

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 11, 2017

Item 2, Report No. 44, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 11, 2017.

**2 NORTHEAST QUADRANT OF KIPLING AVENUE AND HIGHWAY 7
 AREA SPECIFIC PLAN
 AMENDMENT TO THE VAUGHAN OFFICIAL PLAN 2010
 FILE 26.14
 WARD 2**

The Committee of the Whole recommends:

- 1) That recommendation 1 and 2 contained in the following report of the Director of Policy Planning and Environmental Sustainability, dated December 5, 2017, be approved;**
- 2) That the following be approved in accordance with Communication C2 from the Deputy City Manager, Planning and Growth Management and the Director, Policy Planning and Environmental Sustainability dated December 5, 2017:**
 - 1. That in response to the Letter of Exemption received from the Region of York, recommendation 3 contained in the report of the Director of Policy Planning and Environmental Sustainability, dated December 5, 2017, be deleted; and**
- 3) That the comprehensive Transportation Assessment referenced in the area specific plan as being required prior to any development shall engage local residents, ratepayers' groups, and any other interested parties.**

Recommendation

The Director of Policy Planning and Environmental Sustainability recommends:

- 1. THAT the draft amendment to the Vaughan Official Plan 2010 (VOP 2010) (Volume 1 and Volume 2), forming Attachment 2 to this report, BE APPROVED and submitted for Council adoption, subject to any further direction resulting from this meeting and final staff review.**
- 2. THAT the VOP 2010 Vol.2 Section 12.10 Area Specific Plan be modified to delete the lands subject to Map 12.15.A Northeast Quadrant of Kipling Avenue and Highway 7 – Land Use, Density and Building Heights Plan, forming Attachment 2 to this report.**
- 3. THAT the adopted Plan be forwarded to York Region for approval as an insertion into Volume 2 of VOP 2010, being the incorporation of a new Section “12.15 Northeast Quadrant of Kipling Avenue and Highway 7” as one of the “Area Specific Policies” identified on Schedule 14-A to Volume 1 of VOP 2010.**

Contribution to Sustainability

The proposed recommendations are consistent with the 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.

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- 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.
- 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 Land Use Study is funded through Capital Budget PL-9547-14. There is no economic impact resulting from the consideration of this report and approval of the draft amendment to the Vaughan Official Plan 2010 (VOP 2010).

Communications Plan

On November 21, 2017, a courtesy notice was mailed and/or emailed to individuals who requested further notification regarding the study as a result of their participation in the study process, including the Public Hearing held on October 3, 2017. The courtesy notice was also posted on the City's website at www.vaughan.ca, the "City Page" Online.

Purpose

To report on the issues emerging from the October 3, 2017, Committee of the Whole Public Hearing and subsequent responses to these issues. The report seeks to obtain direction to proceed with adoption of the draft amendment to the VOP 2010 including minor administrative modifications as identified in Section 5 of this report and incorporated into the revised Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan forming Attachment 2 to this report.

Background - Analysis and Options

Executive Summary

This technical report summarizes the concerns and responses to issues identified through the Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Study, focusing on the deputations and comments received at the Public Hearing held on October 3, 2017. The report also outlines the proposed amendments to VOP 2010. The report is structured as follows:

1. Background;
2. The Policy Context;
3. Overview of the Study Process and Recommended Policies;
4. Issues Identified in Deputations Received at the October 3, 2017 Public Hearing;
5. City Recommended Minor Administrative Modifications to the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan.

1) Background

On September 13, 2017 the draft Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Planning Report and draft Official Plan Amendment was made available for public review on the

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project webpage: http://www.vaughan.ca/projects/policy_planning_projects/Pages/Kipling-Avenue-and-Highway-7-Study.aspx. On September 28, 2017, the corresponding report was made available on the City of Vaughan website in keeping with the Planning Act notification requirements: http://www.vaughan.ca/council/minutes_agendas/Pages/default.aspx.

On October 3, 2017 a Public Hearing report was brought to Committee of the Whole that presented the draft land use plan and policies for the Northeast Quadrant of Kipling Avenue and Highway 7 Study Area. The Public Hearing report discussed the provisions of the Plan including: background and overview of existing uses and policy regime; precedent development in the surrounding area; considerations for cultural heritage; key factors for consideration in the development of the proposed land use plan such as: integration, transportation, land assembly, density, housing mix, types of uses and urban design elements. Issues raised at the Public Hearing and the subsequent responses to these concerns, are discussed in Section 4 of this report.

Notification regarding the Public Hearing was provided to residents living in the Study Area as well as those located within a 500 m radius and the West Woodbridge Homeowners' Association, Village of Woodbridge Ratepayers' Association and Vaughanwood Ratepayers' Association. Notices were also mailed and/or emailed to individuals who requested further notification regarding the study and posted to the City Page Online on the City's website: http://www.vaughan.ca/news/city_page_online/Pages/Public-Hearing-Notices.aspx.

A notice regarding the Public Hearing was also placed in the Vaughan Citizen on September 14, 2017.

The following recommendations of Committee of the Whole were ratified by Council on October 24, 2017 by approving the following:

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.*

2) 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*

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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 (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 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 Study Area, fronting on Highway 7, is located in a Regional Corridor and identified as an “intensification area”. The Regional Corridor policies of VOP 2010 support higher density, mixed-use development in areas planned for improved transit service. Intensification areas also include additional policy considerations related to urban form and function.

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. 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 proposed Section 12.15 Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan. If approved, these sites will be removed from Policy 12.10 of VOP 2010 and incorporated in the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan in Section 12.15 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. 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 existing low rise communities; this approach is reflected in the proposed Official Plan Amendment.

The Study Area is in the vicinity of two existing secondary plans and a Heritage Conservation District contained in VOP 2010 (Vol. 2). The Woodbridge Centre Secondary Plan, Kipling Avenue Corridor Secondary Plan and Woodbridge Heritage Conservation District informed the proposed policies of the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan. Details of these Plans are described in greater detail in Section 3 of the Public Hearing report (Attachment 3).

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3) Overview of the Study Process and Recommended Policies

To complete the Land Use Study and develop the related draft Official Plan Amendment, the consultant and City staff reviewed the applicable policy, evaluated existing site conditions and outlined the constraints and opportunities in the Kipling Avenue and Highway 7 Study Area. An overview of the study process and recommended policies was provided in the October 3, 2017 Public Hearing report (see Attachment 3). Subsection 4 and 5 of the Public Hearing report summarizes the Study Report and provides highlights of the Proposed Official Plan Amendment.

4) Issues Identified in Deputations Received at the October 3, 2017 Public Hearing

This Section of the report identifies the issues raised at the October 3, 2017 Public Hearing and provides subsequent responses.

The following oral deputations were received at the Public Hearing:

Deputations

- Ms. Mary Scott, Village of Woodbridge Ratepayers Association, Abell Avenue, Woodbridge;
- Mr. Adriano Volpentesta, America Avenue, Vaughan; and
- Mr. Tony Lorini, Greater Woodbridge Ratepayers Association, Ayton Crescent, Woodbridge.

The issues identified by the deputations received at the Public Hearing is discussed in greater detail below.

a) Transportation Network Capacity

Issue

Concerns were raised regarding traffic volume and the capacity of the road network to accommodate additional vehicles in the Study Area. Improvements to the transportation network are required prior to further development proceeding. A request was also made to complete a Transportation Study for the greater Woodbridge area.

Response

The concern of traffic volume in the Kipling Avenue and Highway 7 area has been extensively discussed throughout the study process. The Land Use Planning Study Report dated August 29, 2017 that was presented to Council at the statutory Public Hearing held on October 3, 2017 (Attachment 3), acknowledges the existing pressure on the transportation network. At the public meetings, it was requested that the City undertake a broader Transportation Study in order to understand the network challenges prior to developing plans for the Kipling Avenue and Highway 7 area. In particular, review of the “bottle neck” created by the CPR bridge that is located to the east of Kipling Avenue on Highway 7 should be undertaken. Also contributing to this issue, is the lack of other road linkages in the area as a consequence of the location and the barriers created by Highway 407, the Humber River and the CPR railway. In response to these concerns, the proposed VOP 2010 amendment includes the following policies:

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“12.15.4 Need for Transportation System Enhancements:

- a) *The redevelopment of any lands within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations shall be dependent on the City being satisfied that planned transportation improvements to Highway 7 in particular have been realized, or are in the process of being implemented.*
- b) *A comprehensive Transportation Assessment shall be required prior to any development occurring in accordance with this Plan. The Transportation Assessment shall be consistent with the York Region Transportation Mobility Plan Guidelines for Development Applications (November 2016), as may be amended, to assess the impacts and provide mitigation measures, including an appropriate development phasing plan to address the proposed development impact.”*

In accordance with these policies, the City will determine the priority and status of different transportation initiatives planned for the Study Area prior to any development proceeding. Any proposed development will also be required to complete a Transportation Assessment as part of an individual development application. The inclusion of these policies in the proposed VOP 2010 amendment is intended to assess and mitigate the impact of future development to the transportation network in the area. Potential improvements to the transportation network in the Kipling Avenue and Highway 7 area require the coordinated funding and action among multiple levels of government. The lengthening of the Canadian Pacific Rail Bridge, widening of Highway 7 right-of-way and subsequent construction of the VIVA Rapidway are factors that can improve the transportation conditions in the broader Kipling Avenue and Highway 7 area. City staff will continue to work collaboratively with Council to prioritize the improvements to the road network in the area at the Regional level.

Use of a development threshold was suggested at the public hearing to be considered as a means to phase development and ensure adequate transportation infrastructure is in place prior to development. To produce specific transportation calculations and recommended thresholds, a comprehensive Transportation Study will be required to analyze the broader area. Currently, the City has not initiated such a Transportation Study and in consultation with the City's Engineering Department it is not recommended to include specific transportation capacity thresholds until such time a broader Transportation Study is complete. Should a future comprehensive Transportation Study determine a development threshold is required, a subsequent Official Plan Amendment can be brought forward to Council for consideration.

b) Proposed Heights and Densities

Issue

Concerns were raised regarding intensification and the proposed heights and densities in the draft Official Plan Amendment, which are greater than the existing built form currently within the Study Area and may not be compatible with adjacent mature residential neighbourhoods.

Response

The Northeast Quadrant of Kipling Avenue and Highway 7 area is located within a Regional Intensification Corridor as identified in Schedule 9 of the VOP 2010. These Corridors are also designated “Intensification Areas” in Schedule 1 of VOP 2010. This designation informed the development of the draft Land Use Plan, including the appropriateness of the proposed land use designations, heights and densities. The policies of the YROP and VOP 2010 direct intensification to the identified Regional Corridor to support the planned improvements to public transit on Highway 7. Additionally, the Provincial Growth Plan requires minimum densities in areas adjacent

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to Bus Rapid Transit stations and stops and along transit corridors. Development within designated Regional Corridors is required to feature a mix of uses and greater densities than most existing low rise residential areas. Section 8.0 (Precedents) of the Study Report that was presented to Council at the Statutory Public Hearing held on October 3, 2017 (Attachment 3) reviewed examples of recently approved development located along the Highway 7 Regional Intensification Corridor. 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 Bld. (Allegra)

The parcels located in the southern portion of the Study Area are proposed to be designated Mid-Rise Mixed-Use. A maximum of 12 storeys is permitted on these sites, and is supported by the Regional Corridor policy framework. This is also consistent with the approved precedent development already in the area and recognizes that this portion of Highway 7 is anticipated as a mid-rise corridor. The proposed VOP 2010 amendment responds to concerns regarding the introduction of increased height and density by requiring lower heights and densities for lands located at the northern section to provide for appropriate transition to the stable residential neighbourhoods adjacent. These lands are designated Low-Rise Mixed-Use and will transition down to 6 storeys along Kipling Avenue and 4 storeys on the properties fronting onto Burwick and Lansdowne Avenue as shown on MAP 12.15.A - Northeast Quadrant of Kipling Avenue and Highway 7 – Land Use, Density and Building Heights Plan (see Attachment 2).

In order to ensure the recommended land use development concepts can be implemented the following policies are included in the proposed VOP 2010 amendment:

“12.15.7.1 Land Assembly

- a) *Land assembly is required to minimize access points to Kipling Avenue, provide appropriate access to developments fronting onto Highway 7 and enable the creation of adequate development blocks that can support the creation of common amenity areas and parking areas and shared accesses such as rear laneways in the Low-Rise Mixed-Use and Mid-Rise Mixed-Use designations.*
- b) *In all cases, development parcels shall be assembled to the satisfaction of the City.*
- c) *Appropriate easements shall be required to create right-of-ways over access laneways and over the rear yard laneway/access driveway to achieve this objective.*

12.15.7.2 Block Plan Requirement

- a) *A Block Plan in accordance with the relevant policies of Sections 10.1.1.14 to 10.1.1.26 of the VOP 2010 shall be submitted to support the first development proposal to redevelop the lands within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations.”*

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These policies ensure the land uses be developed with a minimum frontage of 70 metres for lands within the Mid-Rise Mixed-Use designation; and a minimum frontage of 40 metres for lands within Low-Rise Mixed-Use designations. Land assembly will be required to avoid ad-hoc development and ensure adequate lots sizes are assembled for the proposed land uses and density. In addition, a block plan will need to be prepared and submitted to the City to support the overall plan for the area. The intent of a block plan is to consider the following:

- A phased development of road and/or infrastructure connections on multiple parcels to ensure that orderly development occurs;
- Determine how development on each parcel will relate to each other from a land use and density perspective;
- Establish how parkland and other public amenities will be provided in a consistent and logical manner and how both residential and non-residential uses are developed in a timely manner.

It was also suggested at the public hearing that the potential removal of existing heritage buildings be examined as part of redevelopment given the nature of the heritage fabric in the area. There are currently five Properties of Interest identified in the proposed VOP 2010 amendment area. Section 5.0: Cultural Heritage Considerations of the Land Use Planning Report provides details of the survey assessment performed by City of Vaughan Cultural Services. It was recommended that the following additional policies be included in the proposed VOP 2010 amendment:

“12.15.5 Cultural Heritage

- a) *Within the quadrant, there are several properties on the Vaughan Properties of Interest list. Properties on this list, that are subject to redevelopment, shall require a Cultural Heritage Resource Impact Assessment in accordance with Section 6.2 Heritage Protection and Designation of the VOP 2010.”*

The policies require that these properties of interest will remain on the inventory list until such time that a Cultural Heritage Resource Impact Assessment as defined in VOP 2010 is completed for each property. The assessment will be submitted as part of a future development application and will include an exterior evaluation of the cultural and built heritage resources to provide recommendations as to whether these resources should be preserved, maintained or integrated into future development in the Plan.

c) Pedestrian Safety

Issue

Concerns regarding pedestrian safety in the Study Area were raised at the Public Hearing. Local residents including seniors and students travelling to and from the Woodbridge Public School were identified as groups that require greater access to improved pedestrian facilities and overall streetscaping.

Response

The improvement of pedestrian safety is a significant objective in the proposed amendments to the Plan. Redevelopment is an opportunity to significantly improve the streetscape conditions in the area and orient future development toward pedestrian walkability and safe access.

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The policies requiring a minimum land assembly and public realm policies of the Amendment will require a comprehensive approach to streetscape improvement, including the construction of additional sidewalks as now shown in Section 12.15.3.5 of the proposed VOP 2010 amendment:

“12.15.3.5 Public Realm

- a) Gateway features, such as public art or distinct light standards and other facilities, shall be established at the northeast corner of Kipling Avenue and Highway 7 to mark the main entry point into the historic Woodbridge community to the north.*
- b) Sidewalks shall be constructed on both sides of Burwick Avenue and Lansdowne Avenue to improve walkability and to provide safer access to the Woodbridge Public School.*
- c) Street signage, wayfinding, street furniture and transit shelters shall be provided within the rights-of-way as redevelopment occurs in a manner that addresses and enhances the local context, and meets the requirements of the Ontarians with Disabilities Act.*
- d) Utilities along Lansdowne Avenue and Burwick Avenue shall be located underground in a common trench, to enhance the visual appeal of the public realm.*
- e) A mature canopy of trees shall be established over the longer term along Kipling Avenue, Burwick Avenue and Lansdowne Avenue. In order to achieve this objective, new street trees shall be provided as a condition of development approval wherever possible. Street trees may be located on private property if insufficient space is available within the public right-of-way to fulfill the public realm vision.*
- f) A detailed urban design streetscape master plan shall be prepared prior to any development occurring in accordance with this plan.”*

Improvements to the streetscape are critical to improve the pedestrian linkages within the internal street network and at road crossings to areas outside the Kipling Avenue and Highway 7 area. The redevelopment of the area will be an opportunity to improve the pedestrian experience and design of the community.

d) Stacked Townhomes

Issue

Concerns were raised about the permitted uses and building types in the Low-Rise Mixed-Use designation and requested clarification regarding permitted building types in this designation, particularly the inclusion and definition of stacked townhomes.

Response

The lands located in the northern part of the proposed VOP 2010 amendment area are designated “Low-Rise Mixed-Use”. The policy amendment will permit lands under this designation a maximum of 6 storeys and density of 2.0 FSI along Kipling Avenue and a maximum of 4 storeys and density of 1.5 FSI on the northeast lands along Burwick Avenue and Lansdowne Avenue.

Permitted buildings types in Low-Rise Mixed-Use designation in the approved VOP 2010 in Section 9.2.2.2.f. include:

- 9.2.2.2.f. The following Building Types are permitted in areas designated as Low-Rise Mixed-Use, pursuant to policies in subsection 9.2.3 of this Plan:*

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

Section 9.2.3.3 of the approved VOP 2010 (Volume 1) defines stacked townhouses and prescribes the following policies:

9.2.3.3 *The following policies and development criteria apply to Stacked Townhouses:*

- a. *Stacked Townhouses are attached Low-Rise Residential houseform buildings comprising of two to four separate residential units stacked on top of each other. Stacked Townhouse units are typically massed to resemble a traditional street Townhouse and each unit is provided direct access to ground level.*
- b. *Stacked Townhouses shall be a maximum of four storeys in height.*
- c. *A building containing a row of Stacked Townhouses shall not be longer than 50 metres.*
- d. *Stacked Townhouses shall generally be oriented to front onto a public street in order to provide front entrances on public streets.*
- e. *The facing distance between blocks of Stacked Townhouses that are not separated by a public street should generally be a minimum of 18 metres in order to maximize daylight, enhance landscaping treatments and provide privacy for individual units.*

The Low-Rise Mixed-Use lands located interior to the proposed VOP 2010 land use plan are intended to provide transition to the existing adjacent low rise neighbourhoods. The proposed official plan policies are consistent with other areas along intensification corridors where mixed use development is encouraged along the Regional Intensification Corridor (Highway 7) in accordance with policies set out in the YROP and the VOP 2010 as previously discussed in Section 2 of this report. The use of the Low-Rise Mixed-Use designation to create a buffer to existing low rise residential uses is also applied along the lands immediately west of the Plan boundary. The proposed VOP 2010 amendment is consistent with these designations that permit Low-Rise Mixed-Use designation, including stacked townhouses as a means to adequately transition to adjacent low rise residential areas.

e) Impact on Community Services

Issue

Concerns were raised regarding the potential impact of greater population density on local infrastructure and community services provision.

Response

The draft Land Use Plan proposes greater densities than is currently permitted in the VOP 2010. In terms of infrastructure impacts, it has been confirmed with the City's Engineering Department that there is adequate water and wastewater servicing in Woodbridge. The Engineering Department confirms no additional upgrades have been identified as immediate requirements in the vicinity of the Study Area.

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It has been confirmed by the York Region District and York Region Catholic School Boards that the enrolment at educational facilities are currently operating below capacity. There is additional capacity at both elementary and secondary schools in the vicinity of the proposed VOP 2010 amendment area, including the adjacent Woodbridge Public School.

There are several Community Facilities operated by the City in the broader Woodbridge area that may be impacted by future development in the area. The Woodbridge Public Library and Pierre Berton Resource Library are located close to the Study Area and are intended to serve local residents. It has been confirmed by the Recreation Services and Public Libraries Departments that both facilities have capacity to serve additional residents. The proposed VOP 2010 amendment is also located within the catchment area for the Father Ermanno Bulfon Community Centre and Woodbridge Pool and Arena, which have sufficient capacity to accommodate additional service demands. Any significant development in the area will also be required to submit a Community Services Impact Assessment to determine the potential impact on City facilities.

5) City Recommended Minor Administrative Modifications to the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan.

Minor administrative modifications to the text of the draft Official Plan Amendment are recommended to be consistent and reflect the approved policies of VOP 2010 (Volume 1). These changes are tracked and incorporated into a draft annotated Official Plan Amendment which forms part of Attachment 2 to this report.

No significant policy and mapping changes are recommended to the proposed 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:

- 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 goal of the proposed VOP 2010 amendment is to ensure future development in the northeast quadrant of Kipling Avenue and Highway 7 will be of high quality design and of a compact transit-oriented form that is sensitive to the character of the community. The plan requires that redevelopment be in conformity with the Urban Design policies of the Plan and VOP 2010 (Volume 1) to create an attractive, safe and pedestrian-friendly environment, with appropriate relationships to adjacent low rise neighbourhoods and heritage fabric. Furthermore, land assembly is required to achieve the proposed heights and density in the Plan to enable large enough blocks to advance development. The Plan also acknowledges the community concerns regarding traffic and provides

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policies that require a comprehensive Transportation Assessment prior to any development as well as the need for Council to be satisfied that planned transportation improvements to Highway 7 have been realized or are in the process of being implemented.

The feedback and issues raised throughout the study including comments provided at the four consultation meetings and at the statutory Public Hearing held on October 3, 2017 have been considered. Upon review of the recent feedback at the Public Hearing, many of the concerns raised have been previously identified and summarized in Section 10: Public Consultation of the Land Use Planning Study Report: Northeast Quadrant of Kipling Avenue and Highway 7 (August 29, 2017). The outcomes of these meetings outlined similar concerns which were considered and informed the development of the proposed amendment to the VOP 2010 presented to Council at the October 3, 2017 statutory Public Hearing.

The draft Kipling Avenue and Highway 7 Land Use Plan and Official Plan amendment is 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 at the Public Hearing. The issues identified at Public Hearing have been summarized and addressed in Section 4 of this report. The draft Official Plan Amendment is recommended to proceed to a future Council Meeting for adoption.

Attachments

1. Location Map
2. Draft Amendment to the Vaughan Official Plan 2010: Area Specific Plan 12.15 Northeast Quadrant of Kipling Avenue and Highway 7 (August 29, 2017).
3. Committee of the Whole Report (Public Hearing) Extract – October 3, 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.)