

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 23, 2013

Item 14, Report No. 14, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 23, 2013, as follows:

By receiving the following Communications:

- C1. Mr. Mario G. Racco, Brownridge Ratepayers Association, Checker Court, Thornhill, dated April 8, 2013;***
- C2. Mr. Barry A. Horosko, Brattys LLP, Keele Street, Vaughan, dated April 9, 2013;***
- C3. Ms. N. Jane Pepino, Aird & Berlis LLP, Bay Street, Toronto, dated April 9, 2013;***
- C4. Mr. Mark Flowers, Davies Howe Partners LLP, Spadina Avenue, Toronto, dated April 10, 2013; and***
- C7. Ms. N. Jane Pepino, Aird & Berlis LLP, Bay Street, Toronto, dated April 9, 2013.***

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**THORNHILL CENTRE STREET
AREA LAND USE PLAN MODIFICATIONS
CITY OF VAUGHAN OFFICIAL PLAN 2010-VOLUME 2,
SECTION 12.10
FILE: 26.10
WARD 5**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 9, 2013, be approved subject to the following:**
 - 1. That between Vaughan Blvd. and Concord Road, the heights of the buildings be allowed from 2.5 to 4 storeys and that all maps/diagrams and written commentary be amended to reflect this modification.**
- 2) That the following deputations Communication be received:**
 - 1. Ms. Nikoletta Saltelli, Carl Tennen Street, Thornhill;**
 - 2. Ms. Gila Martow, Coldwater Court, Thornhill;**
 - 3. Mr. David Shulman, Parsons Place, Thornhill;**
 - 4. Ms. Jane McFarlane, Weston Consulting Group, Millway Avenue, Vaughan;**
 - 5. Mr. Robert Miller, Rueter Scargall Bennett LLP, Yonge Street, Toronto, and Communication C15, dated April 8, 2013;**
- 3) That the following Communications be received:**
 - C16 Mr. Christopher Tanzola, McCarthy Tetrault LLP, Toronto, dated April 8, 2013;**
 - C17 Mr. Joel D. Farber, Fogler, Rubinoff LLP, King Street West, Toronto, dated April 9, 2013;**
 - C19 Mr. Mario G. Racco, Brownridge Ratepayers Association, Checker Court, Thornhill, dated April 8, 2013;**
 - C20 Mr. Ryan Guetter, Weston Consulting Group Inc., Millway Avenue, Vaughan, dated April 9, 2013;**
 - C21 Ms. Sandra K. Patano, Weston Consulting Group Inc., Millway Avenue, Vaughan, dated April 9, 2013;**

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Recommendation

The Commissioner of Planning recommends:

1. That the policies for the subject lands contained in Section 12.10 of Volume 2 of the City of Vaughan Official Plan 2010 (VOP 2010), adopted September 7, 2010 be modified in accordance with the policies and schedules contained in Attachment 9 of this report;
2. That all section references to the Vaughan Official Plan 2010 (Volume 1) be revised to be consistent with Volume 1, as a result of the modifications approved by Council on September 27, 2010, March 20, 2012 and April 17, 2012 and as recommended for approval by the Ontario Municipal Board by Region of York Council on June 28, 2012;
3. That this report and Council minutes be forwarded to the Ontario Municipal Board and the Region of York as the City of Vaughan's recommended modifications to Section 12.10, Volume 2 of the VOP 2010, and that the Ontario Municipal Board and Region be requested to consider the modifications to the noted section accordingly, as part of the process leading to its approval;
4. That City staff be authorized to make any additional changes to the relevant text and schedules of the VOP 2010- Volumes 1 and 2, necessary to ensure consistency with the direction provided above; and that staff be authorized to work with the Region and Province, as necessary, to finalize the wording to effect the modifications reflected in this report;
5. That the Ontario Municipal Board and the Region of York be advised that the Council modifications approved in respect of the City of Vaughan Official Plan 2010, Volume 2, meet the requirements of Section 26, (1) (a)(i), (ii) and (iii) of the Planning Act RSO. 1990, C.P. 13, as amended;
6. That staff proceed with the Dufferin/Centre Street Secondary Plan Study (PL-9027), as outlined in section C.3. (a) of this report. The Study has an approved funding of \$67,400.00 in the 2012 Capital budget.
7. That when the future Secondary Plan study for the Promenade Mall area is undertaken, the scope of the work include a review of current demographics and proposed population numbers for Community Planning Area (CPA) # 9, vis-à-vis the corresponding Active Together Master Plan recommendations for the provision of facilities and community services.

Contribution to Sustainability

The proposed Thornhill Centre Street Area Land Use Plan/Policies are consistent with "Green Directions Vaughan", the City's Sustainability and Environmental Master Plan. The Centre Street land use policies also conform to the Region of York's policies for complete communities, by providing for environmental protection, sustainable community design, and economic vitality and growth. The Centre Street Area Land Use policies address the following "Green Directions Vaughan" goals:

"Goal 2: Ensure sustainable development and redevelopment."

Objective 2.2 "To develop Vaughan as a city with maximum greenspace and an urban form that supports our expected population growth."

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“Goal 4: To create a vibrant community for citizens, businesses and visitors.”

Objective 4.1 “To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage.”

Objective 4.2 “To ensure that the City of Vaughan attracts businesses and investment that will result in well-paying jobs for Vaughan citizens, a sustainable tax base, and continuing prosperity into the 21st century.”

Economic Impact

The Thornhill Centre Street Land Use Study was funded through the capital budget for the Vaughan Official Plan Project – PL-9003-07.

Communications Plan

Notice of this meeting has been communicated to the public by the following means:

- Posted on the www.vaughan.ca online calendar, City Page Online, City Update (corporate monthly e-newsletter) and the Policy Planning Department website http://www.vaughan.ca/projects/policy_planning_projects/thornhill_centre/Pages/default.aspx;
- Posted to the City’s social media sites, Facebook and Twitter;
- By Canada Post to the Thornhill Centre Street Area Land Use Study mailing list, to all land owners within the subject lands, and to an expanded polling list including all land owners 200 metres or more from the boundary line of the subject lands;
- Placed in the Thornhill Liberal on March 28, 2013;
- By Canada Post to almost 1500 addresses on the Vaughan Tomorrow/Official Plan Review mailing list; and,
- To the Official Plan Review e-mail list.

Purpose

To report on and obtain direction on proposed modifications to Section 12.10 of VOP 2010 (Volume 2) respecting the Centre Street Land Use Plan, arising from the land use study and related public consultation process. The Council ratified report and recommended modifications will be forwarded to the Ontario Municipal Board and the Region of York with the request that the modifications be incorporated into Section 12.10 of Volume 2, as part of the Official Plan approval process.

Background - Analysis and Options

Study Area

The study area is located on the north side of Centre Street between Concord Road and New Westminster Drive.

City of Vaughan Official Plan 2010

The Vaughan Official Plan 2010 applies to all lands in the City. The new Official Plan has been

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produced in two volumes. Volume 1 introduces general policies applicable throughout the City; and, Volume 2 includes site and area specific policies for areas that require more detailed policy treatments, and a number of Secondary Plans. The study area is included in Section 12.10 – Centre Street Corridor, of Volume 2.

The Thornhill Centre Street Area Land Use Study and Consultation Process

The study process included a public consultation program in association with the Thornhill Centre Street Corridor Urban Design Guidelines and Streetscape Master Plan Study (the principle study). The planning process leading up to this report included two public workshops, two open houses, and a statutory public hearing with stakeholders; including residents, businesses and developers, and their agents.

The following provides a brief overview of the public consultation process:

- The review of the corridor between Vaughan Boulevard and New Westminster Drive was directed by Vaughan Council at its meeting of September 7, 2010, in consideration of the item pertaining to the VOP 2010.
- At the Council meeting of March 8, 2011 the staff recommendation from the Committee of the Whole meeting of February 22, 2011 was approved as follows:
 - “1. That the Planning Partnership be retained on a single source basis in accordance with the City's purchasing policies, to undertake a land use study of the north side of the Centre Street corridor from the intersection of Centre Street and Concord Road, to the intersection of Centre Street and New Westminster Drive;
 - 2. That the Terms of Reference for the area land use study be an adjunct to the ongoing Thornhill Centre Street Corridor Urban Design guidelines and Streetscape Master plan Study (the principle study);
 - 3. That the draft Terms of Reference forming attachment #2 to this report, be approved;
 - 4. That the amount of \$48,000 to complete the additional work requested by Council be funded from the capital budget for the Vaughan Official Plan Review Project- PL-9003-07; and,
 - 5. That the director of Purchasing Services be authorized to execute the appropriate contract documents.”
- May 5, 2011 and June 7, 2011 - Introduction to the study, and visioning workshops were held with the surrounding community and study area landowners.
- November 23, 2011 - An open house was held to present the draft Land Use Plan, Urban Design Guidelines and Streetscape Master Plan.
- April 20, 2012 - A notice of open house and public hearing was mailed together with a newsletter to all landowners within the study area, to surrounding neighbours within 150 metres of the study area boundary, to ratepayer associations, and to individuals who had requested notification. The newsletter which was prepared by the Communications Department in consultation with the Policy Planning Department, addressed pertinent questions from residents in the vicinity of the study area and provided information on the study process, and proposed draft Land Use Policy document.
- On May 15, 2012, the open house and Committee of the Whole (Public Hearing) were held to present the Study Report and proposed (draft) Land Use Plan/Policies.
- On May 29, 2012, Vaughan Council approved the following recommendation:

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- “1) That the following recommendation contained in the report of the Commissioner of Planning, dated May 15, 2012, be approved:
- “That the Study Report for the Thornhill Centre Street Area Land Use Study (2012), prepared by the Planning Partnership, and the corresponding draft Land Use Plan/Policies be received; and that any issues identified by the public and Council, be addressed in a comprehensive report to Committee of the Whole.”
- 2) That the following be approved:
1. That staff examine decreasing the height maximums at the Centre Street frontage in the Mid-Rise Mixed Use B designation (Site 2) from 6 storeys to 4 storeys in order to provide a more appropriate transition to the low-rise residential area to the north, given the limited lot depths in this stretch of the Centre Street corridor;
 2. That staff also examine the designation of the building identified as “M” in the Site 1 area located immediately south of the bulb of MacArthur Drive, from a maximum of 8 storeys to 6 storeys;
 3. That staff, in light of the significant intensification already in place in the area, provide a strategy on how to develop a comprehensive and holistic approach to the further development of the Centre Street Corridor from Bathurst to Dufferin Streets, including the areas as far north as New Westminster Drive (at Bathurst Street), and the Promenade lands to the south;
 4. That this be reported on as part of the comprehensive technical report to Committee of the Whole;
 5. That staff appropriately increase the radius for notification of land owners in consultation with the local Ward Councillor; and,
 6. That the deputations and communications to the public hearing meeting be received.”

Structure of this Report

This report to the Committee of the Whole is the result of the direction provided above. The report is set-out in four parts as follows:

- A. The Policy Context
- B. The Proposed Land Use Plan/Policies
- C. Addressing Council Direction of May 29, 2012 and Refinements to the Draft Thornhill Centre Street Plan/Policies since the Public Hearing of May 15, 2012
- D. Summary of New Comments received on the Draft Land Use Plan/Policies (Public Hearing of May 15, 2012)

A. The Policy Context

The Study area is subject to municipal, Regional and Provincial planning policy. Given its current character and policy context, it presents the following challenges:

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- The quality and role of the pedestrian realm has taken a secondary position to the vehicular orientation of the street and development sites. As a result the pedestrian activity is poor due to a general lack of attractive urban design attributes and amenities, and a lack of uses conducive to pedestrian activity in parts of the corridor.
- Existing densities, land uses and urban design in the study area do not reflect current Provincial, Regional or municipal policy for Regional Intensification Corridors.

The policies of the pertinent levels of government are discussed below.

(1) The Provincial Policy

The Provincial Policy Statement 2005 (PPS)

The PPS supports efficient land use, a mix of housing types and densities, residential intensification, public transit ridership and the protection of cultural heritage. It promotes the planning of public streets, spaces and facilities to meet the needs of pedestrians and facilitate pedestrian and non-motorized movement. It encourages growth in built up areas and identifies transit corridors within urban areas as key areas for intensification and redevelopment.

(i) Ontario Transit-Supportive Guidelines (2012)

The guidelines developed by the Ministry of Transportation in recognition of the Provincial investment in major transportation initiatives, and recent Provincial policies, emphasize the inter-dependent relationship between transit ridership and land use patterns. The guidelines are predicated on:

- the designing of “complete streets”; designing streets to reflect the land use and transportation context, and conversely organizing the appropriate land use mix to respond to the transportation context;
- establishing performance standards related to factors such as pedestrian safety, comfort and ease of use of transit and evaluating performance regularly;
- placing the highest density and greatest mix of uses nearest transit;
- promoting a pleasant pedestrian experience on routes to and from transit stops to boost ridership;
- safe and convenient streets for cyclists can extend the reach of transit as much as 5 km; and,
- accessible and attractive transit stops encourage transit use.

Places to Grow: The Growth Plan for the Greater Golden Horseshoe (2006)

The Places to Grow Plan is the Province’s growth plan for the Greater Golden Horseshoe. It is based on a set of principles for guiding decisions on how land is to be developed and public investments are managed. It supports the building of compact, vibrant neighbourhoods, the protection and conservation of valuable natural resources, the optimization of the use of existing and new infrastructure to support growth in a compact efficient form. It further specifies that intensification should be directed “generally throughout the “built-up area” and especially along intensification corridors and at major transit station areas (Section 2.22.3.6).

It is noted that the vivaNext Bus Rapid Transit (BRT) line is planned to run along Centre Street between Dufferin Street and Bathurst Street (see Attachment 1); and a BRT station is planned in the study area between Vaughan Boulevard and New Westminster Drive.

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(2) The York Region Official Plan (YROP) (2009)

The York Region Official Plan was adopted by Regional Council in December of 2009 and approved by the Minister of Municipal Affairs and Housing on September 7, 2010. The Plan was appealed and is now in the final stages of approval at the Ontario Municipal Board. The majority of the Plan is in effect as of January 14, 2013.

York Region's Intensification Strategy (2009), is reflected in the YROP. It is the basis for the Region's plan for delivering the amount of intensification required by the Province in order to meet the assigned level of population to 2031. The Intensification Strategy is based on a Regional Intensification Framework that includes a hierarchy of Regional Centres and Corridors, GO stations, Local Centres and Corridors, other major corridors, and local infill. All lower-tier municipalities are required to complete their own intensification strategy to meet the intensification targets outlined in the YROP in accordance with the Regional hierarchy.

The Centre Street Study area is identified as part of a Regional Corridor and it links the Highway 7 and Bathurst Street portions of the corridor. The following policies in Sections 5.3 - Intensification and 5.4 - Regional Centres and Corridors, of the York Region Official Plan are of particular relevance to the Centre Street study area. It is also noted that these policies capture important highlights of the York Region Transit Oriented Development (TOD) Guidelines approved by the Region in 2006, and which are also applicable to Regional Corridors. It is the policy of Regional Council:

- " 5.3.4. That the distance to a transit stop in the Urban Area is within 500 metres (a 5-to-10-minute walk) for 90% of the residents and no more than 200 metres for 50% of residents.
- 5.4.1. That the Regional Centres and Corridors serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region.
- 5.4.28. That Regional Corridors are planned to function as urban main streets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.
- 5.4.34. To require a comprehensive approach to intensification along Regional Corridors: Local municipalities will establish key development areas and other forms of intensification along Regional Corridors. Key development areas once established will support an overall long term density target of 2.5 FSI for developable areas."

The Centre Street Land Use Study Area is located adjacent to the Thornhill Town Centre (area between New Westminister Drive and Bathurst Street, north and south of Centre Street), which has been evolving as an urban centre since the early 1980s. Official Plan Amendment 671 (Thornhill Town Centre) approved in 2005, establishes a more detailed and updated policy framework to direct mixed-use development, including high-rise development, in this area. The Vaughan Official Plan 2010 (VOP 2010), recognizes the Thornhill Town Centre as a Primary Centre.

The study area because of its proximity to the Thornhill Town Centre, currently enjoys priority YRT bus service, and is projected to receive BRT service in the 2015-2020 timeframe. The study area, and in particular Site 1 (see Attachment 1), is considered a priority area for intensification because of its location adjacent to the Thornhill Town Centre, and the BRT stop which is projected to be sited mid-block between Vaughan Boulevard and New Westminister Drive.

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(3) The City of Vaughan Official Plan (VOP 2010)

The VOP 2010 establishes the urban structure plan for directing growth throughout the City. This structure is outlined in Section 2.2.1.1 of the Official Plan. It provides for a hierarchy of intensification areas that vary by densities and the planned mix of uses. At the top of this hierarchy are the following: The Vaughan Metropolitan Centre (the Regional Centre), the Regional Intensification Corridors, and then Primary Centres, Local Centres, and Primary Intensification Corridors. The City's urban structure was established to conform to Provincial and Regional policy. With respect to Regional Intensification Corridors, the following description is provided in Section 2.2.1.1:

- “ ii. Regional Intensification Corridors will be a major focus for intensification on the lands adjacent to major transit routes, at densities and in a form supportive of the adjacent higher-order transit. The Regional Intensification Corridors link the Vaughan Metropolitan Centre with other intensification areas in Vaughan and across York Region.”

The VOP 2010 also states that the policies related to Intensification Areas will be consistent with the policies of the Provincial Policy Statement, the Provincial Growth Plan for the Greater Golden Horseshoe and the York Region Official Plan.

It is noted that at the time Volume 2 of the VOP 2010 was prepared the “vision” for an intensified corridor had not yet been established. Therefore the site specific policies contained in Volume 2, applying to Centre Street, are a carry-over of the previous OPA 672 (Thornhill Centre Street Official Plan Amendment, 2005) policies. The “Where and How to Grow - Directions on future growth in the City of Vaughan to 2031” report, prepared by Urban Strategies Inc., does however identify the study area as a “Priority Opportunity Area” for intensification.

(4) Ontario Municipal Board Appeals

Five property owners within the study area have submitted appeals to the Vaughan Official Plan 2010; and, the land area currently subject to appeals encompasses approximately 75% of the study area. All appellants have cited issues respecting the proposed VOP 2010 commercial designations and FSI density ranges of 0.8 -1.5; asserting that residential mixed-use and higher densities are more appropriate in this area.

B. The Proposed Land Use Plan/Policies

The proposed land use plan and policies for the Thornhill Centre Street Study area are summarized as follows:

(1) Land Use Designations

The following land use designations are proposed for the study area:

(i) Low-Rise Residential “A”

The Low-Rise Residential “A” designation permits residential units in the form of townhouses, and public and private open space. The net maximum density and height permitted within this designation is .75 FSI and 2.5 storeys (or 9.5 m, whichever is less), respectively. This designation provides the transition between the higher densities and heights proposed in the southerly portion of Site 1 (see Attachment 2) of the study area, and the established low-rise residential community on Katerina Avenue to the north.

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(ii) Mid-Rise Residential

The permitted uses within the Mid-Rise Residential designation include residential units in the form of mid-rise buildings, home occupations, community facilities, day cares, and public and private open spaces. The maximum net density and height permitted within this designation are 2.5 FSI and 6 storeys, respectively. This designation helps achieve the higher densities expected in the Regional corridor while providing the transition to the higher density mixed-use designation immediately adjacent to Centre Street. Two restaurant(s) and/or café(s) are also permitted in this designation within a mid-rise residential building, fronting onto the public park. Each of the two eating establishments is limited to a maximum gross floor area of 500 sq.m.

(iii) Mid-Rise Mixed-Use “A”

The Mid-Rise Mixed-use “A” designation permits residential, commercial, community, and cultural uses in a mixed-use, mid-rise building format with commercial or cultural/community uses required at grade. This designation permits a maximum net density of 2.8 FSI, and a range of heights from 3-8 storeys, with a maximum height of 12 storeys permitted at the northwest corner of Centre Street and New Westminster Drive (see Attachment 2). This designation helps to achieve the transit supportive densities and street animation expected in a Regional Corridor.

(iv) Mid-Rise Mixed-Use “B”

The uses permitted in this designation include residential units, home occupations, community facilities, daycares, cultural uses, retail and restaurant uses, office uses and public and private open spaces. Buildings must be in a mixed-use building form with commercial or cultural/community uses provided at grade. The proposed designation permits a maximum net density of 1.6 FSI and heights ranging from 2.5 to 4 storeys respectively (see Attachment 2) with consideration for additional height up to 6 storey maximum in accordance with detailed site specific requirements. It contributes to the density targets established for the Regional Corridor, but recognizes the transition to the established low-rise residential neighbourhood to the north. The building form, which introduces residential mixed-use development with commercial elements, including retail and restaurant uses along the Centre Street frontage, is intended to animate this portion of the corridor.

(2) Urban Design Policies

The focus of the proposed urban design policies is to create an attractive, safe and pedestrian-friendly environment and to provide transitioning policies, where applicable, to benefit the nearby low-rise neighbourhoods. The over-arching design policies are summarized as follows:

- (i) Buildings shall have active facades including primary windows and entrances facing the street.
- (ii) Buildings fronting on public or private streets shall not be separated from the street by either parking areas or drive aisles.
- (iii) Buildings shall be sited to minimize their impact on existing neighbouring properties.
- (iv) Further reverse lot development will not be permitted on Centre Street.
- (v) Buildings shall be designed with high quality architectural materials, and variation in certain elements of the façade treatment should be provided.

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- (vi) Surface parking if required, shall be located at the interior of a development block, and be screened by buildings. Access to underground parking shall be appropriately integrated into the building it serves and located so as to minimize physical and visual impacts on public sidewalks and open spaces.
- (vii) Individual front-accessed garages for grade related residential units such as detached, semi-detached or townhouses should not protrude beyond the main front building wall, and should occupy no more than 40% of the width of the building or unit frontage.
- (viii) The following set-back requirements are provided:
 - a. A build-within zone 2.0 m – 3 m from any lot line fronting a street.
 - b. Notwithstanding (a) above, buildings fronting on Centre Street between New Westminster Drive and Vaughan Boulevard shall be setback a minimum of 7 m from the front lot line; and, a minimum of 6 m between Vaughan Boulevard and Concord Road.
 - c. A minimum rear yard setback of 7.5 m is required for any development abutting an existing residential property. In addition, to the minimum rear yard setback requirement, a minimum 4 metre landscaped buffer consisting of a minimum double row of trees, is required extending for the entire length of the rear property line where abutting an existing low-rise residential property. Where detached rear garages are provided and accessed by a rear laneway, the minimum rear yard setback for the dwelling unit shall be 13.5 m from the laneway.
- (ix) Minimum step-backs are provided for buildings of various heights.
- (x) A minimum facing separation distance of 20 m between adjacent buildings for all portions of the buildings taller than 6 storeys or 22 m.
- (xi) Design policies specific to buildings greater than 8 storeys in height permitted only in the east part of the study area.
- (xii) All proposed developments within the land use study area may be subject to review by the City's Design Review Panel.

(3) Application of Section 37 of the Planning Act (Bonusing Provisions)

The proposed Thornhill Centre Street land use policies provide for the use of the Section 37 Bonusing provisions in the Mid-Rise Mixed –Use "A" land use designation of the Plan on land east of Vaughan Boulevard. The policies allow the City to consider additional density and height beyond the permitted maximums set for this designation, in exchange for community benefits. The consideration of Section 37 use and the evaluation of relevant community benefits, will take place during the development review process. The community benefits are prioritized as follows:

- (i) Monetary contributions towards funding enhanced streetscaping in the Centre Street corridor. This includes streetscaping above City established service levels.
- (ii) The following community service/facility needs within the Plan area and broader Community Planning Area (CPA) # 9, in addition to the community benefits identified for Section 37 use in the VOP 2010, are to be considered in the priority in which they are listed:

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- a) Cultural amenities, including public art and outdoor cultural event space within the boundaries of the subject lands.
- b) The provision of community facilities as identified by the City as desirable for the planning area, but which are not accommodated in the City's standard levels of service.
- c) The following community services/facilities within the broader Thornhill CPA # 9:
 - Renewal of existing community centre facilities, library space, and indoor skating arenas as necessary.

C. Addressing Council Direction of May 29, 2012 and Refinements to the Draft Thornhill Centre Street Plan/Policies since the Public Hearing of May 15, 2012

The Council direction of May 29, 2012 is addressed in numerical order as follows:

1. **That staff examine decreasing the height maximums at the Centre Street frontage in the Mid-Rise Mixed-Use B designation (Site 2) from 6 storeys to 4 storeys in order to provide a more appropriate transition to the low-rise residential area to the north, given the limited lot depths in this stretch of the Centre Street corridor.**

Response:

Staff, in consultation with the City's Consultant for the Centre Street Study, have examined the possibility of reducing the heights in Site 2, as indicated in the Council directive. Given the considerable depth of the subject lots, and that the northern half of the lots are limited to a maximum building height of 2.5 storeys, there do not appear to be adverse effects in terms of shading, light, and noise (subject to mitigation measures being applied) from a 6-storey building on Centre Street as opposed to a 4-storey building. However, in consideration of the planning context and to ensure that future development in the Mid-Rise Mixed-Use B designation will include variations in heights at the street frontage, promoting both better design and sunlight penetration into the interior of the subject lands, the following new policy has been proposed:

Section 12.10.6.7 a):

"Within the lands identified as Mid-Rise Mixed-Use B on Map 12.10.A and identified as having a height range of 2.5 – 4 storeys* on Map 12.10.B., the minimum building height shall be 2.5 storeys and the maximum building height shall be 4 storeys or 16 metres, whichever is less. Predicated on achieving a built form similar to that illustrated in the Concept Plan (Appendix 2), and proposed development in accordance with policies (12.10.6.9 – 12.10.6.12* *); a portion of the Centre Street frontage may be permitted to have a maximum height of 6 storeys or 22 metres, whichever is less."

**These newly proposed policies are described in detail in the following section of this report.

In addition, it is recognized that redevelopment of Site 2 must be comprehensively planned in order to ensure excellent site design, efficient traffic flow, and an appropriate transition and buffers to the existing low-rise residential immediately to the north. The following section of this report discusses the introduction of new policies to ensure a comprehensive approach.

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(a) Planning for the Comprehensive Redevelopment of Site 2

The north side of Centre Street between Concord Road and Vaughan Boulevard, forming Site 2 of the Planning area, is composed of 12 lots, the majority of which are individually owned and maintained as residential properties. The lots were not initially designed to accommodate more intensive forms of development and are therefore accessed by individual driveways at Centre Street. As such, each lot would be encumbered by a driveway minimizing its development potential. In addition, the bus rapidway will be constructed in the middle of Centre Street without access between the north and south sides of Centre Street, except at signalized intersections. Therefore, the subject lots will not have the benefit of direct access from eastbound Centre Street traffic lanes or the opportunity for direct egress to the eastbound Centre Street traffic lanes.

For a variety of reasons, including: minimizing construction impacts on adjacent residential lots; facilitating safe and efficient access to development parcels at signalized intersections; ensuring integrity of the streetscape design along Centre Street; maximizing development potential of the subject lots; and, optimizing the amount and design of outdoor amenity spaces, a comprehensive approach to the redevelopment of Site 2 is required. To this end, the following new policies (sections 12.10.6.9 - 12.10.6.12) are recommended:

- (i) Recognizing that the planned bus rapid transitway will limit in-bound turns from the west, and out-bound easterly turns on the north side of Centre Street, a minimum 7 metre rear yard laneway/access driveway shall be provided adjacent to the south side of the required 4 metre landscape buffer, connecting Concord Road and Vaughan Boulevard. An easement to the City shall be provided over the entire length of the rear yard laneway/access driveway and shall be achieved as a condition of Site Plan approval, as per Section 41. (7) a). of the Planning Act.
- (ii) Comprehensive planning and development of land parcels shall be required within the Mid-Rise Mixed-Use B designation; development parcels shall be assembled to the satisfaction of the City in order to minimize access points to Centre Street, and to facilitate the development of the rear yard laneway/access driveway. Appropriate reciprocal easements shall be granted by all owners to permit right-of-ways over access laneways to Centre Street and over the rear yard laneway/access driveway.
- (iii) To augment outdoor open space within the Mid-Rise Mixed-Use B designation, required amenity space to serve private developments shall be provided in the form of at-grade outdoor courts and located to the rear of the future buildings. In order to optimize the size and design of these outdoor amenity areas, they shall be planned and developed in co-ordination with adjoining lots included in the assembled development parcel.
- (iv) Prior to approving development applications in the Mid-Rise Mixed-Use B designation, the City shall require that landowners enter into an agreement(s) to the satisfaction of the City, to facilitate the comprehensive and co-ordinated development of properties in this portion of the Centre Street corridor, and to ensure equitable cost sharing for such aspects as the shared rear yard laneway/access driveway, sanitary sewer connections, hydro, storm water, the north boundary 4 m landscape buffer, and other common right-of-ways.

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2. **That staff also examine the designation of the building identified as “M” in the Site 1 area located immediately south of the bulb of MacArthur Drive, from a maximum of 8 storeys to 6 storeys.**

Response:

Through further examination of the noted lands (see concept plan for Site 1, building “M”, Attachment 4), staff in consultation with the City’s Consultant, have reduced the maximum height at the mid-point of the Mid-Rise Mixed-Use “A” designation for the particular land parcel, from 8 to 6 storeys. The reduction as now reflected on the proposed Land Use Plan, will provide a better transition in height to the proposed 2.5 storey development which will be located adjacent to the Mid-Rise Mixed-Use “A” designated lands. The reduction also ensures that any future 8 storey development will be located a minimum of approximately 70 m (230 ft) from the property line of existing low-rise development on McArthur Drive to the north.

3. **That staff in light of the significant intensification already in place in the area, provide a strategy on how to develop a comprehensive and holistic approach to the further development of the Centre Street corridor from Bathurst to Dufferin streets, including the areas as far north as New Westminster Drive (at Bathurst Street and the Promenade lands to the south).**

Response:

A study of the Thornhill Centre Street corridor, including the Dufferin/Centre Street Gateway, and the portion of the Thornhill Town Centre between Centre Street and just south of North Park Road (the Liberty development), was undertaken previously, in 2003. The Thornhill Centre Street Study (2003) resulted in Official Plan Amendments 671 (2005), for the area within the Thornhill Town Centre, and 672 (2005), for the north Centre Street Spine from the Dufferin Street Gateway to New Westminster Drive.

A large proportion of the OPA 671 (Thornhill Town Centre) lands are now either built-out or approved for development, as are the remainder of the Thornhill Town Centre north lands (north of North Park Road). Approximately 1/6 of the area of the lands in the Thornhill Town Centre north remains vacant or subject to redevelopment. The existing or approved mid-rise and high-rise residential development in the Thornhill Town Centre ranges in height from 4-22 storeys, and density from 1.35 FSI to 6.89 FSI (see map and corresponding charts, Attachments 7 and 8). The more recently proposed Baif (density of 4.37 FSI) and Liberty (density of 4.43 FSI) developments, are at higher densities than the 3.5 FSI permitted by the Official Plan.

The 2003 Thornhill Centre Street Study did not focus on detailed “visioning” for the Dufferin/Centre Street Gateway or Promenade Mall areas, as there was little interest in redevelopment of these lands at that time. However, the Vaughan Official Plan 2010, Volume 1, Schedule 14-A, identifies both areas as subject to future Secondary Plan Review. At this time more consideration should be given to moving ahead with the Dufferin/Centre Street Gateway Study, as discussed below.

- (a) The Dufferin/Centre Street Gateway Secondary Plan Study

The budget for the Dufferin/Centre Street Gateway Secondary Plan Study (PL-9027-12), was approved as part of the City’s Capital Budget for the 2012/2013 timeframe. Given the City’s interest in resolving the Highway 407 future ramp issue at this intersection, recent office/commercial development approvals for the northwest corner, and development pressures and community concerns, it is

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recommended that the study be initiated as soon as possible. The purpose of this Secondary Plan Study is to provide a preferred land use and urban design framework for the area outlined on Attachment 11. The land use study will help inform City recommendations to the Provincial agencies, who collectively own or manage a significant proportion of the lands in the study area.

With respect to the question of the possible siting of the future 407 ramp in the vicinity of the Dufferin Street/Centre Street intersection, the following background is provided. At the Council meeting of August 25, 2003, Council directed (in part):

“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.”

Several years later at the Council meeting of March 23, 2009, the following recommendation (in part) of the Special Committee of the Whole (Working Session), was adopted by Council:

- “2) That the City of Vaughan confirms their objection to Option 3, a full interchange at Centre Street, but supports a feasibility study of Option 2, or variation thereof, for a partial interchange on Centre Street to take place prior to 2015;
- 3) That staff participate in the terms of reference particularly as it relates to the impact on local roads;
- 4) That the Ministry of Transportation/ETR be requested to protect the necessary lands;”

The lands subject to the Option 2 partial ramp configuration, including access/egress locations, are contained entirely within the Hydro Corridor immediately east of Highway 407; and, the Parkway Belt lands immediately west of Highway 407, north of Centre Street. The date for commencement of the feasibility study for Option 2 has not yet been set; however, given that the Dufferin/Centre Street Gateway lands are situated far enough east of the Option 2 - ramp site, the planning for the Gateway should not be delayed.

The Dufferin/Centre Street Gateway Study will entail a background review of existing conditions, active development applications, and recent Provincial and Regional Policy with respect to the subject lands. Exploration of different land use scenarios will be conducted in consultation with Infrastructure Ontario, MTO, Hydro One, the Region of York, other property owners within the subject lands, and the respective community. A traffic analysis of the preferred land use scenario will also be completed.

(b) Community Services Evaluation

A concern respecting the adequacy of community services in light of the significant intensification in the Thornhill Town Centre (north), and the intensification proposed for the study area, was raised by both Council and area residents at the Public Hearing of May 15, 2012.

It is recognized that with the higher density developments currently underway in

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the City's Regional Intensification Corridors and Primary Centres, a conscientious approach to providing the necessary community facilities and services to accommodate significant increases in population will be required. In September of 2012, the City of Vaughan Development Planning Department implemented the practice of requiring a Community Facilities and Services Impact Study for all development applications (Official Plan, zoning, subdivision, and site plan) pertaining to high-rise developments. In addition, the Policy Planning Department also includes a "community services" component in the "terms of reference" of all studies in intensification areas, to ensure that there will be sufficient services for the proposed land use scenario.

In anticipation of the greater densities that are expected in the Highway 7/Centre Street Regional Intensification Corridor, the current Centre Street Study includes a Community Services Evaluation (Chapter 4). The evaluation is based on a review of the findings and recommendations of existing studies and policy documents for the City, including the Active Together Master Plan for Parks, Recreation, Culture and Libraries (2008), the Vaughan Social Services Study (2009), and the policies for Community Infrastructure found in Chapter 7 of the VOP 2010, Volume 1. The Active Together Master Plan provides a detailed assessment of the supply and demand for community services in Vaughan's ten "Community Planning Areas" for the years 2006 to 2031.

The Master Plan is currently under review to update community profiles, recreational trends, public input (including the household survey), and review of the existing inventory. The review which will also provide recommendations regarding overall facility planning, is tentatively scheduled to be completed by mid 2013. The Social Services Study provides a more general assessment of other types of services such as public transit and access to housing.

1) Community Service Planning in Vaughan

Community service planning in Vaughan is based on Community Planning Areas (CPAs). The Active Together Master Plan uses the CPA's demographic profile, along with public input and activity and facility assessments, to determine specific requirements for community parks and facility needs, indoor and outdoor recreation facilities, including multi-use space that can be used for recreational arts and cultural programs, and libraries. For each service type, the Master Plan outlines:

- the existing supply;
- planning context (including public input collected through an attitudinal survey); and,
- assessment of need (based on established standards and targets for service provision).

Based on this information, proposals are made for the location of new facilities (if needed), and formal action plan items. See Attachment 6 for mapping of existing community services within one kilometre of the Centre Street study area.

The Centre Street Study area is located within the Thornhill CPA # 9 (see Attachment 5). Between 2006 and 2031, the population of the Thornhill Community Planning Area is expected to grow by 25,360 residents, representing a 40% increase in population (Active Together Master Plan,

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Figures 3.3 and 3.4). The greatest levels of intensification are expected adjacent to the study area, in the Thornhill Town Centre, and along the Steeles Avenue and Yonge Street corridors. The population projections are based on traffic zone forecasts provided by the Region of York (2007). The same growth forecasts have been used in the preparation of the City's VOP 2010; however, it is noted that while the Region's distribution across traffic zones is more general, the VOP 2010 specifically targets growth through preparation of Secondary Plans. The "Where and How to Grow - Directions on future growth in the City of Vaughan to 2031" report (June 2009), which is used as a background resource in the preparation of City Secondary Plans, identifies "Priority Opportunity Areas" for intensification. It is noted that the Centre Street study area is identified as "a Priority Opportunity Area" for intensification with an allocation of approximately 974 additional residential units.

The "Where and How to Grow" Report (pg. 41 & 45), forecasts growth in the CPA # 9 as follows:

			Approved Development Applications *	Proposed Development Applications**
Location	Units	People	People	People
Dufferin/Centre Gateway	828	1,682		
Thornhill Centre St. Study Area	974	2,009		
Thornhill Town Centre North (area between New Westminster Drive and Bathurst, north of Centre Street)	1,382	2,987	2,009	+ 3,571 = 5,580
Thornhill Town Centre South (Promenade Mall area)	1,847	3,897		
TOTAL	5,036	10,575		
Yonge-Steeles Corridor	6,164	12,345		
TOTAL	11,200	22,920		

* and ** See Attachments 7 and 8 for details

Total projected population by Active Together Master Plan –	<u>25,360</u>
Total projected population by "Where and How to Grow" Report –	<u>22,920</u>
Difference -	2,440 People

Development applications approved since the growth forecasts were derived, will result in an increased population of approximately 2,009 people in the Thornhill Town Centre north, with a potential additional population of 3,571 people should the currently proposed development applications in this area be approved as submitted. As highlighted above, this would result in 5,580

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additional residents in the Thornhill Town Centre north. Since the Active Together Master Plan (ATMP) has actually used a higher population figure of 25,360 residents (from Regional forecasts), the higher population would be mostly accounted for; however, approximately 1/6 of the development/redevelopment area in the Thornhill Town Centre north has yet to be included in the totals forecast for the area, and the trend is toward increasing intensification beyond what was originally anticipated in the Thornhill Town Centre OPA 671.

In consideration of the increases to population that might occur in CPA # 9 above what was accounted for in the ATMP, staff recommend that when the future planning study for the Promenade Mall area is undertaken, the scope of the work include a review of current demographics and proposed population numbers for CPA # 9, vis-à-vis the corresponding Master Plan recommendations for facilities and community service levels. In addition, as an interim measure, staff in Development Planning will continue to require Community Impact Studies for major redevelopment proposals. These measures will ensure that the CPA will continue to be sufficiently serviced as per City standards.

(i) Parkland

The 2008 ATMP recommends targets for the provision of parkland in communities within the City of approximately 4.0 ha (active and passive parkland combined) per 1000 residents. City staff note that the Thornhill community is generally well served by parkland and has a current provision standard of 3.3 ha of parkland (active and passive parkland combined) per 1000 residents. The ATMP also recognizes that based on the current service ratios, this community will require additional parkland to meet the needs of the projected future population by 2031. In addition, the ATMP recommends a hierarchy of parkland types, which is now incorporated in the VOP 2010. Urban squares are noted as a type of parkland appropriate in intensification areas.

The provision of open space for new residents, as proposed in the Centre Street Land Use Policies, of approximately 0.69 ha and the proposed urban square would be less than what is required using the 1 ha to 300 dwelling units ratio. However, given the location of the study area immediately adjacent to a Regional Corridor, and the relatively limited area of the subject lands; the Thornhill Centre Street Study Report (2012), indicates that the amount of parkland and parkland typology proposed is appropriate for the Plan. Section 7.3.2.2 of the VOP 2010 acknowledges that smaller parks/urban squares may be appropriate in intensification areas “in order to better fit into the desired planned context of these areas and to take advantage of available land resources.”

The following new policy (section 12.10.6.11), has been included in the proposed modifications since the Public Hearing of May 15, 2012, to further augment the open space in the study area (Site 2):

“To augment outdoor open space within the Mid-Rise Mixed-Use B designation, required amenity space to serve private developments shall be provided in the form of at-grade outdoor courts and located to the rear

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of future building structures. In order to optimize the size and design of these outdoor amenity areas, they shall be planned and developed in co-ordination with adjoining lots included in the assembled development parcel.”

Based on the proposed distribution of parkland, all new residents will be within the required 500 m/10-minute walk of the new parkland. The subject lands are also located within a 25-35 minute walk of an existing district park (York Hill), and a 25 minute walk to the Concord Thornhill Regional Park. It is recommended that the cash-in-lieu of parkland funds which would be provided through development of the subject lands, should be used to acquire/upgrade parkland where the opportunities arise within the broader CPA # 9.

(ii) Indoor and Outdoor Recreational Facilities

The ATMP provides a detailed assessment of the supply and need for a variety of indoor and outdoor recreational facilities. The ATMP states that the Thornhill CPA # 9 is well-served by recreational facilities, however, the following facilities will be needed within the CPA by 2031:

- Up to two new basketball courts
- One new skateboard park
- One new waterplay

In addition, the ATMP identifies a number of facility types that are over-supplied in the CPA and could be converted to other uses such as those listed above. The document also recommends that existing community centres should be renovated and/or retrofitted as necessary to keep pace with the quality associated with newer community centres and encourages multi-purpose program spaces, seniors’ rooms, teen rooms, pre-school rooms and fitness centres throughout all appropriate community facilities (existing, new and renewed).

The proposed Centre Street Land Use Plan may accommodate a new water play facility in the proposed park areas and the policies of the Plan build in options for generating funds for the construction/renewal of recreational facilities in the CPA using density bonusing provisions under Section 37 of the Planning Act. Appendix 1 of the draft land use policies provides a priority list of service needs as benefits to be considered under the Section 37 Bonusing provisions of the Planning Act. The suggested use of Section 37 Bonusing provisions is expanded upon in section B. (3) of this report.

It is also noted that staff are reviewing City policies regarding the utilization of cash-in-lieu of parkland funds, to develop a program that would consider that an appropriate percentage of the funds collected, be used to retrofit parkland/facilities in the vicinity of the residential development providing the funds.

(iii) Arts and Cultural Facilities

The ATMP provides a more general overview of the use and supply of existing cultural facilities in the Thornhill CPA # 9. While no specific new facilities are identified, strategies are recommended to support arts and culture in existing City facilities, including the use of Section 37 of the Planning Act to assist in providing public art funding.

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(iv) Libraries

To accommodate new growth in the Thornhill CPA # 9 specifically, an additional 5,326.0 sq.ft of library space will be needed by 2031, however, this space is to be provided outside the CPA, but within the geographic radii distribution standard for community libraries of 2.4 km. In addition, the Master Plan highlights the need for the Vaughan Public Libraries to develop a strategy for facility renewal of older libraries to continue to provide an adequate level of service and programming for the population they serve. The proposed Centre Street Study policies identify renewal of libraries in the list of possible uses for Section 37 bonusing funds.

(v) Other Social Services

The City of Vaughan Social Services Study (2009) found that there are other types of service requirements for specific demographic groups across the City: families and children, youth, seniors and new immigrants. Identified common service needs of these demographic groups include: access to affordable housing and provision of complete and accessible neighbourhoods, and availability of transportation options. With regard to housing, new immigrants and families with children are more likely to require access to rental and affordable housing, while seniors may require seniors-targeted housing to meet their changing needs. For families with children, land use policy can also be used to improve availability of childcare by permitting small-scale daycares more broadly, while youth can benefit from provisions for smaller-scale community recreational spaces.

Public transit was identified as key to improving access to employment for youth and new immigrants and an important consideration for seniors who also may not have the use of a private vehicle. The need for urban design controls that promote healthy and walkable communities was also identified. Walkable communities benefit everyone, but seniors in particular, since they may otherwise become confined to their home and suffer from isolation.

The proposed land use and urban design policies will expand the inventory of smaller more affordable housing units, and may contribute to additional daycare facilities; improve walkability throughout the study area; and, provide additional meeting places for social interaction. The future provision of higher-order transit along Highway 7/Centre Street will also ensure greater mobility and more equitable access to services for people of all ages and backgrounds in the community.

2) Summary of Community Services Evaluation

The review of the Active Together Master Plan, Social Services Study and "Community Infrastructure" policies of Volume 1 of the VOP 2010, indicates that the intensification proposed on the subject lands has been anticipated with respect to community service needs, and that it can be accommodated. Generally, the Thornhill CPA # 9 is well served with respect to community services, and the proposed Thornhill Centre Street policies may aid in supplying some of the projected future needs primarily through the procurement of cash-in-lieu of parkland funds, and to a lesser extent, through the use of the Section 37 Bonusing provisions. The projected parkland needs may be accommodated in part, through future redevelopment of the

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Promenade Mall area, and in the upgrading of existing parks/parks' facilities in the larger CPA # 9.

As explained earlier in this report, staff recommend that when the planning study for the Promenade Mall area is undertaken, the scope of the work include a review of current demographics and proposed population numbers for CPA # 9, vis-à-vis the corresponding Master Plan recommendations for facilities and community service levels, to ensure that the CPA will continue to be sufficiently serviced as per City standards.

4. **That staff appropriately increase the radius for notification of land owners in consultation with the local Ward Councillor.**

Response:

Staff have consulted with the Ward Councillor and as a result have expanded the direct notice mailing list from a radius of 150 m from the subject lands to 200 m; and notice of this Committee of the Whole meeting was placed in the Thornhill Liberal on the date of March 28, 2013. These measures are in addition to the typical City notification protocol for VOP 2010 Committee of the Whole meetings.

Deletion of Draft Strata Parking Policy

The draft Thornhill Centre Street Land Use Plan Policies presented at the Public Hearing of May 15, 2012, included a policy permitting the use of strata parking arrangements under public local streets in the planning area. However, upon further research and discussion respecting the introduction of strata parking in City policy, it is considered premature to include such policies in the Centre Street Plan. The complexities and potential liabilities to the City merit a more thorough review. Aspects of strata parking, including principles, procedures, and legal practicalities, will need to be examined in order to establish a City position on the use of this development tool.

D. Summary of New Comments received on the Draft Land Use Plan/Policies (Public Hearing of May 15, 2012)

The City received a number of letters and deputations in response to the May 15, 2012, public hearing, which was held for the draft Centre Street Area Land Use Plan/Policies. Generally, residents cited concerns respecting the relatively greater heights and densities proposed in the draft Centre Street Land Use Plan, raising issues of sun-shadowing, loss of privacy, and greater traffic congestion. These concerns are re-iterations of previous comments that were addressed in the May 15, 2012 Committee of the Whole-Public Hearing report (provided for reference as Attachment 10).

The following are new comments received either through written letters or by deputation at the public hearing, followed by staff responses.

1. **Are any improvements necessary to the sewer system to accommodate the proposed intensification in this area.**

Response:

The study area is identified as a Primary Intensification Corridor in the City-Wide Water and Wastewater Master Plan Class EA. The Master Plan report indicates that the existing sanitary sewers along Centre Street, Concord Road, and New Westminster Drive can accommodate the additional flow proposed by the Thornhill Centre Street Area Plan.

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2. **Will a one fare system be considered for the BRT/subway such that there would be a seamless transfer of passengers from the BRT to the subway; and, will a new Go Transit station be added now near the 407/Centre Street/CN Rail line between Dufferin and Keele Street.**

Response:

VivaNext has advised that the design of the stations provides easy and accessible passenger transfers. As for a one fare system, it is expected that this will ultimately be accomplished through the PRESTO system, which has already been test launched on a few transit systems in Ontario-including YRT/Viva. Respecting GO Transit service, GO Transit/ Metrolinx are in the early stages of looking at a potential station west of the Centre Street study area. An Environmental Assessment, which has yet to be scheduled, would be required to permit the station.

3. **Has the Transportation Report for the Centre Street study area confirmed that there will be no constraints to the OPA 671 approved levels of development for the lands on the northeast side of Centre Street/Westminster Drive as a result of intensification as proposed by the study.**

Response:

The Transportation Impact Assessment (2011) prepared by Poulos and Chung concluded that “the bounding arterial roads and intersections along Centre Street can satisfactorily accommodate the vehicle demands generated by this proposed development and the demands resulting from the forecast 2021 and 2026 background traffic flows.”

4. **Will there be enough parking and will it be provided at no cost to the consumer as it is currently.**

Response:

Development proposals which may be submitted under new Official Plan policies, would be required to provide sufficient parking as per the City Zoning By-law standards. It is noted that City Parking Standards are under review. Typically, there has been free parking provided for retail establishments across the City, however the decision to charge for parking will rest with the landowner.

5. **Will there be enough school capacity to support the proposed intensification.**

Response:

The proposed Plan/Policies have been circulated to both the York Region Public and Catholic School Boards. Each of the Boards assesses the requirement for new school facilities based on current and anticipated student enrollments. Both School Boards have commented that there is no requirement for additional schools as a result of the proposed intensification.

6. **Can mature trees, rather than young ones, be utilized for the streetscaping project, and will the cost of streetscaping entail any additional expense to the tax payers.**

The streetscaping for both sides of Centre Street, from Dufferin to Bathurst Streets, is part of the vivaNext Bus Rapid Transit project. The tree species for the street boulevards are selected by the Region of York/vivaNext Consortium at the detailed design stage and the cost of streetscaping will be paid through the vivaNext project funds. Any

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enhancements to the streetscape design would be funded by the City through development charges. The City can also apply to the Municipal Streetscape Partnership Program for a maximum 50% funding of the cost of streetscape enhancements by the Region of York. Streetscape enhancements typically include pedestrian light arms on street light poles and additional planting.

7. Why is office space not included in the proposed draft Land Use Plan.

Response:

Office uses are permitted in the Mid-Rise Mixed-Use A, and the Mid-Rise Mixed-Use B designations of the proposed Plan. The estimated office GFA for the subject lands is approximately 30,046 sq.m, however there is no limit on the amount of office commercial that could be developed on the subject lands.

8. Will a Community Impact Study be done for the study area.

Response:

Generally, the study area is well served by existing community centres and libraries within the Community Planning Area (CPA # 9). See response to Council direction section C. 3. (b) of this report. However, Community Impact Studies are now being requested for high-rise development applications to the east of this study area, where Official Plan or zoning by-law amendment applications are required for increases to density.

9. Have the Ministry of the Environment (MOE) Guidelines been addressed with respect to the impacts of the proposed intensification on the existing community.

Response:

There are several different types of MOE Guidelines that staff must consider in reviewing development proposals. Certain MOE Guidelines (O.Reg 153, etc.) apply to industrial sites or to other sites which may have undergone some form of soil contamination. Service stations for example, must undergo regulatory tests and remediation procedures prior to redevelopment for alternative uses. These procedures and regulations are applicable at the development application stage. MOE regulations also apply when new industrial uses are proposed in proximity to residential use. In these cases MOE Separation Guidelines must also be met to ensure that any undue noise, vibration, or odour which might be generated by the use will not have a negative impact on the surrounding lands. Since the proposed Plan does not include any industrial uses, MOE Guidelines regarding land use compatibility would not apply. At the development application stage, the City must ensure that any MOE regulations with respect to noise impact studies and noise attenuation measures for new development abutting Centre Street are followed.

10. Would the proposed intensification take place all at once, or in phases; and, are there plans to mitigate noise and dust associated with construction.

Response:

The proposed intensification would likely take place in phases over a variable time period as many of the property owners have leases with the existing businesses. Different owners may have varying plans/time horizons, and market conditions may affect investment timing.

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Respecting noise and dust associated with the construction phases, the City does have regulations in place through the City Noise By-law if construction is taking place outside of the daytime hours. In addition, there are measures applied through Development Agreements and/or Site Plan Agreements to control dust and construction debris. However, it is acknowledged that any development construction in close proximity to an established area, can cause inconvenience over its duration.

- 11. There is no mention of proposed Urban Design Guidelines for the south side of Centre Street; are there any Plans for improved Streetscaping/ Urban Design for these Lands.**

Response:

The Centre Street Area Land Use Study did not include the south side of Centre Street, as these lands are back-lotted onto the Regional Corridor, and form part of the internal residential neighbourhoods. However, the Streetscape Master Plan and Urban Design Guidelines Study underway for the entire stretch of the Centre Street Corridor from Highway 7 to Bathurst Street does apply to both the north and south sides of Centre Street. The south side boulevard of Centre Street between Concord Road and New Westminster Drive, is proposed to become a linear green landscaped space with a varied public right-of-way width, 0.5 m paver snow storage strip, 1.5 m meandering pathway and minimum 2.3 m width naturalized rain gardens, alternating from being adjacent to curb, to being adjacent to the property line. Decorative and pedestrian lighting is to be integrated with street light poles and co-ordinated with street trees in respect to placement and spacing. The Streetscape Master Plan and Urban Design Guidelines are still under study, and will be presented at a future Working Session of Council once a final draft of each has been prepared.

- 12. The private laneway proposed at the northern portion of the study area, abutting Katerina Drive properties, could cause security/safety issues.**

Response:

The townhouse with rear-lane way building typology has been widely used in Markham and other GTA municipalities, including the City of Vaughan. There has been no correlation between increased crime and the application of this building form. The laneways, particularly in the newer developments, are required to be well lit as per the standards expected for local roads, and designed as open and highly visible thoroughfares.

- 13. It may be difficult to implement the various designations; the City should consider consolidating some of the designations.**

Response:

The proposed land uses and height and density ranges are provided to ensure that the negative impacts of commercial uses or taller buildings are minimized at the property boundaries abutting existing residential uses. Land use designations are organized such that commercial uses are permitted fronting Centre Street, and residential uses are permitted in descending density/height as you move north from the Centre Street corridor toward the boundary of existing residential. The multiple designations also help to ensure variations in building typologies.

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14. The proposed buffer and setbacks at the northern boundary of the subject lands appear to be onerous from the perspective of the landowners.

Response:

The setbacks proposed are standard for the residential housing type proposed. The proposed landscape buffer is provided to ensure a consistent privacy buffer between new development on the subject lands and the established low-rise residential lots located on internal neighbourhood blocks.

15. The Shadow Impact Analysis only shows certain times of the day, what about other times of the day.

Response:

Conventional standard times and dates were used to illustrate the shadowing patterns; one can extrapolate based on these patterns to other times of the day. Generally early or later hours are not helpful, as shadows are elongated because the sun is low on the horizon and thus even a 2-storey building will cast long shadows. These times are generally not considered because shadows are to be expected and would not be deemed to have an adverse impact.

Zoning

The zoning provisions of By-law 1-88 will remain in effect until they are updated or replaced by zoning which is consistent with the VOP 2010, including the site specific policies for Centre Street. Initial work on the preparation of a new by-law is now underway.

Relationship to Vaughan Vision 2020

The proposed Centre Street Land Use Policies are consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular with the City's commitment to "plan and manage growth and economic vitality". The following specific initiatives are of particular relevance to the Centre Street Study area:

- Support and co-ordinate land use planning for high capacity transit at strategic locations in the City.
- Complete and implement the Growth Management Strategy (Vaughan Tomorrow).
- Conduct the 5-year review of the Official Plan as part of the Growth Management Strategy 2031.

Regional Implications

The proposed Centre Street Land Use Policies support key objectives of the Region of York Official Plan. Specifically the implementation of the Regional Plan's following objectives outlined in Section 5.0 – Building Cities and Complete Communities.

- (i) "To create vibrant and sustainable urban areas."
- (ii) "To achieve attractive and vibrant urban Regional Corridors that link Regional Centres."

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Conclusion

The Thornhill Centre Street Land Use Study was initiated in March of 2011. The proposed Centre Street Land Use Plan/Policies are the result of a comprehensive review of current Provincial, Regional, and City land use policy, the surrounding land use context; and, an interactive public consultation process.

The proposed modifications to Section 12.10 – Centre Street Corridor, of Volume 2 of VOP 2010, forming Attachment 9, represent the changes recommended by staff as described in this report. It is also recommended that this report and the resulting Council minutes be forwarded to the Ontario Municipal Board and Region of York, as the City of Vaughan's modifications to Section 12.10 of Volume 2 of VOP 2010, for their consideration as part of the Official Plan approval process.

Attachments

1. Location Map: Thornhill Centre Street Study Area
2. Building Height Maximums
3. Land Use and Density Plan
4. Concept Plans – Sites 1 & 2
5. City of Vaughan Active Together Master Plan – Map of Thornhill Community Planning Area # 9
6. Existing Community Services in 1 Km Radius of Centre Street Study Area
7. Map - Existing/Approved/Proposed Mid and High-Rise Development Surrounding Centre Street Study Area
8. Charts – Existing/Approved/Proposed Mid and High-Rise Development Surrounding Centre Street Study Area
9. Proposed Track Changes to Section 12.10 of Volume 2, VOP 2010
10. Committee of the Whole Public Hearing Report- May 15, 2012
11. Dufferin/Centre Street Gateway Study Area

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)