity within and between the quadrants.

The draft land use plan identifies four distinct planning areas within the study area. The planning areas are shown on Figure 11 and are described in more detail below:

Area 1 Northwest Quadrant (Vaughan Crossings Inc. Lands):

Area 1 is located at the northwest corner of Centre Street and Dufferin Street. This Area was previously removed from the Required Secondary Plan Area by the City on September 27, 2011 and is not part of the Plan. The approved designation for the site will remain unchanged and this study does not recommend any revisions to the recently approved land use and density. However, there is the potential to create a signalized access to this quadrant.

Area 2 Southwest Quadrant (MTO/ETR 407 Lands – Further Study Area):

Area 2 is a part of the MTO Highway 407 lands which are leased to ETR 407 with obligations to construct and complete an interchange to connect the Highway to Centre Street. As noted elsewhere, the status of these lands is under review. Until it is determined that these lands will be available to be developed they will be protected by the Province. The policy response is to maintain the Further Study Area overlay, with the underlying Low Rise Residential designation. Should the lands be made available for development, the City will require a more

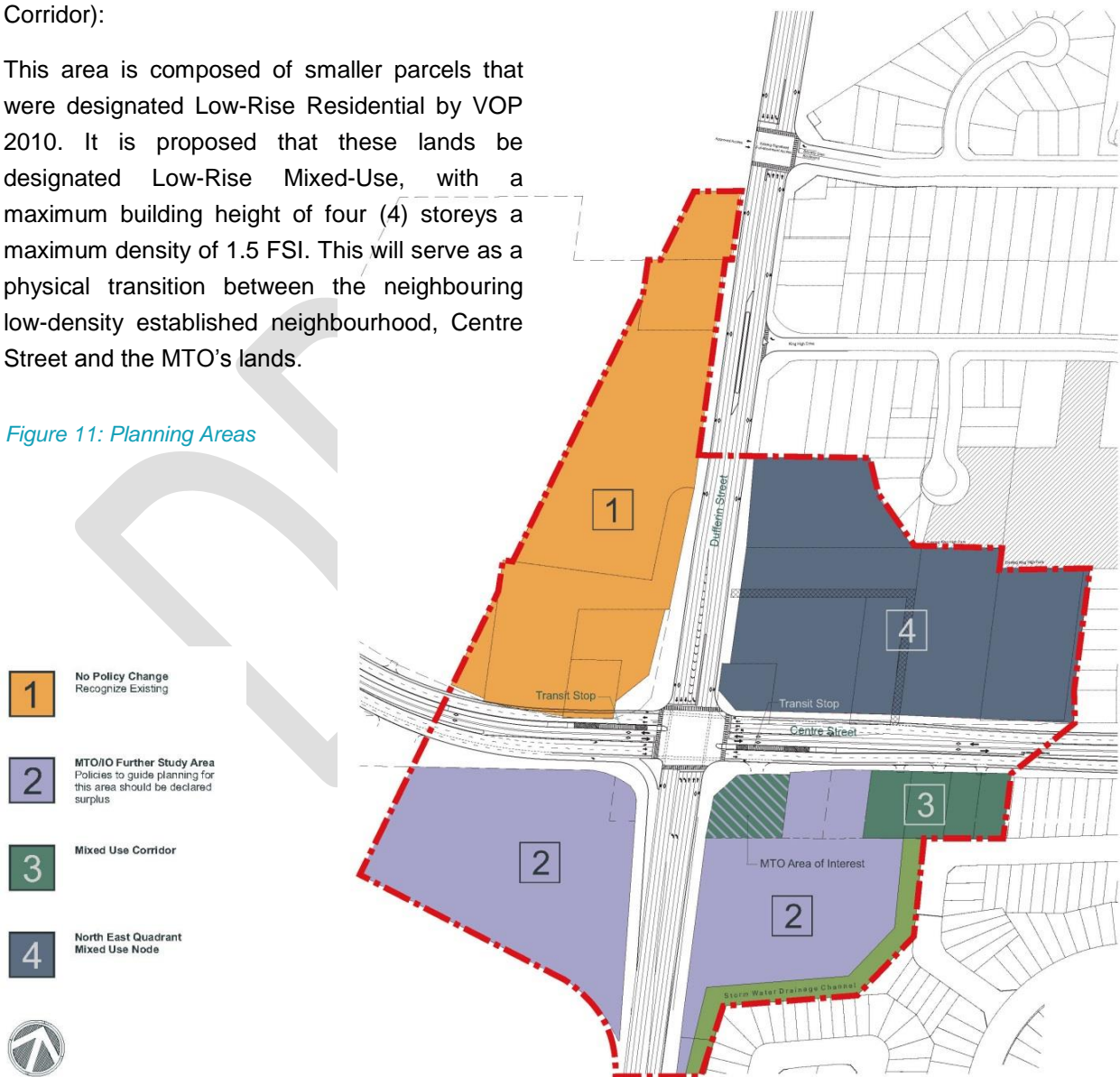
detailed plan to be prepared, in the form of a Tertiary Plan for development beyond that which is permitted by the Low Rise Residential designation. This will include further review of the proposed street network and access points and the designation of land uses suitable to the area. The requirements for the preparation of the Tertiary Plan where set out in Section 1 under “Implications of the Potential Interchange on Policy Development”. These criteria are reflected in the policies set out in Appendix 2.

Area 3 Southeast Quadrant (Mixed-Use Corridor):

This area is composed of smaller parcels that were designated Low-Rise Residential by VOP 2010. It is proposed that these lands be designated Low-Rise Mixed-Use, with a maximum building height of four (4) storeys a maximum density of 1.5 FSI. This will serve as a physical transition between the neighbouring low-density established neighbourhood, Centre Street and the MTO’s lands.

These lands may be assembled and be incorporated into a comprehensive development in conjunction with the adjacent MTO lands should they be declared surplus, subject to the preparation of the Tertiary Plan in accordance with the Further Study Area policies. If these lots are to be developed, the overall development quality would be improved by the assembly of the individual lots. This would allow for the consolidation of access points, the coordination of parking, improved streetscapes and more efficient utilization of the land.

Figure 11: Planning Areas



Area 4 Northeast Quadrant (Mixed- Use Node):

Currently this area is zoned commercial with single-storey commercial plaza buildings. As a result, larger lot sizes are potentially available for assembly to support the planned higher density development at the corner of Dufferin Street and Centre Street. The intention is to transition to lower densities away from the intersection towards the surrounding established low-density communities to the north and east. Area 4 will include two distinct land use designations, Low-Density Residential and Mid-Rise Mixed Use.

The north section of Area 4 proposes residential uses to a maximum height of six storeys with a maximum density of 2.0 FSI. The proposed local street and the lower building height and density will serve as transition to the adjacent Low-Rise residential lots.

The south portion of Area 4 is the most appropriate location to introduce with higher density mixed-use developments for the following reasons:

1. This segment of Area 4 is adjacent to the future Viva Bus Rapid Transit station which will be conveniently accessible to future residents.
2. The intersection area is located away from the existing low-density communities with minimal visual impact.
3. Taller buildings at this location will be highly visible to the commuters and will play an important role in developing a landmark or Gateway feature identifying the entry to the Thornhill-Concord community.

4. Mixed-use Mid-rise developments provide the opportunity to create an attractive urban environment, which would support a pedestrian-oriented streetscape and public realm that will complement the new transit station by encouraging ridership.

The policies set out in Appendix 2 will serve to implement these aspects of the plan.

04 Urban Design & Environmental Sustainability

Centre Street is defined in the York Region Official Plan (YROP) as a Regional Corridor. The Vaughan Official Plan conforms with the YROP and in doing so designates it as a Regional Intensification Corridor. Section 12.9 of Volume 2, the policies currently applying to this area, are based on the objective of transforming the Centre Street Corridor into, “an attractive, pedestrian- friendly and transit-supportive corridor through the application of a comprehensive, coordinated and integrated approach to planning, transportation, environmental sustainability and urban design.”

To advance this objective, the City prepared the Centre Street Urban Design Guidelines + Streetscape Plan (2013) (the CSUDG). It envisions the area evolving into a Local Gateway with a mix of uses, including social and commercial activities. In coordination with the CSUDG the Urban Design Guidelines and Environmental Sustainability policies of the Dufferin Street and Centre Street Area Plan will be based on the following urban design principles:

1. To ensure all developments in this Plan will be built with regard to the goals and objectives of Green Directions Vaughan the City’s Community Sustainability and Environmental Master Plan. .
2. To uphold the quality of urban space by:
 - creating a destination with a strong visual identity and sense of place by enhancing the landscape and built environment

- developing a well-defined gateway (as described in this study) through built form, massing, orientation and site layout
 - promoting a pedestrian friendly street environment and community by bringing social activities to the Gateway area and street frontages
 - promoting high quality streetscapes, open spaces, pathways, architecture and amenities
3. To develop a well-integrated and connected community through the creation interconnected, safe and comfortable pedestrian and cycling network linking the local parks, squares and open spaces to the transit station and surrounding infrastructure.
 4. To create transit-supportive built form, by concentrating higher density mixed-use developments with at-grade commercial units and social gathering places within a walking distance of the transit station.
 5. To ensure that development throughout the area is of a human scale and provides a sensitive transition to surrounding low-density neighborhoods.

These considerations form the basis for the implementing Sustainable and Urban Design policies that are set out in Appendix 2.

05 THE TRANSPORTATION PLAN

Access and Circulation Options

The access and circulation plan was developed in consultation with the public and other stakeholders, and was informed by a number of planning, design and transportation considerations that will influence the development of the Plan Area. The considerations were as follows.

- **Inter-quadrant Connectivity:** Facilitating opportunities for movement between the four quadrants will help the Study Area function as an integrated whole and allow for pedestrians and cyclists to access different parts of the plan area without the use of a car.
- **Need to Maximize Integration with the Existing Arterial Road Network:** Developing new public rights of ways that will integrate into the existing arterial road network to provide road users with various accessibility options and minimizing traffic on the major corridors.
- **Consolidating Accesses to Preserve Arterial Road Mobility:** The greater the number of access points to major corridors, the greater the potential there is for road users to interrupt the flow of traffic on Dufferin and Centre Streets.
- **Emphasis on Full Moves Intersections:** Placing an emphasis on signalized intersections that permit full moves gives road users more travel options and will allow users to access corridors based on preference and traffic volumes pursuing full

movement access, where possible, should be prioritized.

- **Need to Minimize Impact on Existing Neighbourhoods:** The Plan should minimize traffic infiltration into the existing neighbourhoods, while continuing to support pedestrian connectivity for pedestrians and cyclists.
- **Need to Create Feasible Development Parcels:** Shared parking and consolidated accesses, based on a well-designed internal public road network, will reduce the automobile footprint and facilitates the creation of sustainable development parcels that can be developed efficiently with higher quality design.

Traffic Functional Design

Traffic movement and distribution is one of the major challenges facing both existing and new development in this area. The upcoming Centre Street Bus Rapid Transit (BRT) will place further constraints on the local traffic by limiting full movement access along Centre Street within the plan area to right-in right-out (RIRO) accesses. The proposed road network plan was derived in consideration of these challenges and is reflected in the Land Use, Densities, Building Heights and Street Network Plan shown in Figure 10.

Considering these limitations, providing an appropriate public road system that integrates into the arterial street network will be necessary. The new street network needs to be spaced appropriately to allow for efficient traffic

operation and the creation of development urban blocks and to encourage efficient pedestrian movement while providing the area with better transportation options, including access to higher order transit. Accordingly, the Dufferin Street and Centre Street Plan proposes four RIRO accesses along Centre Street. These access points will be located approximately 125 meters from each other and 160 meters from the Centre and Dufferin intersection.

Provision of signalized intersections will provide local drivers and pedestrians with better travel options and flexibility, based on their preferred travel direction. Therefore, this Study proposes a full-movement signalized intersection on Dufferin Street near the north boundary of the plan. This location not only provides Area 4 (Northeast Quadrant) with increased capacity to accommodate vehicular and pedestrian traffic from future developments in that quadrant; but it also provides Area 1 (Northwest Quadrant) with an opportunity for better access should the owner be interested in amending its plans to incorporate this proposed signalized intersection (Figure 10). Currently, a parking lot is shown on the approved plan and a connection to the proposed intersection may be possible with minor adjustments to the existing site approval.

There is also, a RIRO access proposed for halfway between the Centre and Dufferin intersection and the proposed new signalized intersection. This access separates the frontage of Area 4 into two developable blocks, with frontages of approximately 100 metres. It corresponds to the location of the existing City owned 6 metre wide “L” shaped strip of land that is currently being used as a driveway access by the existing businesses. It is expected that the City lands would form part of the future public local road network, which would be created during the redevelopment process. Use of the City owned lands would minimize the amount of

private land necessary to build the local road network.

Finally, there is a potential for a second signalized intersection on Dufferin Street close to the southern boundary of the study area, should the 407 Interchange not be required and the lands being made available for development. If so, the proposed intersection is required to be evaluated by York Region for signalization (Figure 10). This proposed signalized intersection should be further evaluated in the preparation of the Tertiary Plan.

Results of the Dufferin Street at Centre Street Functional Design Review and Intersection Operations Assessment

As part of the study process the transportation engineering consultant, Poulos and Chung, undertook an assessment of the potential traffic impact of the proposed development of the area. The traffic study is based on the approved development densities for Area 1 (Northwest Quadrant), the proposed densities for Area 4 (Northeast Quadrant) and the proposed densities for the unencumbered lands in the Southeast Quadrant that front on Centre Street (Area 3). No density was assigned to the MTO lands in the southerly quadrants (Area 2) as there remains uncertainty over their medium term development status. If Area 2 is to be released by MTO, it would be subject to a further assessment through the preparation of a Tertiary Plan.

Projected Impacts on the Dufferin Street and Centre Street Intersection

The review assessed the existing as well as forecasted traffic for the horizon years of 2026. The 10 and 20 year horizon periods are dependent on the build out rates for the study area and the corridor. The results of the

analysis confirm that the southbound left turn and southbound through vehicle movements will continue experiencing increased delays and congestion levels.

During the afternoon peak hour, vehicle volumes increase in all directions of travel; the optimized signal timing cannot provide sufficient green times to clear vehicle demand; and the westbound left turn lane and the southbound left turn lane are experiencing significant delays.

In response an analysis was conducted incorporating a double left turn condition southbound on Dufferin Street at the Centre Street intersection. It was concluded that the introduction of a double left turn lane would improve the overall operation of the intersection. However, this is not a favoured response at this time based on the adverse impact on the overall intersection function and the negative effect on the pedestrian experience.

Review of the Proposed Signalized Intersection on Dufferin Street

In recognition of the proposed internal road network and the additional signalized access on to Dufferin Street north of Centre Street, an analysis was undertaken to assess the impacts of its function and design. The plan provides for a 205-metre distance separation between Centre Street and the new signalized intersection. It will be necessary for both intersections to function without conflict, such that there is sufficient queuing space to accommodate left turn movements for both intersections, without overlap. The review tested the new northerly intersection assuming the development levels proposed in this Plan and that it would ultimately accommodate traffic from the approved development to the west. In considering the Dufferin and Centre intersection two scenarios were considered, one featuring a single left turn lane and one providing for a

double left turn lane. The vehicle queue lengths were then calculated and then compared against the available storage capacity. With single left turn lane, it was calculated that it would exceed the queuing capacity.

Testing of the double left turn lane alternative indicated that it significantly shortens the southbound left turn queue at Centre Street and would not interfere with the vehicle demand for westbound turns into the west side of Dufferin Street and the operations of the new Dufferin Street intersection. However, as noted earlier, due to the negative effect on the pedestrian comfort and intersection operation, the double left turn lane option at the Dufferin and Centre Intersection is not considered as a preferred option.

Consideration of the Potential for Traffic Infiltration through Local Roads

Concern about traffic infiltration was raised by members of the public at the open house. A travel time study was undertaken to assess this concern. It was noted that:

- King High Drive is restricted to RIRO access. The only traffic that could infiltrate this area would be outbound traffic from this area (Area 4) that could use King High as an alternative to get to Centre Street.
- A travel time analysis was conducted to compare the King High Drive/Concord Road route to Centre Street, versus accessing Centre Street by way of the new intersection. The analysis indicated that it would take longer to proceed eastbound by way of the infiltration route than by using the new traffic signal, in consideration of signal timing and speed limits.
- Results speak to the benefit of the internal road system and the new signalized intersection.

The Proposed Policy Response

The results of the traffic study indicated that there would continue to be challenges to the function of the Dufferin Street-Centre Street intersection, mainly due to traffic volumes. This would be expected primarily as a result of increases in the amount of traffic generated elsewhere (background traffic) and to some degree, the incremental traffic generated by the development of the intersection area during the 2017-31 period. The study used a conservative modal split of the 30%, meaning that 30% of the new residents of the intersection area would be transit users. A long-term increase in the modal split to 50% or greater would reduce the impact of the new development on the function of the road network. Fifty percent (50%) is the target identified in the Regional Official Plan for intensification areas by 2031.

The new development will not take place immediately. Therefore, a strategy to address the traffic issues should be aimed at increasing the modal split to 50%, by encouraging residents to use the improving transit system and by optimizing the performance of the intersection by way of operational improvements. The strategy should provide for the following:

1. Plan for and implement an efficient internal road network system connecting to the arterial street system that consolidates over time multiple private accesses, provides for signalized intersections where possible, thereby maximizing choice of travel direction for drivers and pedestrians and minimizing the potential for traffic infiltration into adjacent residential neighbourhoods.
2. Continue to monitor road network performance and require the submission of a Transportation Impact Study with each development application, assessing the effects of the development on the road

network, and the potential improvements that may be warranted (e.g. signal time changes, intersection design).

3. Provide for the conveyance of the affected portions of the internal road network at the time of development of the individual sites for the purposes of consolidating the access points.
4. Require a Transportation Study as part of the required Tertiary Planning process should the southerly quadrants of the intersection come available for development. It will assess, among other things, access locations, potential for signalized intersections, the need for and timing of system improvements and the traffic implications of alternative land use mixes, densities, and connections to public transit.
5. Respond to the improving level of rapid transit services, (including the vivaNext BRT system and the Dufferin Street station, the opening of the subway extension to the Vaughan Metropolitan Centre and the longer-term potential for a GO Rail station at Highway 7) by requiring all development to incorporate Transportation Demand Management (TDM) plans to direct more residents to alternative modes of travel.
6. The TDM measures would be secured through the development approval process for each parcel. These may include:
 - Placing maximums on the required number of parking spaces for each project.
 - Increasing active transportation by ensuring that bicycle parking is provided on each site and the buildings are well connected to sidewalks and trails.
 - Encouraging transit oriented purchase incentives, such as a Presto Card, to

introduce new residents to the transit system.

- Provision of trip-end facilities for office buildings, such as change rooms and showers.

This strategy should be reflected in the policies emerging from this study.

It is recognized that traffic will continue to present challenges, particularly at certain times of the day. However, unlike many locations this area will see improving rapid transit over the next five to ten years. In addition, there is the opportunity to develop internal road networks to distribute traffic more efficiently and provide for a signalized access, together with the opportunities presented by Transportation Demand Management programs.

Approvals Required

As noted elsewhere in the report, road network connections and design alterations to Dufferin and Centre Streets will require the approval of York Region. Provincial (MTO) approvals would also be required where the roads are within their defined Corridor Control area surrounding existing or potential interchanges.

06 PUBLIC SPACE

Parks, Landscape Buffers and Urban Squares

The Dufferin Street and Centre Street Intersection Plan promotes parks and open space features as key aesthetic and functional components that compliment adjacent developments. The open space system focuses on achieving an interconnected system of Parks, Landscaped Buffers and Urban Squares. These elements serve as important amenity areas and transitional buffers for both the new residential population as well as the surrounding neighbourhoods. The Plan proposes that additional parkland be added to the south portion of existing King High Park to allow for greater street frontage and access by residents to the north and south.

A requirement to consider additional parks has also been included as part of the comprehensive review envisioned by the Tertiary Plan for the Further Study Area, should the lands be made available for development. Given the development potential of the two southern quadrants it will be important to provide adequate parkland to serve any future population and augment existing facilities. The size and location of the park will be determined through the preparation of the Tertiary Plan.

The plan proposes Landscaped Buffers which will act as linear green spaces that serve to provide an appealing and “soft” interface between new development areas and the backyards of existing low-rise homes in adjacent neighbourhoods. The purpose is to mitigate any

potential visual impacts and provide a transitional buffer to the existing residential community. The scale and extent of these open spaces will vary but should be approximately 4.0 metres wide and may consist of trees, shrubs, planting beds, drainage swales and pedestrian pathways.

The proposed Urban Squares are generally hard surfaced open space areas associated with a civic or commercial function. They vary in shape and size depending on their purpose, but are generally smaller and more intimate in scale than parks. Urban Squares generally serve high pedestrian traffic areas and may be used to accommodate events and activities that result in public gatherings.

The integration of the Open Space System is illustrated on Figure 10 with the determination of the parkland size and distribution for the southerly quadrants to be determined through the Tertiary Plan process.

The Policies governing parks and open space areas are set out in Appendix 2.

07

IMPLEMENTATION & CONCLUSION

Information presented in this document outlines and responds to the challenges and opportunities facing the future of the Dufferin Street - Centre Street intersection area. The policy direction suggested will provide the basis for an amendment to the Vaughan Official Plan that will conform with the policies of the Province, York Region and the City of Vaughan, while recognizing the need to adapt to a set of evolving conditions. In addition, building on the implementation policies of the Vaughan Official Plan 2010, the following strategies should be employed to ensure that the vision presented in this document is realized:

Implementation

Property Assembly

The development of the Plan area, as envisioned, will only be possible with property assembly. The creation of logical development parcels, in terms of their dimension and configuration, will help to optimize the form and function of the resulting development. It is in the interests of both the municipality and private land owners to create parcels from the existing property fabric that are amenable to quality development. Potential benefits include: minimizing the number of access points on Dufferin and Centre Streets; allowing for build-out at the densities recommended, with the greatest latitude possible to implement quality urban design; having greater flexibility in incorporating a mix of uses; and having

sufficient street frontage to ensure high visibility and opportunities for a consistent well-planned streetscape. Policies to this effect will be reflected in the resulting Plan.

Communications with 407 ETR and York Region

The optimal development of the Dufferin- Centre Plan area requires a comprehensive access plan for connections to Centre Street and Dufferin Street. While a full movement access onto Centre Street has been precluded, securing one or more full movement signalized access to Dufferin Street will be important. This will require the approval of York Region. The City of Vaughan should continue to work with York Region to confirm the arrangements for the northerly Dufferin Street intersection; and when appropriate investigate the opportunity for a second Dufferin Street intersection at the south end of the two southerly quadrants of the Plan area. All Provincial approvals, where required, will need to be obtained.

The City should also continue to play an active role in 407 ETR's assessment of the necessity of using the lands in the southerly quadrants for an interchange. Council may wish to reiterate its position on this matter.

Development Review and Approval

Implementing zoning by-laws should reinforce the objectives of the Vaughan Official Plan 2010 and the area specific provisions of this Plan by

establishing definitive standards to implement the intent of the Official Plan. Development proposals including Site Plan applications should be subject to review by the City's Design Review Panel to ensure their consistency with this document, the Centre Street Corridor Urban Design Guidelines and to promote design excellence.

Recognition of Existing Uses

The development and redevelopment of this area is expected to take place over a considerable period of time. Where there are legally existing businesses, these can continue. The Plan will not affect their ongoing operations and they can continue in their present form and use until they wish to proceed with redevelopment. This recognition is reflected in Policy 10.2.1.4 of VOP 2010, which provides for the recognition of legally existing uses and provides the policies governing minor extensions, reductions or expansions without an Official Plan Amendment.

Conclusion

The Dufferin Street and Centre Street Plan fulfills the intent of the City's and York Region's Official Plans and other related planning documents. It contributes to the creation of a complete, transit-supportive community at the intersection of Dufferin and Centre Streets. Key planning and design principles of the Dufferin Street and Centre Street Area Specific Policies include:

- The need to undertake a comprehensive planning and public engagement process, responding to the Provincial, Regional and

municipal governments' policy objectives for sustainable developments within a planned Intensification Area.

- Providing a flexible process to allow for the potential development for the MTO Lands once the future of these lands is known.
- Optimizing traffic movements within the area by introducing a local road network which reduces the number of right-in right-out connections to Centre and Dufferin Streets, as well as providing for a new signalized intersection.
- Facilitating an integrated multimodal transportation network providing alternative ways of travel for local residents.
- Strategically locating public spaces to encourage social interactions and sense of destination within the Gateway Area.
- Organizing land uses, densities, and built form to create a unique character for the area as a gateway to the surrounding communities.
- Developing a context sensitive intensification approach to create a strong mixed-use presence on Dufferin and Centre Street while ensuring that there is a compatibility transition to the established residential neighbourhoods.
- Considering the human scale and transition of building massing onto the adjacent low-rise communities.

Ultimately, the Dufferin and Centre Street Intersection will become a link in a chain of urban, mixed-use nodes across the City of Vaughan and the Region of York that will help define the Regional Corridor and function as the westerly gateway into the Thornhill-Concord community.

app.1 DEMONSTRATION PLAN

In order to illustrate a potential future for the intersection area, a demonstration plan has been prepared. The objective of the demonstration plan is to provide a long-term vision for the comprehensive development of the study area as a transit- supportive mixed-use node that encompasses all four quadrants. In order to establish this perspective, a number of assumptions have been made. These include:

- The road network plan is consistent with the outcome of this study
- The density and internal road network, prescribed for northeast quadrant is implemented and the rapid transit system is in operation
- The two southerly quadrants have been released for development and have been planned, through a Tertiary Plan process, at building heights and densities similar to those applying to the northeastern quadrant
- The northwestern quadrant largely reflects the current approval except for the provision of an access to a signalized intersection onto Dufferin Street.
- This does not represent a commitment to or a demonstration of the capability of the two southerly quadrants (Area 2) to support this level of density or distribution of land uses including parkland. This could only be demonstrated through the required Tertiary Plan, which is identified in this study, to be implemented through the resulting policies.

Therefore, as a demonstration plan, there are other possible outcomes and it is not considered

to be definitive as to the building footprints and development form.

The key elements of the plan include:

- An effective transportation network that provides multiple points of access within each quadrant to the surrounding arterial road network, and, linking quadrants across the arterial roads where possible;
- Transit-supportive and pedestrian-oriented forms of development that focus on Centre Street as the main transit spine. All other streets will be faced by development, with parking and servicing functions interior to blocks. Public streets and accessible open spaces are provided to facilitate pedestrian movement to and from Centre Street;
- An appropriate mix of uses, heights and densities, including at-grade, street-related retail will front onto Centre Street. Building heights are permitted up to twelve stories along Centre Street;
- Recognition of the site's function as a community gateway, by focusing height and density at the intersection, and providing urban squares and potential public art locations consistent with the Centre Street Urban Design Guidelines;
- Ensuring transition and compatibility with adjacent land uses by providing a gradation of height and density adjacent to established low-rise neighbourhoods, and providing buffers in the form of landscaping, roads, and/ or the drainage channel; and
- Consideration of the site as a whole, its relationship to surrounding streets and

context, and how each property fits in, to avoid incremental decision making.

The Demonstration Plan

The demonstration plan is shown in Figure 12. Figure 13 illustrates the supporting road network concept and the Height and Density demonstration plan is set out in Figure 14.

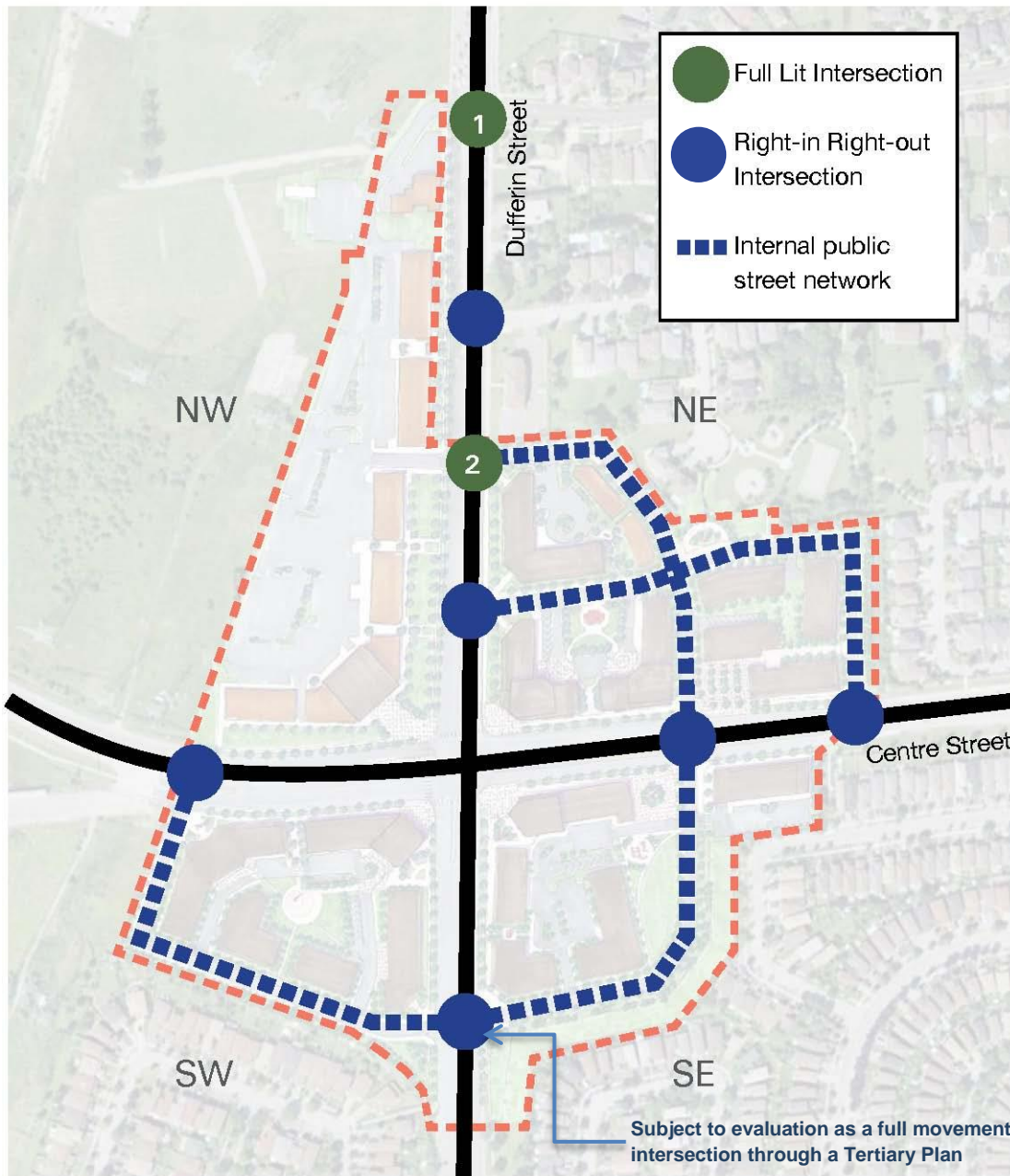
Figure 12: Concept Demonstration Plan

The development plan is built around an internal road network centred on an 18 metre wide public street right-of-way that provides access to Dufferin and Centre Streets.

The development parcels are accessed from the public right of way as well as a series of private roads. Surface parking lots are made internal to each development block to as great a degree as possible. However, underground parking is the preferred option.



Figure 13: Access Points and Roads Demonstration Concept Network



The Street Network

1. A Full Lit Intersection at Beverley Glen Boulevard
2. A new Full Lit Intersection on Dufferin Street is approximately 200m north of Centre Street and provides access between the northwest and northeast quadrants.
3. The remainder of the intersections are right-in right-out to facilitate the vivaNext corridor and signalization spacing, with the southern connection to Dufferin Street maintaining the potential to be fully signalized.
4. Internal public roads maximize connectivity within each quadrant and the adjacent arterial

Height and Density

The greatest heights and densities are focused along Centre Street near the intersection with Dufferin Street, where buildings up to twelve storeys in height are permitted on the northeast, southeast and southwest quadrants. The height and density of the northwest quadrant is based upon existing approvals.

Density generally reduces with increased distance from the intersection. Notwithstanding the maximum height permission, an angular plane, to further regulate building heights

adjacent to the residential areas, may be established in the implementing Zoning by-law.

This study does not provide any land use and development policies for the MTO lands which represent the major portion of the southern quadrants. This would be left for a future Tertiary Plan process. However, to envision a scenario and to demonstrate a potential outcome for the study area, development assumptions similar to those used for the northeast quadrant, have been applied to the two southerly quadrants under the same planning principles.



Demonstration Plan

Treatment of the Northeast Quadrant

Internal drop off areas, short-term parking, and underground access ramps are located internal to development *blocks*

King High Park is expanded to the edges of the new internal public streets, accommodating a park entrance and expanded facilities to serve the existing and the new neighbourhoods.

Figure 15: Demonstration Plan, NE Quadrant



Walkways and public routes create a finer grain of pedestrian access, facilitating connections with Centre Street, King High Park, and surrounding residential development.

A new urban square along Centre Street is defined by the building edges and provides spill out space for surrounding restaurant and retail space.

Demonstration Plan

Treatment of the Southwest Quadrant

A gateway can be created with built form, a small publicly accessible open space, and public art located at the edge of the study area at the curve in Centre Street.

Publicly accessible open spaces can be located within the quadrants, defined by building edges and located to be accessible from surrounding streets and uses. The extent of public parkland will be confirmed through a Tertiary Plan.

Figure 16: Demonstration Plan, SW Quadrant, Further Study Area



Walkways and public routes through development blocks create a finer grain of pedestrian access, facilitating connections with Centre Street, Dufferin Street and surrounding residential development.

Internal drop off areas, short-term parking, and underground access ramps are located internal to development blocks.

Demonstration Plan

Treatment of the Southeast Quadrant

Internal drop off areas, short-term parking, and underground access ramps are located internal to development blocks.

A new urban square along Centre street is defined by building edges and provides spill out space for surrounding restaurant and retail space.

Figure 17: Demonstration Plan, SE Quadrant, Further Study Area



Walkways and public routes through development blocks create a finer grain of pedestrian access, facilitating connections with Centre Street, Dufferin Street, and surrounding residential development.

Publicly accessible open spaces can be located within the quadrants, addressed by buildings and located to be accessible from surrounding streets and uses. The extent of public parkland would be established in the Tertiary Plan

A new public walkway can be created along the edge of drainage channel.

app.2 APPENDIX 2

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





**DUFFERIN
CENTRE
STUDY
REPORT**

The Planning Partnership
with Poulos & Chung Limited