

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 015-2014

A By-law to adopt Amendment Number 1 to the Official Plan of the Vaughan Planning Area.

NOW THEREFORE the Council of the Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 1 to the Official Plan of the Vaughan Planning Area, consisting of the attached text and Schedule(s) "1" is hereby adopted.
2. AND THAT the City Clerk is hereby authorized and directed to make application to the Regional Municipality of York for approval of the aforementioned Amendment Number 1 to the Official Plan of the Vaughan Planning Area.
3. AND THAT this By-law shall come into force and take effect on the day of the final passing thereof.

Enacted by City of Vaughan Council this 28th day of January, 2014.

Hon. Maurizio Bevilacqua, Mayor

Jeffrey A. Abrams, City Clerk

AMENDMENT NUMBER 1
TO THE VAUGHAN OFFICIAL PLAN 2010
FOR THE VAUGHAN PLANNING AREA

The following text and Schedule "1" constitute Amendment Number 1 to the Official Plan of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment is Appendix "I".

I PURPOSE

The purpose of this Amendment to the Official Plan is to amend the provisions of the Vaughan Official Plan 2010 (VOP 2010). The Subject Lands are designated “Mid-Rise Mixed-Use” by VOP 2010. This amendment will provide site-specific height, and gross floor area provisions, development standards and urban design guidelines to facilitate the development of a mixed-use residential and commercial development to support existing and planned infrastructure and will include policies and standards to ensure high quality development compatible with the surrounding land uses.

II LOCATION

The lands subject to this Amendment (hereinafter referred to as the "Subject Lands"), are located in the Maple Community, north of Major Mackenzie Drive, along the north side of Hill Street, south of McNaughton Road East, west of Troon Avenue and east of the Maple GO Station, as shown in Schedule 1 *Map 11.18. A: Location Map* attached hereto.

III BASIS

The decision to amend the Official Plan to provide site-specific height and gross floor area provisions, development standards and urban design guidelines, to facilitate the development of a mixed-use residential and commercial development, is based on the following considerations:

1. On September 7, 2010, Vaughan Council adopted the Vaughan Official Plan 2010 (VOP 2010). Volume 1, of VOP 2010 designated Subject Lands “Commercial Mixed-Use”, which prescribed a maximum building height and density of 4-storeys and 1.5 FSI in this location. The designation requires that development be predominately commercial and provide for appropriate non-residential intensification that makes efficient use of existing and planned transit investments. On April 4, 2011, a request for a modification to VOP 2010 was submitted to the Region of York by York Major Holdings Inc. (the Landowner) to reconsider the land use designation for the Subject Lands. The Landowner proposed a mid-rise mixed-use commercial/residential development. The “Commercial Mixed-Use” designation originally provided for in VOP 2010 does not permit residential uses.

The Subject Lands formed part of an Employment Area under OPA #332, as amended. Under the Provincial Growth Plan the introduction of a non-employment use (e.g. Major Retail and Residential) constitutes a land use conversion. Municipalities may permit the conversion of lands within employment areas to non-employment uses, only through a municipal comprehensive review, where it has been demonstrated that:

- a) there is a need for the conversion

- b) the municipality will meet the employment forecasts allocated to the municipality pursuant to this Plan
- c) the conversion will not adversely affect the overall viability of the *employment area*, and achievement of the *intensification target*, *density targets*, and other policies of this Plan
- d) there is existing or planned infrastructure to accommodate the proposed conversion
- e) the lands are not required over the long term for the employment purposes for which they are designated
- f) cross-jurisdictional issues have been considered.

A comprehensive review was conducted as part of the modification process for VOP 2010. Based on a report commissioned by the City of Vaughan, (Hemson Consulting Ltd., “Housing and Employment Land Needs- Addendum to the April 2010 Report, September 2011) it was determined that the conversion of the broader area, including the Subject Lands, was warranted, largely as a result of the retail nature of the existing uses and the area being well-defined and separated from other employment uses. In addition, the presence of the GO Rail Transit station provided the opportunity for a wider variety of transit oriented uses. It was determined that a more detailed planning study would be necessary to implement the proposed conversion.

At a Special Committee of the Whole Meeting held on September 12, 2011, Vaughan Council adopted a recommendation from the Commissioner of Planning that recommended a Secondary Plan study be undertaken to determine the appropriate land use and urban design framework for the lands generally located north of Major Mackenzie Drive, south and west of McNaughton Road, adjacent to the Maple GO Station.

Subsequently, a follow-up report was considered at the September 27, 2011 Vaughan Council Meeting. The following recommendation of the Commissioner of Planning was adopted by Vaughan Council respecting the land area subject to the proposed conversion:

- “ That the westerly portion of the site between the existing retail uses and the GO Rail Station, being the subject lands, be redesignated “Mid-Rise Mixed-Use” on Schedule “13”, “Land Use”;
- That the easterly portion of the site containing the retail uses, maintain the “Commercial Mixed-Use” designation;
- That Schedule 14-A be amended to show the lands designated “Mid-Rise Mixed-Use” as a “Required Secondary Plan Area”.

The “Mid-Rise Mixed-Use” designation did not specify a maximum building height or density which would be determined through the secondary plan process. This modification was included in VOP 2010, as endorsed by Region of York Council on June 28, 2013.

2. *Places to Grow*, the Growth Plan for the Greater Golden Horseshoe in Southern Ontario is based on a vision and set of principles for guiding decisions on how land is to be developed and public investments are managed. It supports the principles of building compact vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form.

The Maple GO Station Secondary Plan area abuts the Barrie GO rail line and facilitates convenient pedestrian access directly to the station. The Barrie rail line provides commuters service to downtown Toronto. The morning and evening peak direction service has been continually improved over the years and the longer term plans for the line will provide for two-way all day service. Under the Growth Plan the Maple GO Station is a “Major Transit Station Area” which is defined as the “area including and around any existing or planned *high order transit* station within a *settlement area*; or the area including or around a major bus depot in an urban core.” Station areas are generally defined as the area within an approximate 500m radius of a transit station representing about a 10-minute walk.

Section 2.2.5 of *Places to Grow* - “Major Transit Station Areas and Intensification Corridors” states the following:

“1. *Major transit station and intensification corridors* will be designated in official plans and planned to achieve –

- a) Increased residential and employment densities that support and ensure the viability of the existing and planned transit service levels.
- b) A mix of residential, office, institutional, and commercial development wherever appropriate.

2. *Major transit station areas* will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.”

The Maple GO Station Secondary Plan achieves both these goals by intensifying the area around the GO Station through the introduction of a variety of residential built-forms and local commercial uses in close proximity to existing transit services.

3. The Metrolinx, Plan titled *The Big Move*, identifies two types of Mobility Hubs, being Anchor Hubs and Gateway hubs. The Subject Lands are not considered a mobility hub as defined by *The Big Move*, however there are many other nodes that are also important components of the Region’s urban structure and transportation system. Among these nodes the Subject Lands are described best by the Major Transit Station Areas category, in keeping with the *Place to Grow* reference above. Major Transit Station Areas are described as:

“**Major transit station areas** that do not meet the criteria for mobility hubs continue to be locally significant access points to, or interchanges within, the transportation system. As such, they must provide convenient access from various forms of transportation.”

In 2012 the Province of Ontario released Mobility Hub Guidelines, which include useful guidance for development adjacent to transit stations. These guidelines inform the development of the urban design policies of this plan. Consideration of the guidelines is appropriate recognizing Vaughan Council's direction to pursue the designation of Maple GO as a Mobility Hub as part of the City's input into the review of *The Big Move Plan*

4. All amendments to the City of Vaughan Official Plan shall conform to the goals, objectives and policies of the York Region Official Plan (ROP). The Subject Lands are located within the "Urban Area" as established by the ROP (Map 5) "Regional Structure" in the Region of York's Official Plan. "Urban Areas" are intended to focus on and contain urban growth and permit a full range of residential, commercial, industrial and institutional uses. Targeting growth to existing built-up areas, encouraging planned intensification and providing for a range of housing types with the "Urban Area" designations are also key objectives of the Plan.

Section 5.2 of the Region of York's Official Plan titled "Sustainable Cities, Sustainable Communities" states that the following objectives are to be achieved for development throughout York Region:

"...8. To employ the highest standard of urban design, which;

- b. complements the character of existing area and fosters each community's unique sense of place;...
- d. promotes landscaping, public spaces and streetscapes;
- e. ensures compatibility with and transition to surrounding land uses;
- f. emphasizes walkability and accessibility through strategic building placement and orientation; ...
- h. creates well defined, centrally-located urban spaces."

Section 5.3 "Intensification" provides that beyond the Regional Centres and Corridors local municipalities will identify smaller intensification areas to accommodate a significant portion of future residential and employment growth. The Plan, under policy 5.3.3.b. requires local municipalities to adopt their own intensification strategies, which will, among other locations, identify the role for, "GO Transit train stations and bus terminals, and subway stations."

It is the intent of the York Region Plan that intensification areas provide well-designed public open spaces that create attractive and vibrant places, support walking, cycling and transit for everyday activities; and achieve appropriate transition of built form to adjacent areas.

5. Having received a statutory Public Hearing held on May 21, 2013, Vaughan Council on November 19, 2013, approved an amendment to the Vaughan Official Plan 2010. (Corresponding private Official Plan Amendment File OP.12.018 -York Major Holdings Inc.) to provide site-specific height provisions and urban design guidelines to facilitate the development of a mixed-use residential and commercial development to support existing and planned infrastructure and will include appropriate policies and standards to ensure quality development compatible with the surrounding land uses, consistent with Provincial and Regional policy direction.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Vaughan Official Plan 2010 is hereby amended by:

1. Adding the following text and maps *11.6.A Maple GO Secondary Plan – Location Map*; *11.6.B Maple GO Secondary Plan – Land Use Designation*; *11.6.C Maple GO Secondary Plan – Maximum Building Heights*; and, *11.6.D Maple GO Secondary Plan – Pedestrian Connections & Parkland* titled Schedule 1 attached hereto as the Secondary Plan for the Maple GO Station area, and shall be added to the Vaughan Official Plan 2010 (VOP 2010), Volume 2, as Section 11.6.
2. Schedule 14-A of Vaughan Official Plan 2010 shall be amended to identify the Subject Lands, being the Maple GO Station Required Secondary Plan Area, as Section 11.6, Secondary Plan Area.
3. Schedule 13 LAND USE of Vaughan Official Plan 2010 shall be amended to identify the Subject Lands as “Lands Subject to Approved area specific Secondary Plans”.
4. Section 11.1 Areas Subject to Secondary Plans shall be amended to include “11.0.1.5 The lands subject to the Maple GO Station Secondary Plan are identified on Schedule 14-A and subject to polices set out in Section 11.6 of this Plan.”

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the subject lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law 1-88, Draft Plan of Subdivision approval, and Site Plan approval, pursuant to the Planning Act.

VI INTERPRETATION

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

SCHEDULE 1

11.6 Maple GO Station Secondary Plan

- 11.6.1 The following policies shall apply to the lands identified as “Subject Lands” on *Map 11.6.A- Location Map*:

- 11.6.1.1 Notwithstanding Policies 9.2.2.4 b), d), and e) respecting Uses Permitted and 9.2.3.2 a) Building Types in a “Mid-Rise Mixed-Use” designation, only the following uses and building types shall be permitted.
- a. Uses Permitted
 - i. Residential Units;
 - ii. *Home Occupations*;
 - iii. *Community facilities*;
 - iv. Cultural Uses, including commercial galleries; and,
 - v. Retail and Office Uses.
 - b. Building Types
 - i. Townhouses (up to three-storeys in height, situated on a single block and part of a row of at least three but no more than 8 attached dwelling units);
 - ii. Stacked Townhouses;
 - iii. Low-Rise Buildings; and,
 - iv. Mid-Rise Buildings (Mid-Rise Buildings shall only be permitted in areas as shown on *Map 11.6.C Maple GO station Secondary Plan – Maximum Building Heights*, that permit for building heights greater than 3-storeys)
- 11.6.1.2 No building or structure shall exceed the height in storeys indicated on *Map 11.6.C - Maximum Building Heights*.
- 11.6.1.3 The maximum total gross floor area dedicated to residential uses on the lands shown as Subject Lands on *Map 11.6.B – Land Use Designation* shall be 122,398.5 m² and the maximum gross floor area dedicated to Retail and Office uses shall be 2,601.5 m².
- 11.6.1.4 In addition to the policies set out in Section 7.3.2 “Parks and Open Space Design” respecting Parks and Public Squares the following additional policies shall apply to the Subject Lands on *Map 11.6.A – Location Map*.
- a. Parks and Public Squares
 - i. That all parks and public squares shall be situated to provide convenient access for users and area residents.
 - ii. That all parks and public squares shall be centrally located, considered a community focus, and provide appropriate passive and active facilities for the needs of the community.
 - iii. The design, development, size and programming of all parks and public squares shall be to the satisfaction of the City.

- iv. The general location of all parks and public squares has been shown on *Map 11.6.D – Pedestrian Connections & Parkland*, and is to be finalized through the Draft Plan of Subdivision and Site Plan processes as appropriate.

11.6.1.5. The general location of the pedestrian pathways and connections is illustrated on *Map 11.6.D – Pedestrian Connections & Parkland*, and shall be finalized through the Draft Plan of Subdivision and Site Plan processes as appropriate.

11.6.1.6 Notwithstanding the policies contained in Section 9.1.2 “Urban Design and Built Form”, the following policies shall apply to the Subject Lands;

- a. The Mixed-Use buildings along Eagle Rock Way are encouraged to:
 - i. Have the built-form define the street edges, with grade related uses such as retail and office uses on both sides of the street to promote a vibrant and pedestrian oriented environment.
 - ii. Be designed with a pedestrian scaled podium generally between 3 and 6 storeys in height with a minimum 20 metre separation between front facades, and with a minimum 3 metre setback along public street frontage to provide opportunities for outdoor cafes and patios.
 - iii. Provide for wide boulevards with lay-by parking along retail frontages to define and reinforce a main street character with enhanced streetscapes including themed street furnishings to contribute to a safer and vibrant pedestrian, cycling, and transit-supportive environment.
 - iv. Provide for prominent north-south mid-block building pedestrian gallerias (pedestrian passageways) that appropriately provides sufficient sunlight and connects the two public park blocks with the mixed-use buildings.
 - v. Be sited and organized to achieve an appropriate transition to the adjacent planned townhouses through building massing and setbacks, roofline, profile, and scale.
 - vi. Not exceed 80 metres in length and frontage along Eagle Rock Way in either direction to encourage pedestrian permeability and provide a fine grain development. The facades of long buildings shall be articulated with vertical recesses and architectural

treatments for visual interest and to support a pedestrian oriented multi-modal environment.

- vii. Not permit loading areas to face a street. Loading areas shall be, designed as part of the building and adequately screened from public view, or located underground to the satisfaction of the City.
 - viii. Face above-grade parking garages with active uses on the street, and designed as buildings with architectural treatments complimentary with the design of adjacent buildings.
 - ix. Design parking, loading and unloading activity, servicing, mechanical equipment and automobile pick-up and drop-off areas in a manner that should have minimal physical impact on public sidewalks and accessible open spaces, to the satisfaction of the City. Parking ramps to structured parking should occur within the building.
- b. The following design policies are recommended for the residential townhouses in the Plan:
- i. Townhouses should generally front onto a public street and public spaces, in order to clearly define the public realm and create an attractive street environment for pedestrians.
 - ii. Townhouses that flank onto a public street and public spaces are encouraged to have their front facades and primary entrances define the public realm.
 - iii. High quality upgraded architectural features are encouraged at all corner and intersection locations.
- c. To promote the comfortable and convenient pedestrian use of streets, public parks, and public squares development is encouraged to provide:
- i. Well-designed streetscapes with sidewalks, pathway connections and boulevards on important pedestrian corridors that promote access to public transit.
 - ii. High quality usable public parks and public squares that are physically and visually linked to streets and mid-block pedestrian routes.
 - iii. Barrier free design of buildings, streets and public parks, and public squares.
 - iv. Street tree planting should form a continuous canopy along the street; tree species should be selected to reinforce the role of the various street hierarchies within the Maple GO Station Secondary Plan, and to visually distinguish the streets from one another.

- v. Transformers and other above ground utilities where possible should be located within the building, or on private property located away from public view and appropriately screened to the satisfaction of the City.
 - vi. Lighting should be designed to promote pedestrian comfort, safety and provide a high quality streetscape character for the Maple GO Station Secondary Plan. The design of lighting as an urban design feature helps define the sense of place and pedestrian scale of the community. In addition, accent lighting on the buildings is encouraged to better emphasize built form and landscape elements.
 - vii. Urban design treatment along the north side of Hill Street shall respect the presence of the Maple Cemetery and the Subject Land's overall proximity to the Maple Heritage Conservation District to support a comfortable and attractive pedestrian connection into the Maple community.
- 11.6.1.7 A future road connection between Troon Avenue and Hill Street shall be protected for to facilitate connectivity between the development on the north and south sides of Eagle Rock Way and to provide a more porous street network.
- 11.6.1.8 The following pedestrian and bicycle network policies are recommended:
- i. Wherever possible the development shall provide a continuous sidewalk, encouraging a pedestrian pathway and bicycle network.
 - ii. The pedestrian pathway shall have convenient north-south connections to Eagle Rock Way.
 - iii. Streets shall be permeable for pedestrians with convenient connections around and through buildings to the GO Station, transit and between blocks.
 - iv. The development shall include sidewalks on all streets to provide safe and accessible options.
 - v. The bicycle network shall be continuous wherever possible with convenient connections to transit stops and the GO Station.
 - vi. Appropriate signage shall be provided to support pedestrians and cyclists.

APPENDIX I

The subject lands are located in the Maple Community, north of Major Mackenzie Drive (along the north side of Hill Street), south of McNaughton Road East, west of Troon Avenue and east of the Maple GO Station being Pat of Lot 22, Concession 3, City of Vaughan.

On November 19, 2013, Council considered a report and the following recommendation from the Commissioner of Planning with respect to the Maple GO Station Secondary Plan File 26.8 and Official Plan Amendment Application File OP.12.018 (York Major Holdings Inc.).

1. THAT the Official Plan Amendment Application OP.12.018 York Major Holdings for the Maple GO Station Secondary Plan BE APPROVED; and,
2. THAT the draft amendment to the Vaughan Official Plan 2010, adding “Section 11.8 Maple GO Station Secondary Plan” to Volume 2, forming Attachment 3 to this report, be brought forward for adoption, subject to final staff review.

At the November 19, 2013, Council Meeting, Council approved the above-noted recommendation.