

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 1, Report No. 36, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on October 24, 2017.

**1 NORTHEAST QUADRANT OF KIPLING AVENUE AND HIGHWAY 7
 LAND USE STUDY
 DRAFT LAND USE PLAN AND POLICIES
 AMENDMENT TO THE VAUGHAN OFFICIAL PLAN 2010
 FILE 26.14
 WARD 2**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management and the Director of Policy Planning and Environmental Sustainability, dated October 3, 2017, be approved; and**
- 2) That the following deputations be received:**
 - 1. Mr. Nick MacDonald, Meridian Planning, consultant for the City of Vaughan;**
 - 2. Ms. Mary Scott, Village of Woodbridge Ratepayers Association, Abell Avenue, Woodbridge;**
 - 3. Mr. Adriano Volpentesta, America Avenue, Vaughan; and**
 - 4. Mr. Tony Lorini, Greater Woodbridge Ratepayers Association, Ayton Crescent, Woodbridge.**

Recommendation

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

- 1. THAT this Public Hearing Report and presentation on the Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Study and proposed amendments to the Vaughan Official Plan 2010 (VOP 2010) forming Attachments 2 and 3 BE RECEIVED; and**
- 2. THAT any issues identified through the Public Hearing process be reviewed and addressed in a future technical report to the Committee of the Whole.**

Contribution to Sustainability

The proposed recommendations are consistent with Green Directions Vaughan mandate supporting the following goals and objectives:

- **Goal 2: *To 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;
Objective 2.3:	To create a City with sustainable built form.
- **Goal 3: *To ensure that Vaughan is a city that is easy to get around with a low environmental impact.***

Objective 3.2:	To develop and sustain a network of roads that supports efficient and accessible public and private transit.
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- Goal 4: *To create a vibrant community where citizens, business and visitors thrive.*

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

Economic Impact

The Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Land Use Study is funded through Capital Budget PL-9547-14. There is no economic impact associated with the consideration of this report.

Communications Plan

Notification for Public Hearing

Notice of this meeting was provided through the following methods:

- Electronic Notification was provided on the City Page Online at the City's webpage (www.vaughan.ca). Additional notification was provided through the City Update (corporate monthly e-newsletter) and electronic billboards at City Hall.
- Notification was mailed to all landowners within the Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Study Area as well as landowners within 500m of the Study Area boundary (as per Attachment 1).
- Notification was placed in the Vaughan Citizen, published September 14, 2017.
- The notice was emailed to individuals who had requested notification regarding the Study, as well as the following Ratepayer Associations: West Woodbridge Homeowners' Association, Village of Woodbridge Ratepayers' Association and Vaughanwood Ratepayers' Association.

The draft Northeast Quadrant of Kipling Avenue and Highway 7 Study Report and Official Plan Amendment were posted on the City's website (www.vaughan.ca) in advance of the Public Hearing to satisfy the requirements of the *Planning Act*.

Public Consultation Process

Four consultation meetings were held for the Northeast Quadrant of Kipling Avenue and Highway 7 Study. These include one initial landowner meeting held on September 17, 2015, one involving both landowners and the broader community on February 3, 2016, as well as two public open house meetings held on May 5, 2016 and June 7, 2017. The consultation process to-date is discussed in greater detail under the "Public Consultation" section of this report. Further comments from this statutory public hearing will be addressed in a subsequent technical report to Committee of the Whole.

Purpose

The purpose of this report is to present the proposed amendments to the VOP 2010 resulting from the Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Study. The report will provide a summary of the draft Study Report and proposed Amendments to the Vaughan Official Plan 2010.

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Background - Analysis and Options

Executive Summary

This item presents the results from the Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Study, and presents the proposed amendments to VOP 2010. The report is structured as follows:

1. Location and Existing Land Use: Description of the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area and existing land use designations.
2. Origin of Study: Summary of Council decision to initiate the Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Study.
3. The Planning Context: Summary of relevant planning policy applicable to the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area.
4. Land Use Planning Study Report: Summary of the Land Use Planning Study Report.
5. Proposed Official Plan Policy: Highlights of the proposed policies contained in the Official Plan Amendment.

Location and Existing Land Use

The area subject to the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan is bordered by Highway 7 to the south, Kipling Avenue to the east, Burwick Avenue to the north and the boundary of the existing Woodbridge Public Elementary School and approved Celebration Estates properties to the east as shown in Attachment 1.

Origin of Study

On June 17, 2014, in the context of a development application and a VOP 2010 site-specific OMB appeal, Development Planning Staff provided a report to Committee of the Whole that recommended the approval of OP.13.005, to amend Vaughan Official Plan 2010, re-designating the Celebration Estates lands from “Low-Rise Residential” to “Mid-Rise Residential” with a maximum FSI of 3.5 and a maximum building height of 10-storeys. The report also included a request to approve the Zoning By-law Amendment (File Z.13.008) and Site Development Application (File DA.13.016). The “Mid-Rise Residential” designation at the proposed height of 10-storeys, and density of 3.5 FSI for the Celebration Estates lands was subsequently approved by the Ontario Municipal Board as a modification to the VOP 2010, on September 30, 2014 resolving the OMB appeal.

On June 17, 2014, as a result of concerns including resident requests for a study of their lands west of the Celebration Estates Lands, the Committee of the Whole recommended approval for the Policy Planning Department to undertake a land use study for the area at the northeast quadrant of Kipling Avenue and Highway 7. The study would address land use designations, densities, building heights, and identify opportunities where intensification might occur. This recommendation was approved by Council on June 24, 2014. Subsequently, on December 9, 2014, Council adopted the following motion:

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“THAT the study referred to in the recommendation #7, of Committee of the Whole, Report No.30, Item 6, adopted at the Council meeting of June 24, 2014, namely, THAT Vaughan Council direct the Vaughan Planning Department, Policy Planning Division, to undertake a land use study for the area at the northeast quadrant of the Kipling Avenue and Regional Road 7 intersection as shown on Attachment #2, with the final boundaries to be determined by the Planning, Policy Planning Division, to address land use designations, density and building heights and identify opportunities where intensification may occur. A Transportation Study should also be carried out in conjunction with the land use study. Be provided no later than end of June 2015, and make sure of the massing model, segment analysis, and of the peer review commissioned in respect of the aforementioned application.”

In response to this Council direction, a Request for Proposals was issued on April 2, 2015 and Meridian Planning Consultants were retained by the City to complete the Study.

The Planning Context

The Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS 2014) outlines the Provincial interest in key areas related to the management of land use planning in Ontario. The PPS 2014 provides direction regarding the form and location of future growth, requiring municipalities to “promote opportunities for *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas” (Section 1.1.3.3). The PPS 2014 further specifies that “land use patterns within *settlement areas* shall be based on densities and a mix of land uses which efficiently use land and resources...and are *transit-supportive*, where transit is planned, exists or may be developed” (Section 1.1.3.2 a).

The Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) sets out policies to support the growth anticipated in the Greater Golden Horseshoe Region. 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 a high level of employment and residential densities which will optimize the use of existing and new infrastructure to support growth in a compact, efficient form.” To accommodate the projected growth, the Growth Plan directs the majority of future development to existing built up and intensification areas. In reference to *Transit Corridors and Station Areas*, the Growth Plan requires that “Lands adjacent to or near to existing and planned *frequent transit* should be planned to be *transit-supportive* and supportive of *active transportation* and a range of mix of uses and activities” (Section 2.2.4).

York Region Official Plan (2010)

The York Region Official Plan (YROP) establishes a system of urban growth centres and corridors. The Northeast Quadrant of Kipling Avenue and Highway 7 Study Area is identified within a Regional Corridor in the Urban Structure as shown on Map 1 of the YROP. These areas are intended to develop at higher densities in order to accommodate future growth. Regional Corridors are also intended to feature a mix of uses served by higher order rapid transit.

Section 5.4 of YROP summarizes the Regional Centres and Corridors policies. These policies are intended to provide greater detail regarding the role and function of Regional Corridors and inform the built form, land-use and design of these areas within the Region. Section 5.4.28 requires Regional Corridors to feature a mix of land uses to produce more compact and efficient forms of development and provide greater access to goods and amenities within walking distance for

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residents. Urban design considerations include the requirement to produce engaging streetscapes that are oriented toward pedestrian activity.

Vaughan Official Plan 2010

Schedule 1 “Urban Structure” of the Vaughan Official Plan 2010 (VOP 2010), identifies areas in the City for intensification. The Northeast Quadrant of Kipling Avenue and Highway 7 Study Area, fronting on Highway 7, is located in a Regional Corridor. The Regional Corridor policies of VOP 2010 support higher density, mixed-use development in areas planned for improved transit service. Intensification areas also feature additional policy considerations including urban design and parking. These policies of VOP 2010 are applicable to the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area and inform the proposed Official Plan Amendment policies (Attachment 3).

Section 12.10 Kipling Avenue and Highway 7 Area Specific Plan of Volume 2 of the VOP 2010 provides specific policies for lands located at the intersection of Highway 7 and Kipling Avenue as well as sites extending immediately west of the intersection. Section 12.10 Area Specific Plan provides a full planning framework including prescribed land use designations and densities. Four sites located at the Northeast corner of Kipling Avenue and Highway 7, bounded by Kipling Avenue and Lansdowne Avenue are located in both Section 12.10 Area Specific Plan and the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan (see Attachment 2, Figure 15). If approved, these sites are proposed to be redesignated and incorporated in the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan as described in Section 5 of this Report and shall supersede any previous plans.

The policies contained in Section 12.10 Area Specific Plan of VOP 2010, Vol. 2 establish a precedent for the future planning of the area and methodologies for addressing challenges for redevelopment. One of these challenges includes providing appropriate transition between low-rise communities and areas planned to accommodate additional height and densities along the Highway 7 transit corridor. Section 12.10 Area Specific Plan provides for transition through the use of urban design principles such as a minimum angular plane and the siting of townhouses abutting Low-Rise Residential communities; this approach is reflected in the proposed Official Plan Amendment.

The Northeast Quadrant of Kipling Avenue and Highway 7 Study Area is in the vicinity of two existing secondary plans contained in VOP 2010 (Vol. 2). The vision for these secondary plans also informs the proposed policies of the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area. The northern section of the Study Area fronting Burwick Avenue abuts the Woodbridge Centre Secondary Plan (WCSP). The parcels located in the WCSP abutting the Study Area are designated Low-Rise Residential. Heritage considerations are also an important element of the WCSP and related Woodbridge Heritage Conservation District (WHCD). The City of Vaughan Heritage Inventory identifies five sites within the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area as properties of interest (see Attachment 2, Figure 18). The proposed Official Plan Amendment contains urban design policies consistent with the heritage objectives of the WHCD.

The Kipling Avenue Corridor Secondary Plan (KACSP) is located adjacent to the northwestern boundary of the Kipling Avenue and Highway 7 Study Area. The KACSP contains specific policies concerning Kipling Avenue. The long-term vision for Kipling Avenue focuses on developing a pedestrian oriented corridor in the KACSP area with an enhanced streetscape. Similar to the WCSP, there are significant heritage considerations in the area. Sites in the Kipling Avenue and Highway 7 Study Area that front Kipling Avenue are informed by the vision for Kipling Avenue as outlined in the KACSP.

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Summary of Structure and Content of the Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Planning Report

The Study Report (Attachment 2 to this Report) provides the basis for the preparation of an implementing amendment to the Vaughan Official Plan 2010. The structure and content of the report includes the following sections:

Section 1: Introduction

This section of the Study Report summarizes the background and purpose of the Kipling Avenue and Highway 7 Study.

Section 2: Northeast Quadrant of Kipling Avenue and Highway 7 Study Area Overview

A total of 17 sites are captured in the Study Area. Of these 17 sites, four are also included in the Section 12.10 Kipling Avenue and Highway 7 Area Specific Plan (VOP 2010, Vol. 2). These sites feature mixed-use designations and site-specific heights and densities. In the southern portion of the Kipling Avenue and Highway 7 Study Area, the parcels facing Highway 7 are designated Mid-Rise Mixed-Use and Low-Rise Mixed-Use in Section 12.10 of VOP 2010. Two additional sites located on the east side of Kipling Avenue and north of the site located immediately at the northeast corner of Kipling Avenue and Highway 7 are designated Low-Rise Mixed-Use. The remaining 13 sites in the Kipling Avenue and Highway 7 Study Area located further north of Highway 7 are currently designated Low-Rise Residential in Schedule 13 of VOP 2010.

This section also describes the existing site conditions found in the Study Area. The overview provides a discussion of the existing built form and transportation patterns, noting high volumes at peak periods during the week.

Section 3: Study Process and Timing

This section provides an outline of the Study process and development of the Study Report and draft Land Use Planning Framework.

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|---------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Stage 1 | Review of existing site conditions, policy planning context and relevant development applications. |
| Stage 2 | Development of Study objectives. |
| Stage 3 | Development of proposed land use concept; review of relevant policy, existing site conditions and comments collected from public consultation. |
| Stage 4 | Development of the draft Official Plan Amendment presented at a public open house held on June 7, 2017. |

Section 4: Current Land Use Policy

This section summarizes the relevant land use planning policies that apply to the Study Area. The Study Report is informed by the overall provincial policy objective to pursue intensification in built up areas as well as the policies of the YROP.

Additionally, Section 4 highlights area specific sections of the VOP 2010 that are relevant to the Kipling Avenue and Highway 7 Study Area. This section includes a summary of the historical development of land use policy in the Woodbridge area as well as related area specific policies

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contained in Volume 2 of the VOP 2010. The Kipling Avenue and Highway 7 Area Plan (Section 12.10), Woodbridge Centre Secondary Plan, and Kipling Avenue Corridor Secondary Plan are in close proximity to the Kipling Avenue and Highway 7 Study Area. The vision and policies contained in these adjacent Plans inform the draft land use plan presented in the Study Report.

Section 5: Cultural Heritage Considerations

This section outlines the existing built heritage resources located in the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area. Five sites within the Study Area are identified in the City of Vaughan's Heritage Inventory as properties of interest. The Northeast Quadrant of Kipling Avenue and Highway 7 Study Area is located outside of the Woodbridge Heritage Conservation District. However, several parcels facing Kipling Avenue and Burwick Avenue are located across from the Kipling Avenue South Character Area as identified in the WHCD. It is intended that the final Land Use Plan will be required to be compatible to the WHCD.

Section 6: Other Relevant Plans to Consider

This section of the Study Report provides a brief summary of additional policy background relevant to the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area including:

1. The York Region Centres and Corridors Program;
2. Guidelines document focuses on supporting mixed-use development;
3. The City of Vaughan's *Transportation Master Plan (TMP)*;
4. Transportation Studies associated with recently approved development applications in proximity to the Study Area.

Section 7: Current Zoning

This section of the Study Report briefly summarizes the existing zoning for the Study Area contained in By-law 1-88. In the southwestern corner of the Study Area, the two parcels located at the northeast corner of Highway 7 and Kipling Avenue are zoned Restricted Commercial (C1). The C1 zone permits a range of commercial uses. The remaining 15 sites within the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area are zoned Residential (R3) which restricts permitted uses to single-family detached dwellings. Section 7 of the Study Report notes that a zoning by-law amendment will be required to implement the proposed Area Specific Land Use Plan.

Section 8: Precedents

Several recently approved developments located in the Highway 7 Intensification Corridor are relevant to the Northeast Quadrant of Kipling Avenue and Highway 7 Study. Section 8 highlights five approved applications that represent the type of higher density, mixed-use development that is anticipated along Highway 7. These developments achieve the policy objectives outlined in the YROP and VOP 2010 and provide a precedent for the proposed land uses in the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area. These developments include:

- 27, 23, 15, 11 Lansdowne Avenue – (Celebration Estates, Inc.)
- 7730 Kipling Avenue – (Pinegrove on 7)
- 5289, 5309 Regional Road 7 – (Duca Site)
- 4700 Regional Road 7 – (Vista Parc)
- 24, 12 Woodstream Blvd. – (Allegra)

Section 9: Factors to Consider in Developing a Land Use Plan

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This section of the Study Report outlines the changing development patterns in the Northeast Quadrant of Kipling Avenue and Highway 7 area related to its location on a Regional Intensification Corridor. Several key factors influencing the development of the proposed Land Use Plan are also discussed.

Integration

The proposed Land Use Plan reflects the objectives of Provincial and Regional policy to support intensification along Regional Corridors. In addition to this policy objective, the Land Use Plan is intended to be compatible with neighbouring residential areas and be consistent with the vision presented in the WHCD, WCSP, KACSP and Kipling Avenue and Highway 7 Area Specific Plan.

Transportation

Current pressures on the transportation network are a significant concern in the Kipling Avenue and Highway 7 area. There are also concerns regarding the internal street network and pedestrian safety on Burwick and Lansdowne Avenues. The Study Report acknowledges potential long-term transportation solutions including the expansion of the VIVA Rapidway BRT service to the Highway 7 and Kipling Avenue area as well as the potential widening of Highway 7.

Land Assembly

To achieve the proposed Land Use Plan, it is necessary to consolidate the fragmented parcel fabric in the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area. Assembling sites into larger blocks will facilitate the development of higher density built forms.

Density

The draft Land Use Plan proposes a higher density built form for the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area, particularly for sites located on Highway 7. Given the proximity of the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area to abutting Low-Rise Residential areas, the Official Plan policies will have to address concerns related to compatibility through the inclusion of urban design policies.

Housing Mix

Relevant policies of Section 7.5 Housing Options of Volume 1 of VOP 2010 are highlighted to emphasize the importance of the housing structure to the Study Area. The proposed Land Use Plan can contribute to the provision of a greater range of housing opportunities.

Type of Uses

The existing land use structure in the Study Area includes both residential and medical offices uses. Provincial and Regional policy objectives encourage mixed-use development which will be reflected in the Land Use Plan. Residents also expressed a desire to retain the medical offices currently on-site to serve the local community. The mixed-use designation would support the continuation of this use.

Urban Design

To achieve the vision of the proposed Land Use Plan, the Official Plan Amendment will include urban design policies. These policies will seek to address issues related to built form, streetscape, landscaping and the management of parking.

Section 10: Public Consultation

Four consultation meetings were held for the Northeast Quadrant of Kipling Avenue and Highway 7 Study to date. The public consultation meetings provided residents an opportunity to participate in the study process and provide feedback on the proposed Land Use Plan. One meeting was held with landowners within the Study Area on September 17, 2015 and one involving both landowners

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and the broader community was held on February 3, 2016. A public open house was held on May 5, 2016 to present the study and background. The second public open house to present the draft Land Use Plan and Official Plan policies was held on June 7, 2017. This open house presented draft concept plans and policy amendment recommendations. The outcomes of these meetings yielded several themes which informed the development of the proposed Land Use Plan. These themes included:

- Concern regarding the heights and densities of recently approved developments on Highway 7;
- Concern regarding existing traffic volumes in the Study Area and adjacent communities;
- Recommendation that a transportation review be undertaken for the Study Area;
- Recommendation that improvements to the transportation network are necessary prior to the approval of further development;
- Land assembly policies should be required and included to avoid ad-hoc development in the Official Plan policies.

Section 11: Moving Forward

This section of the Study Report presents the proposed Land Use Plan and Official Plan Amendments developed through the study process. The proposed land use plan for the Study Area features mixed-use designations. The greatest density is proposed along Highway 7 and lower density development is proposed in areas abutting the existing Low-Rise Residential community. Required land assembly policies are included in the proposed Official Plan Amendment to achieve the desired built form. To ensure compatibility with the surrounding area, the Official Plan policies include comprehensive urban design policies to maintain consistency in character.

Recommendations and Proposed Official Plan Policies

Vision and Goals

The vision and goals for the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area seek to achieve a denser built form that supports planned transit improvements along Highway 7. The Land Use Plan concept focuses on the development of larger blocks oriented toward the street, achieved through required land assembly policies. The Land Use Plan concept also envisions the inclusion of publically accessible greenspace in the centre of the development. A range of heights and densities are proposed to ensure new development is sensitive to existing land uses bordering the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area. The proposed Official Plan amendment focuses on urban design and improvements to the streetscape to promote pedestrian activity.

Proposed Land Use Plan

The proposed land use concept for the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area shown in the proposed Official Plan policies Map 12.15.A includes a mix of permitted land uses, heights and densities (see Attachment 3). In response to Provincial and Regional policy direction, the proposed Land Use Plan directs the greatest densities to Highway 7 to support the planned transit improvements for this designated Regional Corridor. Lower densities are proposed at the northern boundary of the Study Area located on Burwick Avenue to ensure an appropriate transition between the Study Area and the residential community immediately to the north.

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Mid-Rise Mixed-Use

Sites located in the southern portion of the Study Area, including those with direct frontage on Highway 7, are proposed to be designated Mid-Rise Mixed-Use under Section 9.2.2.4 of the VOP 2010. The proposed Official Plan Amendment in Section 12.15.2.2 a) includes a site-specific maximum height of 12 storeys and density of 4.0 FSI and a minimum lot frontage of 70m is proposed for Mid-Rise Mixed-Use designations (see Attachment 3).

Permitted uses under Mid-Rise Mixed-Use include:

- i. Residential units;
- ii. Home occupations;
- iii. Community Facilities;
- iv. Cultural uses, including commercial galleries and theatres;
- v. *Retail* uses subject to the policies of subsection 5.2.3;
- vi. Office uses, up to a maximum of 7,500 square metres in non-**Intensification Area**;
- vii. Parking garage
- viii. *Hotel*; and
- ix. Gas stations, subject to Policy 5.2.3.12.

Permitted building types under Mid-Rise Mixed-Use include:

- i. Mid-Rise Buildings (6-12 storey);
- ii. Public and Private Institutional Buildings; and
- iii. Gas Stations.

Low-Rise Mixed-Use

The remainder of the sites in the northern section of the Study Area are proposed to be designated Low-Rise Mixed-Use under VOP 2010. Reduced densities in this area are intended to provide a transition to the stable community areas located in the KACSP and WCSP. Maintaining the mixed-use designation will provide for the commercial uses and pedestrian activity on Kipling Avenue as identified in the KACSP. The mixed-use component is not applied to non-arterial roads located interior to the Study Area (Lansdowne Avenue and Burwick Avenue).

Site-specific heights and densities are identified in proposed Map 12.15.A with a maximum height ranging from 4 to 6 storeys and 1.5 to 2.0 FSI. In Section 12.15.2.2 b) a site-specific minimum lot frontage of 40m is required in Low-Rise Mixed-Use designations (see Attachment 3).

Permitted uses under Low-Rise Mixed-Use include:

- i. Residential units;
- ii. Home occupations;
- iii. Small scale *hotels*;
- iv. *Retail* uses subject to the policies of subsection 5.2.3; and
- v. Office uses.

Permitted building types under Low-Rise Mixed-Use include:

- i. Townhouses;
- ii. Stacked Townhouses;
- iii. Low-Rise Buildings; and
- iv. Public and Private Institutional Buildings.

Proposed Urban Design Policies

Section 12.5.3 of the proposed Official Plan Amendment includes urban design policies to enhance the intended vision of the Study Area consisting of a varied built form through different heights and

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densities (see Attachment 3). New buildings on Highway 7 are also required to be divided into distinct blocks to ensure there is a break in overall massing. Another objective of the Plan is to improve the streetscape and pedestrian experience in the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area. Mixed-use designations proposed for sites facing Highway 7 and Kipling Avenue are intended to facilitate an improved streetscape and pedestrian activity. Exterior façade walls are also required to include openings and variation in architectural design and materials. Improvements to the existing, planned and or proposed sidewalks in the Study Area are also recommended.

Proposed Transportation System Enhancements Policies

To address concerns regarding traffic volume and pressure on the transportation network, the proposed Official Plan policies contained in Section 12.15.4 include additional requirements regarding future development in the Study Area (see Attachment 3). Vaughan Council must be “satisfied that planned transportation improvements to Highway 7 in particular have been realized, or are in the process of being implemented”. A comprehensive Transportation Assessment is required for development to occur within the Study Area, which will be evaluated in accordance with the York Region Transportation Mobility Plan Guidelines for Development Applications.

Additional considerations regarding the transportation network in the Study Area are included in comments provided by York Region staff. Due to existing concerns regarding traffic volumes, a prohibition on left turns to and from Lansdowne Avenue onto Highway 7 is recommended. Improved transit service is planned for Highway 7, however, the extension of the VIVA Rapidway requires the widening of the right-of-way through the Study Area. It is expected VIVA bus service will operate in mixed traffic until these improvements are completed.

Proposed Cultural Heritage Policies

Several properties in the Study Area are identified on the City of Vaughan Heritage Inventory. Section 12.15.5 of the proposed amendment requires a Cultural Heritage Resource Impact Assessment associated with any development application on a given site (see Attachment 3). Parcels located in the northern part of the Study Area must also demonstrate compatibility to the adjacent Woodbridge Heritage Conservation District in terms of design and massing.

Proposed Parks and Open Space Policies

A designated public park is not included in the proposed Land Use Plan, given the size of the Study Area. However, the proposed Official Plan policies in Section 12.15.6 of the proposed amendment encourage the City to pursue opportunities to secure private green spaces accessible to the public (see Attachment 3).

Proposed Implementation Policies

To achieve the proposed land use vision, it is necessary to consolidate the fragmented structure of the parcel fabric within the Study Area. The proposed Official Plan policies contained in Section 12.15.7 require that sites designated as Mid-Rise Mixed-Use and Low-Rise Mixed-Use be assembled into appropriate minimum sized development blocks (see Attachment 3). Larger development blocks will allow development to proceed at higher densities as proposed in the Official Plan Amendment.

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

This report is consistent with the Term of Council Priorities to:

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- Continue to develop transit, cycling and pedestrian options to get around the City;
- Update the Official Plan and supporting studies;
- Continue to cultivate an environmentally sustainable city.

Regional Implications

The proposed Official Plan Amendment to the Vaughan Official Plan 2010 conforms to the York Region Official Plan 2010. York Region is the approval authority for an Official Plan Amendment adopted by Council. As a result, York Region has been consulted in the development of the Plan. York Region will continue to be consulted regarding any potential impacts on the Region's arterial roads.

Conclusion

The draft Kipling Avenue and Highway 7 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 stakeholders to-date. Comments on the draft amendment received from the public and Committee at this Public Hearing and/or subsequently submitted in writing prior to the print deadline will be addressed in a comprehensive report to a future Committee of the Whole meeting.

Attachments

1. Location and Existing Land Use Map
2. Draft Land Use Planning Report: Northeast Quadrant of Highway 7 and Kipling Avenue (August 29, 2017)
3. Draft Proposed Amendment to the Official Plan: Northeast Quadrant of Highway 7 and Kipling Avenue (August 29, 2017)

Report prepared by:

Cameron Balfour, Planner I, ext. 8411
Clement Chong, Project Manager, ext. 8214

(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.)