

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2017

Item 3, Report No. 11, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on March 21, 2017.

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**DUFFERIN STREET AND CENTRE STREET
INTERSECTION LAND USE STUDY
DRAFT LAND USE PLAN AND POLICIES
AMENDMENT TO THE OFFICIAL PLAN
FILE: 26.6
WARDS 4 AND 5**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager of Planning and Growth Management and the Director of Policy Planning and Environmental Sustainability, dated March 7, 2017, be approved;
- 2) That the following deputations and communications be received:
 1. Mr. Ron Palmer, The Planning Partnership, Bay Street, on behalf of the City of Vaughan;
 2. Mr. Nick Poulos, Poulos & Chung Limited, Buroak Avenue, Markham, on behalf of the City of Vaughan;
 3. Mr. Jay Leider, King High Drive, Thornhill;
 4. Mr. Mario G. Racco, Brownridge Ratepayers' Association, Checker Court, Thornhill and Communication C4;
 5. Mr. Oscar Koren, Oakmount Crescent, Concord;
 6. Mr. David Shulman, Parsons Place, Thornhill;
 7. Mr. Gregory Valitsky, Richbell Street, Thornhill;
 8. Mr. Josh Martow, Beverley Glen Ratepayers' Association, Coldwater Court, Thornhill and Communication C3, dated March 7, 2017;
 9. Ms. Athena Oppedisano, White Boulevard, Thornhill; and
- 3) That the following communications be received:
 - C1. Mr. John Kucharczuk, dated March 6, 2017; and
 - C2. Mr. John M. Alati, Davies Howe Partners LLP, Spadina Avenue, Toronto, dated March 6, 2017.

Recommendation

The Deputy City Manager of Planning and Growth Management and the Director of Policy Planning and Environmental Sustainability, recommend:

1. THAT this Public Hearing report and presentation on the Dufferin and Centre Street Intersection Land Use Study and proposed amendments to the Vaughan Official Plan 2010 (VOP 2010) forming Attachments 4 and 5 BE RECEIVED; and that any issues identified be addressed in a future Technical Report to the Committee of the Whole.

Contribution to Sustainability

The proposed recommendations are consistent with *Green Directions Vaughan*, the City's Community Sustainability and Environmental Master Plan, by supporting:

- Goal 2: To ensure sustainable development and redevelopment

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- Goal 3: To ensure that Vaughan is a City that is easy to get around with a low environmental impact
- Goal 4: To create a vibrant community where citizens, businesses and visitors thrive

Economic Impact

The Dufferin Street and Centre Street Intersection Study was funded through Capital Project PL-9027-12. There is no economic impact to the City arising from the consideration of this report.

Communications Plan

Notification for this Public Hearing Meeting

Notice of this meeting was communicated by the following means:

- By posting on the www.vaughan.ca online calendar, the City Page Online, the City Update (corporate monthly e-newsletter) and City electronic billboards;
- By Canada Post to all landowners within the study area boundary and to 500 metres beyond the study area; to individuals who had requested notification through previous public consultations; and to the following Ratepayers Associations:
 - Concord West Ratepayers' Association
 - Beverley Glen Ratepayers' Association
 - Brownridge Ratepayers' Association
 - Glen Shields Ratepayers' Association
 - Lakeview Estates Ratepayers Association and
 - Preserve Thornhill Woods Association
 - Maison Parc Ratepayers' Association
 - Springfarm Ratepayers' Association
- The notice was placed in the Thornhill Liberal published on February 9, 2017; and
- By e-mail to Ratepayers Associations and to individuals who had requested notification.

The draft land use study and official plan amendment were posted on the City's website at end of day on February 15, 2017 to allow for public review in advance of the public hearing.

The Public Consultation Process

A public open house meeting was held on June 28, 2016 to kick off the study and gather input, and another public open house meeting was held on November 3, 2016 to review a draft framework plan for the study area and receive feedback. Details of the consultation process to

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date are discussed in Section 2 “Planning Process” of the study report in Attachment 5. Comments from the public were noted and reported on and responded to in the report. Further comments will arise from this public hearing, which will be addressed in the subsequent Technical Report.

Purpose

To hold a statutory Public Hearing in regard to proposed amendments to the VOP 2010 resulting from the Dufferin Street and Centre Street Intersection Land Use Study for the purposes of receiving of public input. The public input will be assessed and responded to in a future Technical Report to Committee of the Whole and will be taken into consideration in the finalization of the Plan for the Dufferin Street and Centre Street intersection area.

Background – Analysis and Option

Executive Summary

This report is structured into sections that provide the following information:

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| 1. Location and Existing Land Use | A description of the Dufferin Street and Centre Street Area Specific Policies Plan area. |
| 2. Origin of Study | Background on the origin of the Dufferin Street and Centre Street Intersection Study. |
| 3. The Planning Context | A description of the Provincial, Regional and municipal policy framework guiding the development of the Study |
| 4. Structure and Content of the Dufferin Centre Study Report | A description of the structure and content of the Study Report that provides the basis for the proposed amendment to the VOP 2010. |
| 5. Highlights of the Proposed Plan | An overview of the proposed amendments to the VOP 2010 resulting from the study. |
| Conclusion | Proceeding to the follow-up Technical Report to Committee of the Whole |

(1) Location and Existing Land Use

The area subject to the proposed Dufferin Street and Centre Street Area Specific Plan encompasses three of the quadrants (southeast, southwest and northeast) of the Dufferin Street and Centre Street intersection. The Plan area and existing land uses are shown on Attachment 1.

(2) Origin of the Study

On September 7, 2010 VOP 2010 was adopted by Council and on June 23, 2013 it received a partial approval from the Ontario Municipal Board (OMB) that included Schedule 14-A “Areas Subject to Secondary Plans”. It shows the area at Dufferin Street and Centre Street as one of a number of “Required Secondary Plan Areas.”

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VOP 2010 (Section 10.1.1) provides that certain areas of the City are expected to undergo significant changes that may require a more detailed planning framework, such as areas like the Dufferin-Centre Street intersection, which is located in a Regional Intensification Corridor. The intersection is served by the Viva Bus Rapid Transit (BRT) service along Centre Street; and is also the site of a station on the BRT line, which will provide for a high level of rapid transit service to residents and businesses in the immediate area. The required plan will support the evolution of the intersection area by providing a framework for an appropriate street and block development pattern, municipal servicing and infrastructure and will establish the appropriate mix, location and density of the planned land uses.

On April 23, 2013 Council directed that staff proceed with the Dufferin/Centre Street Secondary Plan Study (PL-9027-12). In September 2013 The Planning Partnership was retained as the lead planning consultant, along with Poulos & Chung Limited (transportation planning) to conduct the study.

(3) The Planning Context

Development in the Dufferin Street and Centre Street intersection is regulated by a series of policy documents. They originate with the Province of Ontario, York Region and the City of Vaughan, The Provincial documents provide the overarching guidance which the planning policies of the Region of York and City of Vaughan must comply. The following are pertinent to this process.

Province of Ontario

- The Provincial Policy Statement 2014 (the “PPS”)
- Places to Grow: The Growth Plan for the Greater Golden Horseshoe (the Growth Plan”)

The Region of York

- The York Region Official Plan 2010 (the “YROP”)

The City of Vaughan

- The Vaughan Official Plan 2010 (the “VOP 2010”)
- The Centre Street Urban Design and Streetscape Plan

The Provincial Policy Statement (PPS) 2014

In accordance with Section 3 of the Planning Act, all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement. The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS requires that development accommodate “an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long term needs.” The PPS includes policies that support transit supportive land use patterns that the PPS defines as “compact, mixed-use development that has a high level of employment and residential densities.” Policy 1.5.1(a) states that “healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation (walking and biking) and community connectivity.”

The Provincial Growth Plan for the Greater Golden Horseshoe (2006) “Places to Grow”

The Provincial Places to Grow Act, the legislation that implements the Growth Plan, states that all decisions made by municipalities under the Planning Act "shall conform to" the Growth Plan. 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 has

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a high level of employment and residential densities” and which will “optimize the use of existing and new infrastructure to support growth in a compact, efficient form.” The Growth Plan establishes employment and residential growth targets for different areas of the Greater Golden Horseshoe and includes policies that inform and regulate where and how growth should occur. Relevant policies include:

- Population and employment growth will be accommodated by...directing a significant portion of new growth to the built-up areas of the community through intensification (2.2.2.1 (a));
- Population and employment growth will be accommodated by...focusing intensification in intensification areas (2.2.2.1 (b));
- All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will...
 - identify intensification areas to support achievement of the intensification target (2.2.3.6 (c));
 - recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification (2.2.3.6 (e)) and facilitate and promote intensification (2.2.3.6 (f)).

These policy directions need to be reflected in the York Region and City of Vaughan Official Plans.

The York Region Official Plan (YROP)

In conformity with the provincial policies, the York Region Official Plan (YROP) establishes a system of urban growth centres and corridors served by a rapid transit network that connects population centres to employment areas and other destinations. Map 1: Regional Structure of the YROP identifies the Dufferin Street and Centre Street intersection as an Urban Area and Centre Street as a Regional Corridor. Chapter 5 of the YROP describes the intended role of the 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 11: “Transit Network” identifies Centre Street as a Regional Rapid Transit Corridor and Dufferin Street as a Special Study Area. The Highway 7 West line of the vivaNext Bus Rapid Transit system is one of the Region’s major higher order rapid transit services, which will connect the Vaughan Metropolitan Centre (VMC) area to other urban growth centres and high demand stops along the Highway 7 and Centre Street Transit Corridor.

To support rapid transit and achieve the Regional Plan’s density targets, Section 5.3 of the YROP requires the concentration of more population and employment along the Regional Corridors and in Centres in the form of intensification or infill. Intensification is planned to occur at strategic locations, such as transit stations, within the built-up area to maximize efficiencies in infrastructure delivery, the provision of public services and transit ridership. The YROP, under Section 5.4.34, also sets out an overall density target for the Regional Corridors of 2.5 FSI for developable areas within the Corridor. The Floor Space Index determines the maximum development area (gross floor area) for the affected lot. In this example the maximum building floor space would be 2.5 X the lot area.

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The YROP requires local municipalities to identify intensification areas and plan with clarity and certainty as to where infill developments should occur. The planned intensification areas are required to be designed to provide high-quality, attractive and vibrant public spaces that support walking and cycling for everyday activities by taking advantage of the upgraded transit systems.

Vaughan Official Plan 2010 (VOP 2010)

Current Policies

The VOP 2010 was adopted by Vaughan Council on September 7, 2010. Volume 1, which contains the City-wide policies governing growth and development, is almost entirely approved. The VOP 2010 brings the City into conformity with provincial and regional policy regarding intensification.

The Dufferin Street and Centre Street Plan area is currently designated “Commercial Mixed-Use Area C” for the northeast quadrant and “Low Rise Residential and Special Policy Area” for the southerly quadrants under the Centre Street Corridor Area Specific Plan in Section 12.9, Volume 2 of VOP 2010. The Centre Street Corridor Area Specific Plan was adopted by Vaughan Council September 7, 2010 and modified on April 23, 2013 and is now pending approval from the Ontario Municipal Board. The permitted land uses under “Commercial Mixed-Use Area C” include existing commercial uses, retail stores, banks and business and professional offices. Residential uses are not permitted in this designation. The “Special Policy Area” as part of the Centre Street Corridor Area Specific Policies Plan is currently designated Low-Rise Residential and Gas station and is subject to further planning study to justify any proposed Official Plan Amendments to redesignate the lands. A key goal of the current Centre Street Corridor Area Specific Plan is as follows:

“The goal of this Area Specific Policy is to improve the Centre Street Corridor, shown on Map 12.9.A, as an attractive, pedestrian friendly and transit-supportive corridor through the application of a comprehensive, co-ordinated 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.”

This Plan would be replaced, in so far as it applies to the intersection area, by the outcome of this study by way of an Official Plan Amendment. This reflects the transitional nature of the intersection and its status as a Required Secondary Plan Area in VOP 2010. The proposed amendment to the Official Plan is set out in Attachment 4 based on the study that forms Attachment 5.

Required Secondary Plan in VOP 2010

As noted earlier in the VOP 2010 certain areas of the City are expected to undergo significant change and may require a more detailed planning framework. The Dufferin Street and Centre Street intersection is such an area and Schedule 14-A of the VOP 2010 identifies this location as a “Required Secondary Plan Area”.

In conformity with Provincial and Regional policies, the intent is to develop a comprehensive plan to determine the detailed land uses, built form and urban design policies in order to initiate more compact and sustainable growth in the area. The resulting amendment will be incorporated into Volume 2 of VOP 2010 which contains the secondary plans and area and site specific plans that apply to the specific areas that require greater guidance than is provided by the policies of Volume 1. The Dufferin Street and Centre Street Area Specific Policies resulting from this study would be added to Volume 2 of the VOP 2010 upon its approval.

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The City's Urban Structure and Planning for Intensification Areas

VOP 2010 identifies a series of intensification areas. The Region's urban hierarchy provides for intensification through its Centres and Corridors policy framework. The City of Vaughan builds on this Regional guidance by identifying areas of intensification which are shown on Schedule 1 – Urban Structure. These Centres and Intensification Corridors are to be the primary destinations for additional density. The City's urban structure plan, which is shown on Schedule 1 "Structure Plan", was endorsed by York Region and has been approved by the Ontario Municipal Board (OMB) as part of the Vaughan Official Plan 2010. VOP 2010 identifies Centre Street, from Bathurst Street to Highway 7, as a "Regional Intensification Corridor".

The Dufferin and Centre Street intersection is also considered to be a "Key Development Area". VOP 2010 defines Key Development Areas as Intensification Areas on Regional Intensification Corridors that will link and complement the planning for Primary Centres and Local Centres. In the plan, 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 would function as a lesser but still prominent node on this chain of centres on the Regional Intensification Corridor.

Section 10.1.1.4 of VOP 2010 contains specific provisions to guide the planning of Secondary Plans and Key Development Areas such as the Dufferin Centre intersection area. Under policy 10.1.1.4 plans for these areas shall consider, among others, 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 most intensive development 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

Expectations Arising from the Policy Direction

All of the policies identified above support the development of a plan that would have certain defining characteristics. These include the following:

- Accommodation of transit supportive levels of density by way of intensification consistent with the intent of the governing planning policies;
- Development of a compact, vibrant and complete community by introducing mixed-use development that has appropriate levels of employment and residential densities;

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- Creation of a pedestrian friendly, transit-supportive and high-quality urban environment through the application of an integrated approach to planning, transportation, environmental sustainability and urban design;
- The application of good design principles with an emphasis on common internal traffic circulation.

The development framework for this area will also need to take into consideration the local factors that are characteristic of the community and its setting. The ultimate plan should respond to the opportunities and constraints presented by the area. The intention is to ensure that the evolving development is attractive, functional and compatible with the surrounding area, while respecting the need to fulfill the intent of the Provincial and Regional policies.

(4) Structure and Content of the Dufferin Centre Study Report

The Study Report provides the basis for the preparation of an implementing amendment to the Vaughan Official Plan 2010. The Study Report forms Attachment 5 to this report. The report is composed of the following elements.

Introduction

The introduction identifies the purpose and goals of the study, along with a number of process considerations. The purpose of the study is to provide the City with the basis for a land use and development plan for the lands around the intersection that will guide the evolution of the intersection area to the year 2031. A key goal is to create a vibrant, mixed-use node, with transit supportive densities and built form; and to provide a comprehensive framework for access, circulation, land use and quality urban design and architecture that is based on a coordinated approach to planning.

Section 1: Background and Context

This section outlines the origin of the study from a policy perspective and identifies the role of the key planning documents including how they influence the plan development process. This includes the Provincial Policy Statement (Land Use Planning); the Provincial Growth Plan for the Greater Golden Horseshoe (Places to Grow); the York Region Official Plan and the City of Vaughan Official Plan. It also references the City's Centre Street Urban Design Guidelines + Streetscape Plan (2013). This Section also addresses:

- The status of current infrastructure initiatives, including the vivaNext Bus Rapidway and station and the Spadina Subway extension to the Vaughan Metropolitan Centre, approximately 4 km to the west;
- The existing site conditions and current development applications within all four quadrants of the study area;
- Impacts of the Viva Rapid Transit system and other transit networks on plan development;
- The impacts of the Ministry of Transportation/Highway 407 ETR interest in the southern quadrants of the intersection, which are currently being held for consideration of the development of a Highway 407-Centre Street interchange; and

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- The implications of the potential interchange on the land use policy for the southern quadrants, particularly the need for further study once the future of these lands has been established.

Section 2: The Planning Process

This section describes the public and stakeholder engagement processes that have been undertaken to-date. This includes the two public Open Houses that were held on June 28, 2016 and November 3, 2016. As a result of the open houses, a number of issues were identified. Responses have been provided to the issues that were raised and it is also noted where public input influenced the development of the planning policies. Technical agencies and City departments were also consulted in preparing the study. This included York Region (various departments), the Ministry of Transportation, Highway 407ETR and the Toronto and Region Conservation Authority (TRCA). As a result of the review of the current conditions, governing public policies and the public and stakeholder engagement process a list of Opportunities and Constraints was created to guide the preparation of the planning policies.

Section 3: The Draft Plan

This section describes the proposed land use plan resulting from the study. The policies are intended to ensure that the transformation of the Plan Area supports the Provincial and Regional transit and intensification objectives, while respecting and complementing the adjacent residential neighbourhoods. The plan sets out the proposed internal street network, the land use designations, the maximum building heights and densities and the urban design policies that will support compatible development, attractive architecture and building form and sustainable design. The Plan also sets out policies to guide the preparation of a Tertiary Plan (a further Official Plan amendment), to guide the future planning for the two southerly (MTO) quadrants, should they not be required for infrastructure uses and are released for development.

It is an evolutionary plan that will guide development to the year 2031. Development and redevelopment may not proceed quickly and some of the current uses may remain until the owners determine it is an appropriate time to redevelop. Owners who decide to proceed 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 draft plan identified 4 distinct planning areas within the study area as shown on Attachment 2. A summary of the planning areas are described below:

- Area 1 (Northwest Quadrant, Vaughan Crossings Inc. Lands): It was previously removed from the Plan area and is not subject to the land use policies of this Plan with the exception of a potential access improvement, which may result from this Plan.
- Area 2 (Southern Quadrants MTO/ETR 407 Lands): This area will be designated "Further Study Area", with an underlying designation of Low-Rise Residential", subject to the requirement for the preparation of a Tertiary Plan, should these lands be released for development, if it is determined that they are not needed for an interchange.
- Area 3 (Part Southeast Quadrant, Mixed-Use Corridor): This area is proposed to be designated "Low-Rise Mixed-Use" with a maximum height of 4 storeys with a maximum density of 1.5 FSI. Should the Province determine that the lands in Area 3 are surplus, these lands may be assembled and be incorporated with adjacent MTO lands subject to the Tertiary Plan, as prescribed in the "Further Study Area" policies.

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- Area 4 (Northeast Quadrant, Mixed-Use Node): This area proposes higher density development at the corner of Dufferin Street and Centre Street and will transition to lower densities away from the intersection towards the surrounding established low-density community. The north portion of this quadrant proposes “Residential Use” with a maximum height and density of 6 storeys and 2.0 FSI with a proposed signalized local street intersection with Dufferin Street. The south portion proposes “Mixed-Use” development with a maximum height and density of 12 storeys and 2.5 FSI at the corner of Dufferin Street and Centre Street, which tapers to a maximum height and density of eight storeys and 2.0 FSI towards existing residential uses.

Section 4: Urban Design and Environmental Sustainability

This section sets out the objectives of the VOP 2010 and the YROP guiding the transformation of the area into an attractive, pedestrian oriented and transit supportive environment. To achieve these objectives, the study (which is also identified as a local gateway by the Centre Street Urban Design Guidelines + Streetscape Plan (2013)) envisions the area as a local node functioning to support social interaction and commercial activities. The built form of the future developments is set to provide a distinctive character while considering human scale and a proper transition to the surrounding low-density communities. Detailed policies guiding the urban design and architectural treatment of the intersection area are set out in the proposed amendment.

Section 5: Transportation Plan

In consultation with the public and stakeholders, and informed by the related planning, design and transportation considerations, this section of the Study Report establishes the circulation and access plan. The plan introduces a new internal street network, integrated with the Regional streets. The network is augmented by the introduction of a signalized intersection at the north end of the study area that provides road users with more travel options and increases pedestrian safety.

This section also discusses the results of a functional design review which provides an assessment of the new developments’ potential traffic impact on the intersection area. The traffic study is based on the approved development densities for the Northwest Quadrant, and the proposed densities for the Northeast Quadrant and the proposed densities for the unencumbered lands in the Southeast Quadrant that front on Centre Street. No density has been assigned to the MTO lands as there remains uncertainty over their interim development status. If the MTO lands are to be developed they would be subject to a further assessment through the preparation of the Tertiary Plan.

The functional design report examines the impacts on the new signalized intersection on the overall traffic flow in the area and the proposed internal road network. It notes that congestion will continue to be a problem moving forward but identifies measures to mitigate the traffic impacts including the introduction of the internal road system and the new traffic signal. This section concludes by identifying a number of strategic measures that are designed to address the traffic issues, including the adoption of Transportation Demand Management Measures.

Section 6: Public Space

This section considers the role of public open space features as key contributors to the promotion of social interaction and pedestrian circulation. The open space system focuses on achieving an interconnected system of parks, landscaped buffers and urban squares. These elements will serve as important amenity areas and transitional buffers for both the new residential population

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as well as the existing neighbourhoods. The plan proposes that additional parkland be added to the south portion of the existing King High Park to allow for greater street frontage and access by residents to the north and south. The potential for additional parkland is identified in the southern quadrants, which would be determined through the Tertiary Plan process, should these lands come available for development.

Section 7: Implementation and Conclusion

The report identifies three key factors that will be important to the implementation of the Dufferin Street and Centre Street Area Specific Policies as described below:

- The need to facilitate property assembly to minimize the number accesses to the regional roads. This will also allow for the creation of larger, more flexible development parcels which will permit the proposed building typologies and the development of a complete pedestrian, cycling and open space access network.
- The need to provide for continued communication with 407 ETR and York Region and the Ministry of Transportation (MTO) to support the implementation of the new road network and proposed accesses to the arterial roads. It also encourages the City to continue to play an active role in the 407 ETR's assessment of the MTO lands while continuing to advocate for the City's position on the future of these lands.
- The development Review and Approval processes will need to ensure that future developments are consistent with the vision set by the Area Specific Policies. It also recommends that the City's Design Review Panel provide its advice on the review of Site Plan Applications.

The concluding remarks note that the role of the Plan is to contribute to the creation of a complete, transit-supportive community at the intersection of Dufferin and Centre Streets; and that the study area is 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.

Appendix 1: Demonstration Plan

Appendix 1 illustrates a long-term vision for the study area as a transit-supportive mixed-use node that encompasses all four quadrants. The vision is based on density, building height and road network assumptions consistent with the outcome of the study. The vision was formed to demonstrate the potential for creating a transit-supportive and pedestrian-oriented urban environment that is consistent with the objectives set by the Urban Design and Environmental Sustainability Section of the Study Report. It is noted that the treatment of the southerly quadrants has no planning status and the future of the area would be dependent on the outcome of the Tertiary Plan.

(5) Highlights of the Proposed Plan

The proposed Plan includes a Land-Use, Density and Building Height Plan as shown on Attachment 3 and the text amendments to the VOP 2010 forming Attachment 4. The Plan introduces the Mid-Rise Mixed Use designation at the northeast corner 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 density objective for the Regional Corridors.

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Mixed use buildings are focused on the Dufferin and Centre Street frontages to form a pedestrian friendly urban streetscape. The heights and densities in this quadrant transition lower away from the intersection stepping down towards the existing stable low-rise residential neighbourhoods. To the east along Centre Street, the maximum height decreases to 8 storeys; and to the north along Dufferin Street the maximum height reduces to 6 storeys.

The proposed amendment 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 purposes. If declared surplus, these lands would be subject to the preparation of a Tertiary Plan as set in the Study Report and the implementation policies of the proposed amendment.

Key land use policies in the Proposed Policy Amendment include:

- Low-Rise Residential Use
 - Residential uses with a maximum of 6 storeys in the northeast quadrant
- Low-Rise Mixed-Use
 - Mixed use, including residential units, retail and offices, with a maximum height of 4 storeys with a maximum density of 1.5 FSI. This area will support the rapid transit and pedestrian movement along Centre Street.
 - These lands may be assembled and be incorporated into the adjacent MTO lands subject to the requirements of a Tertiary Plan.
- Mid-Rise Mixed Use
 - Mixed use, including residential units, community facilities, cultural uses, retail and offices with a maximum height of 12 storeys at the intersection of Dufferin Street and Centre Street tapering down to maximum 8 storeys towards existing low-rise residential community to the east along Centre Street.
 - The plan proposes mixed-uses and the highest density at the corner of Dufferin Street and Centre Street for the following reasons:
 - i. It is located away from the existing low-density communities with minimal visual impact.
 - ii. This area is adjacent to the future Viva Bus Rapid Transit station which will be conveniently accessible to future residents.
 - iii. Taller buildings at this location will play an important role in developing a landmark or gateway feature identifying the entry to the Thornhill-Concord community.
 - iv. Mixed-use Mid-rise developments, street level shops and offices will support a more active urban environment and will create an opportunity to introduce a more active pedestrian-oriented transit-supportive urban environment along the Centre Street and Dufferin Street frontages at the intersection.
- Urban Design
 - The Plan is consistent with the urban design policies of VOP 2010 with 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 its function as a station area.

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- It encourages concentration of development density close to the Dufferin Street and Centre Street intersection adjacent to transit station, and along the frontages of Dufferin Street and Centre Street. Proper height transition towards adjacent Low-Rise Residential properties will be required.
- Development will need to respect the existing scale and character of adjacent low-rise residential neighbourhoods by minimizing visual, noise, light, privacy and shadow impacts
- Pedestrian and vehicle crossings at the key intersection be well defined and designed to contribute to an attractive public realm and streetscape;
- All development applications may be subject to review by the City's Design Review Panel to ensure conformity with the policies of this Plan and any future Urban Design and Architectural Guidelines.
- Parks, Open Space and Public Spaces
 - The plan proposes a southerly park extension to the existing King High Park to allow for greater street frontage and access by residents
 - Additional parkland may be added as a result of the Tertiary Plan requirements for the MTO lands subject to the Further Study Area policies
- Public Road Network and Access Points
 - Establishes an internal road pattern for the northeast quadrant to create feasible development parcels with consolidated access points and a full move intersection to maximize connectivity to the existing arterial road network.
 - Identifies potential road network accesses to the southerly quadrants and a conceptual street pattern.
- Further Study Area
 - Should the province determine the MTO lands to be surplus, these lands will be subject to a Tertiary Plan.
 - The Tertiary Plan will address, but is not limited to, the street network and access points; appropriate land uses, building heights and densities and the location of new parks, consistent with the policies of the approved Plan and the Vaughan Official Plan 2010.

The intent of this process is to ensure that a comprehensive plan for the intersection area is in place to help shape its long-term future. The area is in transition with the Viva Bus Rapid Transit system along Centre Street now under construction and with several applications having been either approved or are in progress. As a result, there is a need for detailed planning at the Dufferin Street and Centre Street intersection that will establish the policy framework for future development as the community matures and the intersection area continues to transform into a local gateway.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report relates to the Term of Council Service Excellence Strategy by supporting the following initiatives:

- Continued cultivation of an environmentally sustainable city;
- Updating the Official Plan and supporting studies.

CITY OF VAUGHAN

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Regional Implications

York Region is the approval authority for an Official Plan amendment adopted by the City as a result of this process. York Region has been actively consulted in the development of the Plan. The Region has provided advice on the location of the proposed intersections and will ultimately have to approve the location of any signalized intersections and other Regional road accesses. York Region will continue to be consulted regarding any potential impacts on the Region's arterial street network and on any further policy development measures.

Conclusion

The draft Dufferin Street and Centre Street Land Use Plan and Official Plan amendment are the result of a comprehensive review of current land use policies (City, Region and Province); the surrounding land use context; and the consideration of input received from the public and affected public agencies to-date. Comments received from the public and Committee at this Public Hearing or subsequently submitted in writing will be addressed in a comprehensive report to a future Committee of the Whole meeting.

Attachments

1. Location and Existing Land Use Map
2. Dufferin Street and Centre Street Intersection Planning Areas Map
3. Draft Dufferin and Centre Street Intersection, Land Use, Density, and Building Height Plan
4. Draft Dufferin Street and Centre Street Area Specific Plan
5. Draft Dufferin Centre Study Report (March 7, 2017)

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