

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, Report No. 25, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on June 4, 2013.

1

MAPLE GO STATION SECONDARY PLAN
FILE 26.8
RELATED FILE: OFFICIAL PLAN AMENDMENT APPLICATION OP.12.018
YORK MAJOR HOLDINGS INC.
WARD 4

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 21, 2013, be approved; and**
- 2) That the following deputations be received:**
 - 1. Mr. Ryan Mino-Leahan, KLM Planning Partners Inc. Jardin Drive, Concord, on behalf of the applicant; and**
 - 2. Mr. Frank Masucci, Prestonwood Court, Maple.**

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing report for Secondary Plan File 26.8 (Maple GO Station Secondary Plan) BE RECEIVED; and, that any issues identified be addressed by the Policy Planning Department in a comprehensive report to the Committee of the Whole.

Contribution to Sustainability

The contribution to sustainability will be determined when the technical report is considered.

Economic Impact

Funding for the work related to this secondary plan was not originally budgeted for in the 2012 Capital Budget. Therefore in order to expedite the planning process, York Major Holdings Inc., the proponent, agreed to fund a peer review of its supporting studies, submitted in respect of the preparation of the Maple GO Station Secondary Plan.

Communications Plan

The May 21, 2013 Public Hearing was advertised on the City of Vaughan website and Notice of the Public Hearing was sent on April 26, 2013 to all landowners in the area based on an expanded polling area of 400 metres as shown on Attachment #1 *Context Location Map*. A copy of the Notice was also sent to the 12 participants who attended the Public Consultation Meeting on September 13, 2012. In addition, notice for the development application being advanced by the Landowner for the same property has been circulated to the same expanded polling area.

Purpose

To report on the preparation of the Maple Go Station Secondary Plan and supporting Urban Design Guidelines and to receive public comment.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 2

Background – Analysis and Options

Study Area

The Maple GO Station Secondary Plan area is located in the Maple Community, north of Major Mackenzie Drive (along Hill Street), south of McNaughton Road East, west of Troon Avenue and east of the Maple GO Station, as shown on Attachments #1 *Context Location Map* and #2 *Location Map*.

Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2006

The Places to Grow Plan provides a vision and growth plan for the Greater Golden Horseshoe in Southern Ontario and 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 principles of building compact vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form.

Section 2.2.5 Major Transit Station Areas and Intensification Corridors states the following:

- “1. *Major transit station and intensification corridors* will be designated in official plans and planned to achieve –
 - a) Increased residential and employment densities that support and ensure the viability of the existing and planned transit service levels.
 - b) A mix of residential, office, institutional, and commercial development wherever appropriate.
2. *Major transit station areas* will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.”

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

Metrolinx: The Big Move, Mobility Hub Guidelines

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

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

Current Development Control: Official Plan and Zoning

The subject lands are currently designated “Prestige Industrial – Part “M” and “B” by the in-effect official plan OPA 332 as amended by OPA 535 and OPA 604. The subject lands are zoned M1 Restricted Industrial Zone by Zoning By-law 1-88, subject to site-specific Exception 9(1097). The current zoning permits the following uses:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 3

- i. Banquet hall in a single unit building subject to Section 3.8 of By-law 1-88
- ii. Business or professional office
- iii. Car brokerage
- iv. Funeral home
- v. Hotel Convention Centre, Hotel, Motel subject to Section 3.8 of By-law 1-88
- vi. Laboratory
- vii. Print shop
- viii. Radio transmission establishment
- ix. Service or repair Shop
- x. Monitoring and control of the effects of landfilling including the monitoring and control of leachate, landfill gas and storm water.
- xi. Retail Warehouse
- xii. Automobile Gas Station, Automobile Service Station, and Car Wash, provided that any such use shall only be permitted in Block 7 within the area shown on Schedule “E1203A”.
- xiii. GO Transit operations, provided that any such operations or use shall only be permitted in Block 15, within the area shown on Schedule “E-1203A”.

These Official Plan policies remain in effect and will ultimately be replaced by the policies of VOP 2010, upon approval by the Ontario Municipal Board. The current zoning standards will remain in effect until replaced either through a site-specific amendment or the City’s new comprehensive Zoning By-law, which will be prepared to implement VOP 2010.

Origin of the Study: Vaughan Official Plan 2010

On September 7, 2010 Council adopted the Vaughan Official Plan 2010 (VOP 2010). In Volume 1, the plan identified the proposed secondary plan area as “Commercial Mixed-Use”, which prescribed specific building heights and densities of 4-storeys and 1.5 FSI for the “Commercial Mixed-Use” designation in this location. The designation also permits a range of uses, and requires development in the proposed secondary plan study area to be predominately commercial and to provide for appropriate non-residential intensification that makes efficient use of existing and planned transit investments.

On April 4, 2011 a request for a modification to VOP 2010 was submitted to the Region of York by York Major Holdings Inc. (the Landowner) to reconsider the land use designation for this area. The Landowner proposed a mid-rise commercial-residential mixed use development. The “Commercial Mixed-Use” designation originally provided for in VOP 2010 does not permit residential uses.

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 4

The review was conducted as part of the modification process for VOP 2010. Based on a report commissioned by the City, (Hemson Consulting Ltd., "Housing and Employment Land Needs-Addendum to the April 2010 Report, September 2011) it was determined that the conversion was warranted, largely as a result of the retail nature of the existing uses, the area being well-defined and separated from other employment uses. In addition the presence of the GO Transit station provides the opportunity for a wider variety of transit oriented uses. Staff in discussion with stakeholders and with input from Councillors identified the need for a more detailed planning study to implement the proposed conversion.

At the Special Committee of the Whole Meeting held on September 12, 2011, it was recommended in a supplementary report that a Secondary Plan study be undertaken to determine the appropriate land use and urban design framework for the lands generally located north of Major Mackenzie Drive, south and west of McNaughton Road, adjacent to the Maple GO Station.

Subsequently, a follow-up report was taken to the September 27, 2011 Council Meeting. The following recommendation was adopted by Council respecting the study area:

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

The "Mid-Rise Mixed-Use" designation did not specify a maximum height or density. They would both be determined through the secondary plan process.

This modification was included in the version of the VOP 2010 that was endorsed by Regional Council on June 28, 2013.

The Secondary Plan Process

The required secondary plans identified in Schedule 14-A of VOP 2010 are all being undertaken as city-projects for which consulting services have been retained to conduct the study and prepare the plan for consideration by Council. The referenced secondary plans include the Vaughan Mills Centre and the Concord GO Centre Secondary Plans both of which are currently underway, and the Highway 7 – Weston Road Secondary Plan which is currently on hold pending other priorities.

Proceeding with the preparation of the Maple GO Station Secondary Plan, under the normal procedure would have been challenging for the City. It would have diverted resources from other projects and would have required additional funding in the 2012 budget.

In consideration of the concerns cited above, the landowner (York Major Holdings Inc.) proposed that it submit an application for an official plan amendment, consistent with the requirements of VOP 2010. To begin the process it submitted a Terms of Reference for the range of studies to be completed as part of the application. Staff reviewed this submission and further discussions were held with the landowner. In response, the landowner agreed to consider a situation where the City would retain a peer reviewer to assist in the evaluation of the application and pay the City's costs.

On December 13, 2011 Council approved the following recommendation contained in the Committee of the Whole Report entitled "Maple GO Station Secondary Plan Direction to Retain Consulting Resources Peer Review and Public Consultation Services File 26.8", which provided that:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 5

- “1. Consulting resources to assist the City in its review of the proposed Maple GO Station Secondary Plan and in the design and facilitation of the public consultation process be retained;
2. A request for Proposals be issued for the retention of such services, based on the scope of work described in this report; and
3. The proponent of the secondary plan (York Major Holdings Inc.) be responsible for the costs attributed to the undertaking of the peer review and facilitation services and that staff be authorized to enter into an agreement to secure the necessary funding with the proponent.”

During the Spring of 2012 the procurement process to retain the required resources was undertaken. On June 26, 2012 Council approved the retention of the team headed by Urban Strategies Inc. to provide peer review and public consultation services for the Maple GO Station Secondary Plan study. Council also approved an amendment to the 2012 Capital Budget to add a developer funded capital project to support this study.

Subsequent to their retention, the consultant began its review of the supporting documents. This was followed by a Public Open House. At the Open House the landowner's consultant presented its plan. The peer review consultant for the City provided an explanation of the process and facilitated a discussion about the proposed Secondary Plan. The forum provided the participants with the opportunity to voice concerns respecting the proposed development and the potential traffic impact on the existing community. A total of 12 participants attended the public forum.

On December 7, 2012 Staff of the Policy and Development Planning Departments and the Peer Review Consultant met with the Landowner and its consultants to provide a first set of comments on the Secondary Plan submissions and to discuss issues arising from the initial review.

On February 20, 2013, the landowner (York Major Holdings Inc.) formally submitted an Official Plan Amendment Application (File: OP.12.018) and the implementing draft plan of subdivision (19T-12V011) and zoning amendment (Z.12.046) applications.

On March 28, 2013 the secondary plan and the development applications were reviewed by the City of Vaughan Design Review Panel.

The Secondary Plan: The Current Conceptual Site Plan

It is proposed that the Secondary Plan facilitate the development of the site in accordance with the conceptual plan as shown on Attachments 3 - 6 to this report. It provides for a predominately residential development consisting of 1018 residential units (783 apartments and 235 townhouses) divided into two blocks by Eagle Rock Way. The development also proposes 2,438.7m² of retail gross floor area and a net FSI of 2.03 for the entire subject lands.

1. North Block: The North Block is bounded by McNaughton Road to the north, Troon Avenue to the east, Eagle Rock Way to the south and the Maple GO Station to the west. Two mid-rise buildings are situated along the north side of Eagle Rock Way as shown on Attachment #3. Building E2 and E3 are 12-storeys and are connected by a 10-storey link building (forming 1 building) which allows pedestrian movement under the link, from the North Block to Eagle Rock Way. The second building, building E1 located on the north side of the cul-de-sac is 6-storeys in height. Both buildings contain an at-grade commercial component. The North

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 6

Block further consists of 18 street townhouse blocks containing 99 townhouse units. Also included in the North Block are 2 blocks of 70 townhouse units accessed by an internal rear lane which is intended as a shared element under the Condominium Act.

2. South Block: The South Block is bounded by Eagle Rock Way to the north, retail commercial uses (Wal-Mart rear service driveway) to the east, Hill Street to the south and the Maple GO Station to the west. The mid-rise building situated in the South Block on the south side of Eagle Rock Way has a maximum height of 10-storeys. Like the building in the North Block it is also linked by a 6-storey building under which is a pedestrian through-way providing the only internal connection between the North and South Blocks. The South Block unlike the North Block contains only street townhouse units for a total of 66 townhouse units divided over 15 townhouse blocks.

Two park blocks are proposed in both the North and the South Blocks, having areas of 0.241 ha and 0.196 ha respectively.

Planning Considerations

1. Peer Review Comments

Urban Strategies Inc. was retained to provide a peer review of the planning and urban design submitted in support of the preparation of the Maple GO Station Secondary Plan. The material submitted by the Landowner was reviewed against the policies of the in-force Official Plan, OPA #332 as amended by OPA #535 and OPA #604, as well as VOP 2010 and the principles of good planning and urban design. There are no concerns with the overall concept of a primarily residential area consisting of townhouses and mid-rise apartment buildings with retail at grade fronting onto a “main street”.

The Peer Review supports the intensification of the lands.

Planning issues noted by the Peer Reviewer include:

- a. The planning report must also demonstrate that appropriate hard and soft infrastructure is in place to support the proposed community. A thorough discussion of the planning context for the subject lands is essential to inform further discussion of the compatibility of the proposal.
- b. The Secondary Plan should address the future proposed development fronting on the north side of Major Mackenzie, in particular its function as the western gateway to the historic village context and how it addresses the Community Commercial policies of VOP 2010, as modified.
- c. The sustainability proposal is unclear. Intended sustainability features should be described in the report.
- d. There should be a more comprehensive discussion of pedestrian circulation, including mid-block pedestrian connections. It appears that there is only one north south pedestrian connection.
- e. Permitted commercial uses should describe the type, size and intention of commercial use.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 7

- f. A discussion of community/human services needs to be included. A Community Services and Facilities report should be prepared describing area facilities and the capacity of the facilities to accommodate additional users generated from the proposed development.

A description of the proposed parks including sizes should also be documented in a report. A discussion respecting parking should also be included and address proposed parking rates for both the residential and commercial components of the development.

The City's peer reviewer also provided the following comments respecting Urban Design issues with the Applicant's submission:

Street Connections:

- a. The proposed plan lacks a north/south road connection across Eagle Rock Way.
- b. The termination of Eagle Rock Way in a cul-de-sac which provides access to the GO Station parking lot is a barrier to improved access and connections for the community. The cul-de-sac will define Eagle Rock Way as "the transit access street" and create undue conflicts between transit vehicles; passenger drop-off; other vehicles and pedestrians.
- c. The plan lacks of an east-west connection from Hill Street east of McNaughton Road across the proposed retail lands.

Built Form, Massing and Building Typology:

- d. The mixed use area terminates in a cul-de-sac which overlooks the GO Station parking lot resulting in a poor visual, physical and urban design resolution of the intended main street.
- e. The transition in heights between the low density 3-storey developments and the 8 to 12-storey buildings are insufficient and abrupt.
- f. At approximately 135m, the length of the mixed use buildings is extreme.
- g. The mid-building pedestrian connections provided as "tunnel through the buildings" between the mixed use areas is insufficient to break-up the extreme building massing and results in poor quality (private) pedestrian facility. This concept should be replaced with open (street) connections permitting improved access and connection.
- h. Building typologies which include the front car garages should be redesigned to meet the transportation and public realm objectives.

Public Realm:

- i. The existing park spaces are small and disconnected
- j. There is a lack of open space linkage and built form relationship to Hill Street Cemetery.
- k. A hierarchy of open space and streetscapes types has not been established.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 8

Design of North and South Blocks:

- I. The blocks are currently separated and connected only by the pedestrian walkway tunnel/bridge.
- m. Character and distinguishing characteristics would be achieved through the urban design guidelines.

Subsequently, the Applicant revised the 2 rows of townhouses on the east side of the North Block by providing townhouse units accessed by a private rear lane as shown on Attachment #3. Also, improvements to connections to and from the site are being examined through the Major Mackenzie streetscape project and review of nearby development applications. In addition, discussions are underway with Metrolinx on how to achieve improved access and connections for the community as part of future station upgrades. At this point in time the revision to the street towns on the block constitutes the only significant change made by the applicant in response to the peer review comments listed above. The peer review comments have assisted in identifying issues to be addressed in the submission. The revised plan was provided as part of the submission to the Development Planning Department and was circulated accordingly for comments and presented to the Design Review Panel.

Based on this submission the Design Review Panel made the following comments:

2. Design Review Panel:

On March 28, 2013 both the Secondary Plan and Development Application were brought forward to the City of Vaughan's Design Review Panel. City staff sought the Panel's advice on the following:

- i. The extent to which the proposed site organization and built form relate and react to the neighbouring urban context on different frontages, specifically to the Maple GO Station, CN Rail lands, McNaughton Road, and Troon Avenue.
- ii. How well does the proposed site plan create a high-quality pedestrian environment within the site, and provide pedestrian connectivity to the site's adjacencies?

The Design Review Panel (DRP) acknowledged the sizable challenge to create a harmonious co-existence between a medium density residential development and a major transit hub at this location. The potential for traffic congestion during the peak pick-up and drop-off hours of the Maple GO Station could negatively impact the living conditions in the proposed new community. Furthermore, the projected future growth of transit use and the associated parking demands may require the future addition of a structured parking garage at the Maple GO Station which will significantly impact the proposed development plan. Therefore, the development plan should consider more comprehensive design strategies to resolve potential conflicts and issues such as parking, bus and car traffic, and pedestrian access and movement.

a. Site Plan, Layout and Orientation:

The site's surrounding streets and uses require attention in the planning of this area. The proposed design responds to the existing context rather than to the potential future development of the surroundings, and as such, is internally oriented. In terms of integration and connectivity with the surrounding areas, the proposed plan could be improved if the potential for the area's future was taken into consideration.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 9

The site layout presented for the corner of McNaughton Road and Troon Avenue is a concern. The proposed building flankage condition and laneway is likely to create an unattractive environment at this location. The design could be improved through developing a design typology for the public edges and corners.

An improvement could be made by moving the mid-rise buildings closer to the Troon Avenue frontage and introducing mixed-use mid-rise buildings along the street. This site layout could create a better relation to the neighbouring commercial site and expand the site plan concept into a two-spine layout. This site orientation would also resolve the flankage condition and could create a stronger north-south pedestrian connection to Major Mackenzie Drive.

As another alternative design concept, there is an opportunity to increase the presence of the development if considered along an east-west site orientation. By moving the density closer to Hill Street, this alternative concept would enhance the quality of the development by capitalizing on the cemetery's beauty and natural features.

The streets behind both rows of proposed mid-rise buildings seem to be compromised by the inclusion of entrances to underground parking garages, refuse enclosures, and townhouse flankages. These streets play an important role in connecting the low-rise product to the mid-rise buildings. Through better positioning of these streets as a part of an enhanced transition, they would significantly contribute to the creation of a more cohesive urban development.

The attempt to propose a pedestrian-oriented neighbourhood is commendable. Nevertheless, the hierarchy of the network could be further enhanced through better connections of the development's components to internal sidewalks and to the surrounding context.

The DRP expressed concerns respecting the size of the proposed traffic cul-de-sac which may not be sufficient to absorb the expected volume of bus and vehicle traffic in the future. The applicant also should investigate if the high volume of bus traffic at peak hours will negatively impact the pedestrian-retail experience along the main street and the buildings that front the main street.

It was also thought that the proposed access to the underground parking, loading and garbage storage areas negatively impact the surrounding public spaces. More attention should be given to avoid creating unpleasant areas.

Finally, the DRP was not certain if locating a median in the middle of a modest main street for a small community could be successful. It was suggested that pedestrian safety, movement and comfort would be improved if the proposed median was removed and sidewalks widths increased instead.

b. Building Type, Use and Facade

The DRP had concerns with the shadowing and other microclimatic impacts of the proposed continuous, linear mid-rise buildings on the south side of Eagle Rock Way and thought that it could hinder future retail and pedestrian activities. Also, concerns were expressed about the extended length of each building along the main street which could make it challenging to introduce enough variety to the built form to create a vibrant environment along the sidewalk. Also, the length of the building may limit the ability to deal with the grading issue at the west end of the block, where the land elevation is lower and could expose the underground parking garage walls to the surrounding public realm.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 10

The DRP thought that greater mix of heights could provide better transitioning opportunities between the proposed 12-storey mid-rise and 2-storey townhouse building types. This may also bring an opportunity to resolve shadowing impacts on Eagle Rock Way.

DRP expressed a concern with respect to the substantial amount of retail proposed along Eagle Rock Way and its viability if the main street is active only during transit pick up and drop off hours. The introduction of office use would increase the amount of pedestrian traffic during the day to provide more support for the proposed retail.

One of the proposed townhouse types has been developed with a driveway access through the front. This building type has imposed constraints on the design at a broader scale, such as the articulation of the building facades and the pedestrian condition on adjacent sidewalks.

The Panel encouraged the applicant to revisit the actual product and refine the design. A rear-lane design concept (or the use of underground parking) for the proposed townhouses could enhance the building facades by moving the parking garage door to the rear side. Also, this building type creates a safer pedestrian environment by reducing pedestrian and vehicular traffic conflict points along sidewalks.

Converting the proposed free-hold townhouses to condominium blocks may help to achieve the rear-lane or underground-parking townhouse typology.

c. Outdoor Space and Public Art

Public art should not be located at the end of a cul-de-sac, but rather has the potential to participate in the public space network. Public art could enhance the east-west pedestrian-open space axis, which could in turn include an open breezeway concept through the buildings.

The proposed internal parks do not have active edges, but rather face either the rear side of the mid-rise buildings or townhouse flankages. Buildings should address the parks. Furthermore, the DRP questioned whether the parks were large enough to appropriately meet the needs of the future community and to create an animated public space. The quality and size of the proposed parks should be increased to appropriately serve this emerging community.

Urban Design

The City of Vaughan's Urban Design Section of the Development Planning Department has also reviewed the current submission (see Attachments #3 - #7) and based on the Peer Review and Design Review Panel's comments have provided the following highlights:

1. The quality of the public realm along the streets behind both of the proposed mid-rise buildings seem to be compromised by the inclusion of entrances to underground parking garages, refuse enclosures, and townhouse flankages. There is a need to enhance the quality of the public space for these streets by fronting all ground related units toward them and by lowering the impacts of the proposed utility and service accesses and interfaces;
2. The proposed two internal park blocks face either the rear side of the mid-rise buildings or townhouse flankages, which results in a non-active interface. Buildings should be designed to appropriately address the parks and encourage pedestrian activities in the area;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 11

3. There is an opportunity to provide a high-quality, comfortable and safe pedestrian access along Troon Avenue by extending the sidewalk, connecting McNaughton Road to Hill Street and to improve and enhance pedestrian connectivity through and beyond the site;
4. There is an opportunity to capitalize on the cemetery's beauty and natural features and enhance the street's urban environment by fronting all adjacent units toward the street with parking at the rear;
5. The proposed building flankage condition and laneway at the corner of McNaughton Road and Troon Avenue, as currently proposed, would likely create an unattractive environment at this location. The design could be improved through developing a design typology for the public edges and corners and by connecting the laneway to the main driveways on both ends to eliminate the need for the hammerhead or cul-de-sac traffic solutions; and
6. The existing topographic conditions of the site on the west, where the land significantly slopes down, would potentially create an unpleasant urban environment by exposing the proposed underground parking garage walls to the surrounding public realm. The proposed design should include smaller scale and three dimensional drawings to study and respond better to the site conditions at the zoning or site plan stage of review.

Implications for Secondary Plan and Urban Design Guidelines

Planning staff will work with the applicant to prepare official plan policies that include additional detailed guidance on urban design issues to inform the review of proposed developments within and around the Secondary Plan area.

Correspondences/Comments Received

As of May 9, 2013 staff has received 2 letters respecting the proposed development.

The first correspondence was received via e-mail on Wednesday May 1, 2013, from a resident on Lindenshire Avenue are as follows:

- a. Buildings will affect quality of life;
- b. Buildings too high and affect neighbourhood privacy, increasing noise;
- c. Want to preserve Maple as a quiet, well balanced and designed City;
- d. 10 and 12 storey buildings will block the sun; and,
- e. Increased traffic.

The second correspondence also via e-mail was received on May 2, 2013 from a local resident stating the following concerns:

- a. The number of units concentrated in such a small area will create congestion, specifically in the GO Station parking area;
- b. There is too much traffic during rush hour already without the development; and,
- c. Concerned that GO will not be able to accommodate all this demand.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 4, 2013

Item 1, CW(PH) Report No. 25 – Page 12

All comments received through the Public Hearing process from the community and Council will be addressed in a technical report to a future Committee of the Whole meeting.

Relationship to Vaughan Vision 2020/Strategic Plan

The applicability of this application to the Vaughan Vision will be determined when the technical report is considered.

Regional Implications

The application has been circulated to the Region of York for review and comment. Any issues will be addressed through the secondary plan process and through comments received on the related development applications, which are also being circulated.

Conclusion

The preliminary issues identified in this report and any other issues identified through the processing of the Maple GO Station Secondary Plan will be considered in the technical review of the Secondary Plan. In addition, the Secondary Plan process is being closely coordinated with the review of the Development Applications for the same lands (File Nos. OP.12.018, Z.12.046, 19T-12V011). Comments from the public and Council expressed at the Committee of the Whole (Public Hearing) or in writing, along with results of the technical review, will inform the preparation of design guidelines. These matters will be addressed in a comprehensive report to a future Committee of the Whole meeting.

Attachments

1. Context Location Map Illustrating Polling Area
2. Location Map
3. Conceptual Site Plan
4. Draft Plan of Subdivision 19T-12V011
5. Conceptual Elevations – Buildings D1 & D2
6. Conceptual Elevations – Buildings E2 & E3
7. Conceptual Elevations – Building E1

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
Roy McQuillin, Manager of Policy Planning, ext. 8211

(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.)

1. **MAPLE GO STATION SECONDARY PLAN** **P.2013.18**
 FILE 26.8
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 WARD 4

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Study Area

The Maple GO Station Secondary Plan area is located in the Maple Community, north of Major Mackenzie Drive (along Hill Street), south of McNaughton Road East, west of Troon Avenue and east of the Maple GO Station, as shown on Attachments #1 *Context Location Map* and #2 *Location Map*.

Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2006

The Places to Grow Plan provides a vision and growth plan for the Greater Golden Horseshoe in Southern Ontario and 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 principles of building compact

vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form.

Section 2.2.5 Major Transit Station Areas and Intensification Corridors states the following:

- “1. *Major transit station and intensification corridors* will be designated in official plans and planned to achieve –
 - a) Increased residential and employment densities that support and ensure the viability of the existing and planned transit service levels.
 - b) A mix of residential, office, institutional, and commercial development wherever appropriate.
2. *Major transit station areas* will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.”

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

Metrolinx: The Big Move, Mobility Hub Guidelines

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

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

Current Development Control: Official Plan and Zoning

The subject lands are currently designated “Prestige Industrial – Part “M” and “B” by the in-effect official plan OPA 332 as amended by OPA 535 and OPA 604. The subject lands are zoned M1 Restricted Industrial Zone by Zoning By-law 1-88, subject to site-specific Exception 9(1097). The current zoning permits the following uses:

- i. Banquet hall in a single unit building subject to Section 3.8 of By-law 1-88
- ii. Business or professional office
- iii. Car brokerage
- iv. Funeral home
- v. Hotel Convention Centre, Hotel, Motel subject to Section 3.8 of By-law 1-88
- vi. Laboratory
- vii. Print shop
- viii. Radio transmission establishment
- ix. Service or repair Shop
- x. Monitoring and control of the effects of landfilling including the monitoring and control of leachate, landfill gas and storm water.
- xi. Retail Warehouse
- xii. Automobile Gas Station, Automobile Service Station, and Car Wash, provided

that any such use shall only be permitted in Block 7 within the area shown on Schedule "E1203A".

- xiii. GO Transit operations, provided that any such operations or use shall only be permitted in Block 15, within the area shown on Schedule "E-1203A".

These Official Plan policies remain in effect and will ultimately be replaced by the policies of VOP 2010, upon approval by the Ontario Municipal Board. The current zoning standards will remain in effect until replaced either through a site-specific amendment or the City's new comprehensive Zoning By-law, which will be prepared to implement VOP 2010.

Origin of the Study: Vaughan Official Plan 2010

On September 7, 2010 Council adopted the Vaughan Official Plan 2010 (VOP 2010). In Volume 1, the plan identified the proposed secondary plan area as "Commercial Mixed-Use", which prescribed specific building heights and densities of 4-storeys and 1.5 FSI for the "Commercial Mixed-Use" designation in this location. The designation also permits a range of uses, and requires development in the proposed secondary plan study area to be predominately commercial and to provide for appropriate non-residential intensification that makes efficient use of existing and planned transit investments.

On April 4, 2011 a request for a modification to VOP 2010 was submitted to the Region of York by York Major Holdings Inc. (the Landowner) to reconsider the land use designation for this area. The Landowner proposed a mid-rise commercial-residential mixed use development. The "Commercial Mixed-Use" designation originally provided for in VOP 2010 does not permit residential uses.

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

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

The review was conducted as part of the modification process for VOP 2010. Based on a report commissioned by the City, (Hemson Consulting Ltd., "Housing and Employment Land Needs-Addendum to the April 2010 Report, September 2011) it was determined that the conversion was warranted, largely as a result of the retail nature of the existing uses, the area being well-defined and separated from other employment uses. In addition the presence of the GO Transit station provides the opportunity for a wider variety of transit oriented uses. Staff in discussion with stakeholders and with input from Councillors identified the need for a more detailed planning study to implement the proposed conversion.

At the Special Committee of the Whole Meeting held on September 12, 2011, it was recommended in a supplementary report that a Secondary Plan study be undertaken to determine the appropriate land use and urban design framework for the lands generally located

north of Major Mackenzie Drive, south and west of McNaughton Road, adjacent to the Maple GO Station.

Subsequently, a follow-up report was taken to the September 27, 2011 Council Meeting. The following recommendation was adopted by Council respecting the study area:

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

The "Mid-Rise Mixed-Use" designation did not specify a maximum height or density. They would both be determined through the secondary plan process.

This modification was included in the version of the VOP 2010 that was endorsed by Regional Council on June 28, 2013.

The Secondary Plan Process

The required secondary plans identified in Schedule 14-A of VOP 2010 are all being undertaken as city-projects for which consulting services have been retained to conduct the study and prepare the plan for consideration by Council. The referenced secondary plans include the Vaughan Mills Centre and the Concord GO Centre Secondary Plans both of which are currently underway, and the Highway 7 – Weston Road Secondary Plan which is currently on hold pending other priorities.

Proceeding with the preparation of the Maple GO Station Secondary Plan, under the normal procedure would have been challenging for the City. It would have diverted resources from other projects and would have required additional funding in the 2012 budget.

In consideration of the concerns cited above, the landowner (York Major Holdings Inc.) proposed that it submit an application for an official plan amendment, consistent with the requirements of VOP 2010. To begin the process it submitted a Terms of Reference for the range of studies to be completed as part of the application. Staff reviewed this submission and further discussions were held with the landowner. In response, the landowner agreed to consider a situation where the City would retain a peer reviewer to assist in the evaluation of the application and pay the City's costs.

On December 13, 2011 Council approved the following recommendation contained in the Committee of the Whole Report entitled "Maple GO Station Secondary Plan Direction to Retain Consulting Resources Peer Review and Public Consultation Services File 26.8", which provided that:

- "1. Consulting resources to assist the City in its review of the proposed Maple GO Station Secondary Plan and in the design and facilitation of the public consultation process be retained;
2. A request for Proposals be issued for the retention of such services, based on the scope of work described in this report; and
3. The proponent of the secondary plan (York Major Holdings Inc.) be responsible for the costs attributed to the undertaking of the peer review and facilitation

services and that staff be authorized to enter into an agreement to secure the necessary funding with the proponent.”

During the Spring of 2012 the procurement process to retain the required resources was undertaken. On June 26, 2012 Council approved the retention of the team headed by Urban Strategies Inc. to provide peer review and public consultation services for the Maple GO Station Secondary Plan study. Council also approved an amendment to the 2012 Capital Budget to add a developer funded capital project to support this study.

Subsequent to their retention, the consultant began its review of the supporting documents. This was followed by a Public Open House. At the Open House the landowner's consultant presented its plan. The peer review consultant for the City provided an explanation of the process and facilitated a discussion about the proposed Secondary Plan. The forum provided the participants with the opportunity to voice concerns respecting the proposed development and the potential traffic impact on the existing community. A total of 12 participants attended the public forum.

On December 7, 2012 Staff of the Policy and Development Planning Departments and the Peer Review Consultant met with the Landowner and its consultants to provide a first set of comments on the Secondary Plan submissions and to discuss issues arising from the initial review.

On February 20, 2013, the landowner (York Major Holdings Inc.) formally submitted an Official Plan Amendment Application (File: OP.12.018) and the implementing draft plan of subdivision (19T-12V011) and zoning amendment (Z.12.046) applications.

On March 28, 2013 the secondary plan and the development applications were reviewed by the City of Vaughan Design Review Panel.

The Secondary Plan: The Current Conceptual Site Plan

It is proposed that the Secondary Plan facilitate the development of the site in accordance with the conceptual plan as shown on Attachments 3 - 6 to this report. It provides for a predominately residential development consisting of 1018 residential units (783 apartments and 235 townhouses) divided into two blocks by Eagle Rock Way. The development also proposes 2,438.7m² of retail gross floor area and a net FSI of 2.03 for the entire subject lands.

1. North Block: The North Block is bounded by McNaughton Road to the north, Troon Avenue to the east, Eagle Rock Way to the south and the Maple GO Station to the west. Two mid-rise buildings are situated along the north side of Eagle Rock Way as shown on Attachment #3. Building E2 and E3 are 12-storeys and are connected by a 10-storey link building (forming 1 building) which allows pedestrian movement under the link, from the North Block to Eagle Rock Way. The second building, building E1 located on the north side of the cul-de-sac is 6-storeys in height. Both buildings contain an at-grade commercial component. The North Block further consists of 18 street townhouse blocks containing 99 townhouse units. Also included in the North Block are 2 blocks of 70 townhouse units accessed by an internal rear lane which is intended as a shared element under the Condominium Act.
2. South Block: The South Block is bounded by Eagle Rock Way to the north, retail commercial uses (Wal-Mart rear service driveway) to the east, Hill Street to the south and the Maple GO Station to the west. The mid-rise building situated in the South Block on the south side of Eagle Rock Way has a maximum height of 10-storeys. Like the building in the North Block it is

also linked by a 6-storey building under which is a pedestrian through-way providing the only internal connection between the North and South Blocks. The South Block unlike the North Block contains only street townhouse units for a total of 66 townhouse units divided over 15 townhouse blocks.

Two park blocks are proposed in both the North and the South Blocks, having areas of 0.241 ha and 0.196 ha respectively.

Planning Considerations

1. Peer Review Comments

Urban Strategies Inc. was retained to provide a peer review of the planning and urban design submitted in support of the preparation of the Maple GO Station Secondary Plan. The material submitted by the Landowner was reviewed against the policies of the in-force Official Plan, OPA #332 as amended by OPA #535 and OPA #604, as well as VOP 2010 and the principles of good planning and urban design. There are no concerns with the overall concept of a primarily residential area consisting of townhouses and mid-rise apartment buildings with retail at grade fronting onto a "main street".

The Peer Review supports the intensification of the lands.

Planning issues noted by the Peer Reviewer include:

- a. The planning report must also demonstrate that appropriate hard and soft infrastructure is in place to support the proposed community. A thorough discussion of the planning context for the subject lands is essential to inform further discussion of the compatibility of the proposal.
- b. The Secondary Plan should address the future proposed development fronting on the north side of Major Mackenzie, in particular its function as the western gateway to the historic village context and how it addresses the Community Commercial policies of VOP 2010, as modified.
- c. The sustainability proposal is unclear. Intended sustainability features should be described in the report.
- d. There should be a more comprehensive discussion of pedestrian circulation, including mid-block pedestrian connections. It appears that there is only one north south pedestrian connection.
- e. Permitted commercial uses should describe the type, size and intention of commercial use.
- f. A discussion of community/human services needs to be included. A Community Services and Facilities report should be prepared describing area facilities and the capacity of the facilities to accommodate additional users generated from the proposed development.

A description of the proposed parks including sizes should also be documented in a report. A discussion respecting parking should also be included and address proposed parking rates for both the residential and commercial components of the development.

The City's peer reviewer also provided the following comments respecting Urban Design issues with the Applicant's submission:

Street Connections:

- a. The proposed plan lacks a north/south road connection across Eagle Rock Way.
- b. The termination of Eagle Rock Way in a cul-de-sac which provides access to the GO Station parking lot is a barrier to improved access and connections for the community. The cul-de-sac will define Eagle Rock Way as "the transit access street" and create undue conflicts between transit vehicles; passenger drop-off; other vehicles and pedestrians.
- c. The plan lacks of an east-west connection from Hill Street east of McNaughton Road across the proposed retail lands.

Built Form, Massing and Building Typology:

- d. The mixed use area terminates in a cul-de-sac which overlooks the GO Station parking lot resulting in a poor visual, physical and urban design resolution of the intended main street.
- e. The transition in heights between the low density 3-storey developments and the 8 to 12-storey buildings are insufficient and abrupt.
- f. At approximately 135m, the length of the mixed use buildings is extreme.
- g. The mid-building pedestrian connections provided as "tunnel through the buildings" between the mixed use areas is insufficient to break-up the extreme building massing and results in poor quality (private) pedestrian facility. This concept should be replaced with open (street) connections permitting improved access and connection.
- h. Building typologies which include the front car garages should be redesigned to meet the transportation and public realm objectives.

Public Realm:

- i. The existing park spaces are small and disconnected
- j. There is a lack of open space linkage and built form relationship to Hill Street Cemetery.
- k. A hierarchy of open space and streetscapes types has not been established.

Design of North and South Blocks:

- l. The blocks are currently separated and connected only by the pedestrian walkway tunnel/bridge.
- m. Character and distinguishing characteristics would be achieved through the urban design guidelines.

Subsequently, the Applicant revised the 2 rows of townhouses on the east side of the North Block by providing townhouse units accessed by a private rear lane as shown on Attachment #3. Also, improvements to connections to and from the site are being examined through the Major Mackenzie streetscape project and review of nearby development applications. In addition, discussions are underway with Metrolinx on how to achieve improved access and connections for the community as part of future station upgrades. At this point in time the revision to the street towns on the block constitutes the only significant change made by the applicant in response to the peer review comments listed above. The peer review comments have assisted in identifying issues to be addressed in the submission. The revised plan was provided as part of the submission to the Development Planning Department and was circulated accordingly for comments and presented to the Design Review Panel.

Based on this submission the Design Review Panel made the following comments:

2. Design Review Panel:

On March 28, 2013 both the Secondary Plan and Development Application were brought forward to the City of Vaughan's Design Review Panel. City staff sought the Panel's advice on the following:

- i. The extent to which the proposed site organization and built form relate and react to the neighbouring urban context on different frontages, specifically to the Maple GO Station, CN Rail lands, McNaughton Road, and Troon Avenue.
- ii. How well does the proposed site plan create a high-quality pedestrian environment within the site, and provide pedestrian connectivity to the site's adjacencies?

The Design Review Panel (DRP) acknowledged the sizable challenge to create a harmonious co-existence between a medium density residential development and a major transit hub at this location. The potential for traffic congestion during the peak pick-up and drop-off hours of the Maple GO Station could negatively impact the living conditions in the proposed new community. Furthermore, the projected future growth of transit use and the associated parking demands may require the future addition of a structured parking garage at the Maple GO Station which will significantly impact the proposed development plan. Therefore, the development plan should consider more comprehensive design strategies to resolve potential conflicts and issues such as parking, bus and car traffic, and pedestrian access and movement.

a. Site Plan, Layout and Orientation:

The site's surrounding streets and uses require attention in the planning of this area. The proposed design responds to the existing context rather than to the potential future development of the surroundings, and as such, is internally oriented. In terms of integration and connectivity with the surrounding areas, the proposed plan could be improved if the potential for the area's future was taken into consideration.

The site layout presented for the corner of McNaughton Road and Troon Avenue is a concern. The proposed building flankage condition and laneway is likely to create an unattractive environment at this location. The design could be improved through developing a design typology for the public edges and corners.

An improvement could be made by moving the mid-rise buildings closer to the Troon Avenue frontage and introducing mixed-use mid-rise buildings along the street. This site layout could create a better relation to the neighbouring commercial site and expand the site plan concept into a two-spine layout. This site orientation would also resolve the flankage condition and could create a stronger north-south pedestrian connection to Major Mackenzie Drive.

As another alternative design concept, there is an opportunity to increase the presence of the development if considered along an east-west site orientation. By moving the density closer to Hill Street, this alternative concept would enhance the quality of the development by capitalizing on the cemetery's beauty and natural features.

The streets behind both rows of proposed mid-rise buildings seem to be compromised by the inclusion of entrances to underground parking garages, refuse enclosures, and townhouse flankages. These streets play an important role in connecting the low-rise product to the mid-rise buildings. Through better positioning of these streets as a part of an enhanced transition, they would significantly contribute to the creation of a more cohesive urban development.

The attempt to propose a pedestrian-oriented neighbourhood is commendable. Nevertheless, the hierarchy of the network could be further enhanced through better connections of the development's components to internal sidewalks and to the surrounding context.

The DRP expressed concerns respecting the size of the proposed traffic cul-de-sac which may not be sufficient to absorb the expected volume of bus and vehicle traffic in the future. The applicant also should investigate if the high volume of bus traffic at peak hours will negatively impact the pedestrian-retail experience along the main street and the buildings that front the main street.

It was also thought that the proposed access to the underground parking, loading and garbage storage areas negatively impact the surrounding public spaces. More attention should be given to avoid creating unpleasant areas.

Finally, the DRP was not certain if locating a median in the middle of a modest main street for a small community could be successful. It was suggested that pedestrian safety, movement and comfort would be improved if the proposed median was removed and sidewalks widths increased instead.

b. Building Type, Use and Facade

The DRP had concerns with the shadowing and other microclimatic impacts of the proposed continuous, linear mid-rise buildings on the south side of Eagle Rock Way and thought that it could hinder future retail and pedestrian activities. Also, concerns were expressed about the extended length of each building along the main street which could make it challenging to introduce enough variety to the built form to create a vibrant environment along the sidewalk. Also, the length of the building may limit the ability to deal with the grading issue at the west end of the block, where the land elevation is lower and could expose the underground parking garage walls to the surrounding public realm.

The DRP thought that greater mix of heights could provide better transitioning opportunities between the proposed 12-storey mid-rise and 2-storey townhouse building types. This may also bring an opportunity to resolve shadowing impacts on Eagle Rock Way.

DRP expressed a concern with respect to the substantial amount of retail proposed along Eagle Rock Way and its viability if the main street is active only during transit pick up and drop off hours. The introduction of office use would increase the amount of pedestrian traffic during the day to provide more support for the proposed retail.

One of the proposed townhouse types has been developed with a driveway access through the front. This building type has imposed constraints on the design at a broader scale, such as the articulation of the building facades and the pedestrian condition on adjacent sidewalks. The Panel encouraged the applicant to revisit the actual product and refine the design. A rear-lane design concept (or the use of underground parking) for the proposed townhouses could enhance the building facades by moving the parking garage door to the rear side. Also, this building type creates a safer pedestrian environment by reducing pedestrian and vehicular traffic conflict points along sidewalks.

Converting the proposed free-hold townhouses to condominium blocks may help to achieve the rear-lane or underground-parking townhouse typology.

c. Outdoor Space and Public Art

Public art should not be located at the end of a cul-de-sac, but rather has the potential to participate in the public space network. Public art could enhance the east-west pedestrian-open space axis, which could in turn include an open breezeway concept through the buildings.

The proposed internal parks do not have active edges, but rather face either the rear side of the mid-rise buildings or townhouse flankages. Buildings should address the parks. Furthermore, the DRP questioned whether the parks were large enough to appropriately meet the needs of the future community and to create an animated public space. The quality and size of the proposed parks should be increased to appropriately serve this emerging community.

Urban Design

The City of Vaughan's Urban Design Section of the Development Planning Department has also reviewed the current submission (see Attachments #3 - #7) and based on the Peer Review and Design Review Panel's comments have provided the following highlights:

1. The quality of the public realm along the streets behind both of the proposed mid-rise buildings seem to be compromised by the inclusion of entrances to underground parking garages, refuse enclosures, and townhouse flankages. There is a need to enhance the quality of the public space for these streets by fronting all ground related units toward them and by lowering the impacts of the proposed utility and service accesses and interfaces;
2. The proposed two internal park blocks face either the rear side of the mid-rise buildings or townhouse flankages, which results in a non-active interface. Buildings should be designed to appropriately address the parks and encourage pedestrian activities in the area;
3. There is an opportunity to provide a high-quality, comfortable and safe pedestrian access along Troon Avenue by extending the sidewalk, connecting McNaughton Road to Hill Street and to improve and enhance pedestrian connectivity through and beyond the site;

4. There is an opportunity to capitalize on the cemetery's beauty and natural features and enhance the street's urban environment by fronting all adjacent units toward the street with parking at the rear;
5. The proposed building flankage condition and laneway at the corner of McNaughton Road and Troon Avenue, as currently proposed, would likely create an unattractive environment at this location. The design could be improved through developing a design typology for the public edges and corners and by connecting the laneway to the main driveways on both ends to eliminate the need for the hammerhead or cul-de-sac traffic solutions; and
6. The existing topographic conditions of the site on the west, where the land significantly slopes down, would potentially create an unpleasant urban environment by exposing the proposed underground parking garage walls to the surrounding public realm. The proposed design should include smaller scale and three dimensional drawings to study and respond better to the site conditions at the zoning or site plan stage of review.

Implications for Secondary Plan and Urban Design Guidelines

Planning staff will work with the applicant to prepare official plan policies that include additional detailed guidance on urban design issues to inform the review of proposed developments within and around the Secondary Plan area.

Correspondences/Comments Received

As of May 9, 2013 staff has received 2 letters respecting the proposed development.

The first correspondence was received via e-mail on Wednesday May 1, 2013, from a resident on Lindenshire Avenue are as follows:

- a. Buildings will affect quality of life;
- b. Buildings too high and affect neighbourhood privacy, increasing noise;
- c. Want to preserve Maple as a quiet, well balanced and designed City;
- d. 10 and 12 storey buildings will block the sun; and,
- e. Increased traffic.

The second correspondence also via e-mail was received on May 2, 2013 from a local resident stating the following concerns:

- a. The number of units concentrated in such a small area will create congestion, specifically in the GO Station parking area;
- b. There is too much traffic during rush hour already without the development; and,
- c. Concerned that GO will not be able to accommodate all this demand.

All comments received through the Public Hearing process from the community and Council will be addressed in a technical report to a future Committee of the Whole meeting.

Relationship to Vaughan Vision 2020/Strategic Plan

The applicability of this application to the Vaughan Vision will be determined when the technical report is considered.

Regional Implications

The application has been circulated to the Region of York for review and comment. Any issues will be addressed through the secondary plan process and through comments received on the related development applications, which are also being circulated.

Conclusion

The preliminary issues identified in this report and any other issues identified through the processing of the Maple GO Station Secondary Plan will be considered in the technical review of the Secondary Plan. In addition, the Secondary Plan process is being closely coordinated with the review of the Development Applications for the same lands (File Nos. OP.12.018, Z.12.046, 19T-12V011). Comments from the public and Council expressed at the Committee of the Whole (Public Hearing) or in writing, along with results of the technical review, will inform the preparation of design guidelines. These matters will be addressed in a comprehensive report to a future Committee of the Whole meeting.

Attachments

1. Context Location Map Illustrating Polling Area
2. Location Map
3. Conceptual Site Plan
4. Draft Plan of Subdivision 19T-12V011
5. Conceptual Elevations – Buildings D1 & D2
6. Conceptual Elevations – Buildings E2 & E3
7. Conceptual Elevations – Building E1

Report prepared by:

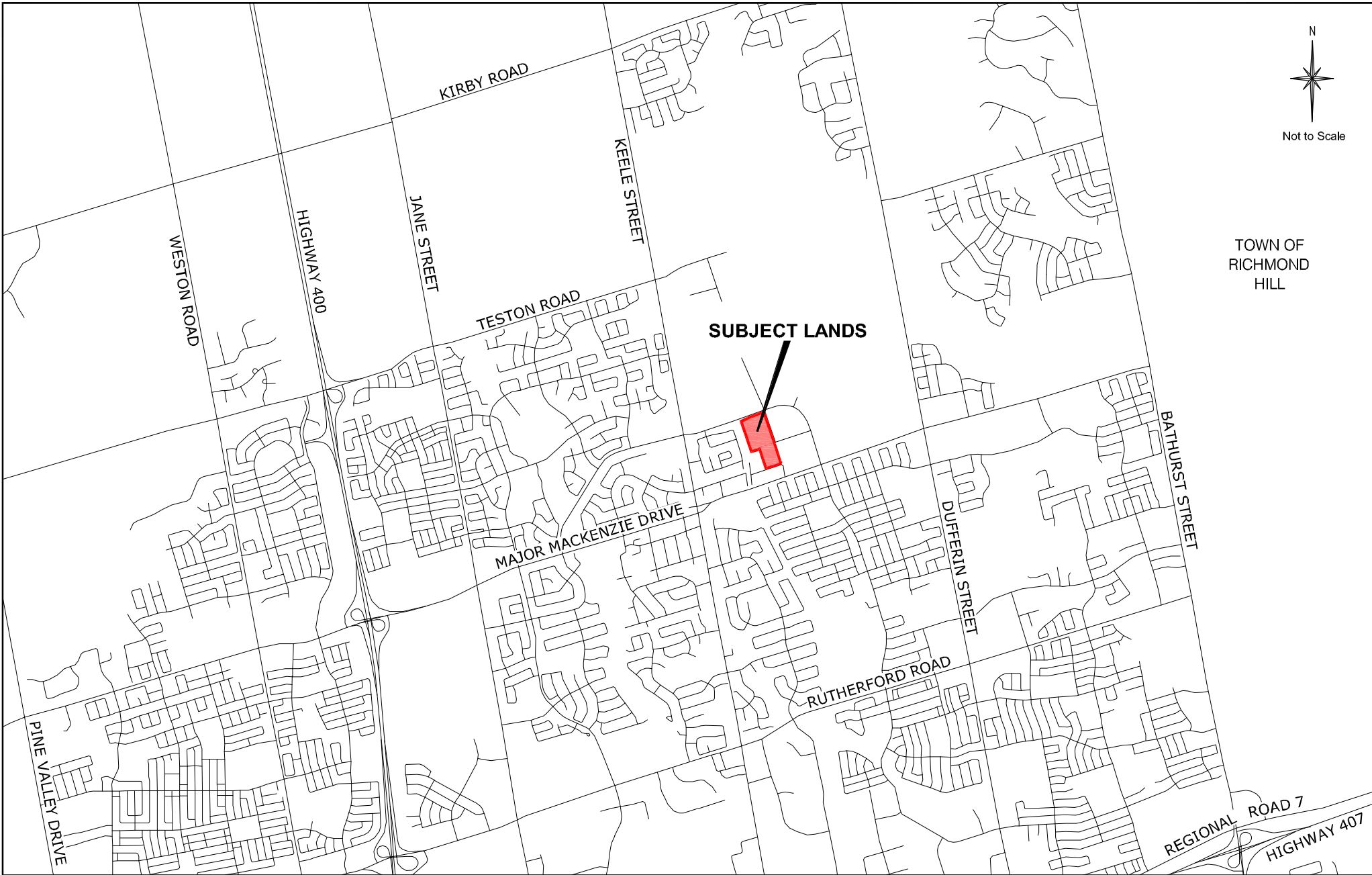
Arminé Hassakourians, Planner, ext. 8368
Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

DIANA BIRCHALL
Director of Policy Planning

/LM



Context Location Map

Location: Part of Lot 21,
Concession 3

Applicant:
York Major Holdings Inc.

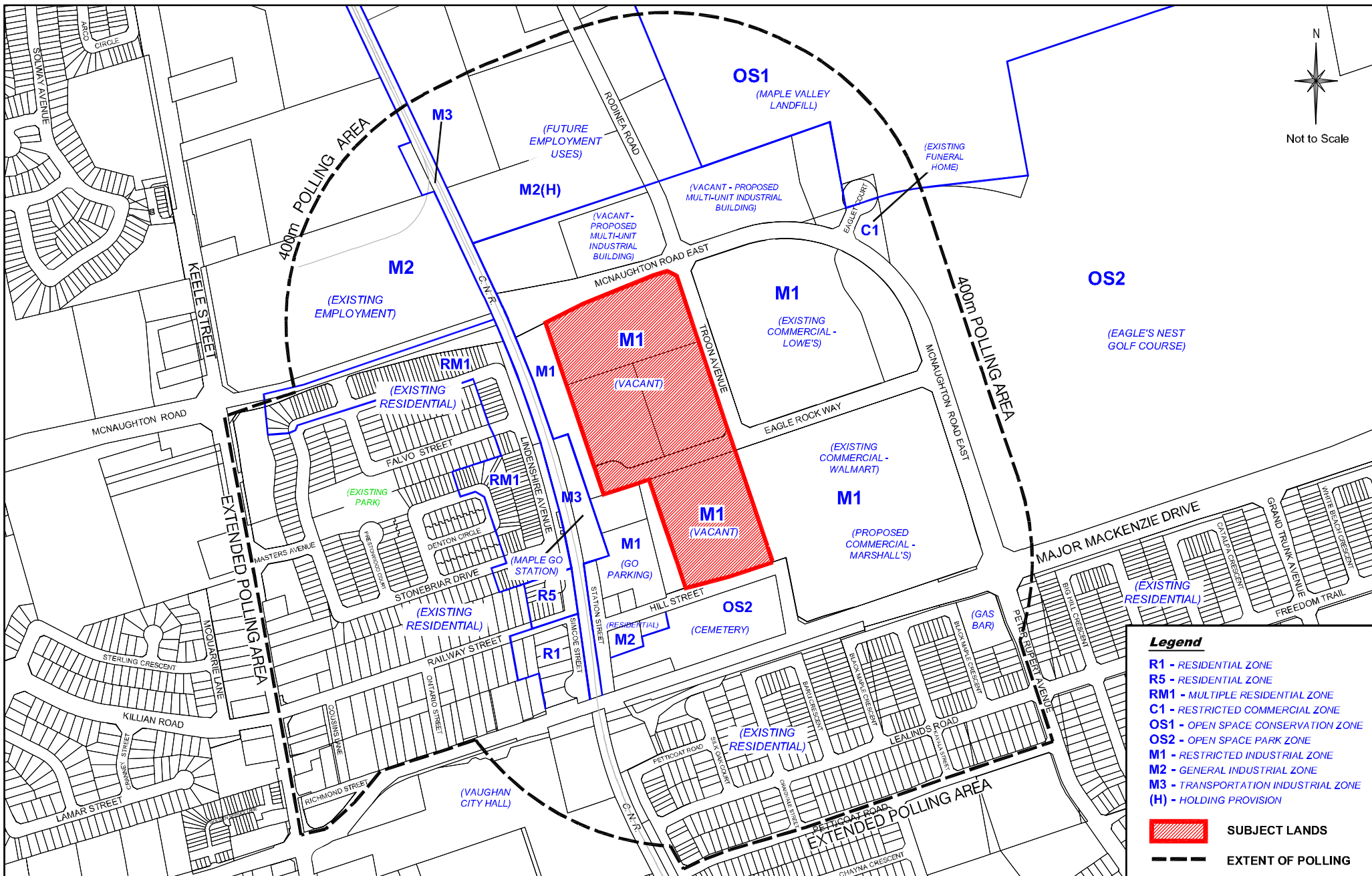


Attachment

File: Secondary Plan 26.8
Related Files: OP.12.018, Z.12.046, &
19T-12V011

Date: May 21, 2013

1



Location Map

Location: Part of Lot 21,
Concession 3

Applicant:
York Major Holdings Inc.



File: Secondary Plan 26.8
Related Files: OP.12.018, Z.12.046, &
19T-12V011

Date: May 21, 2013

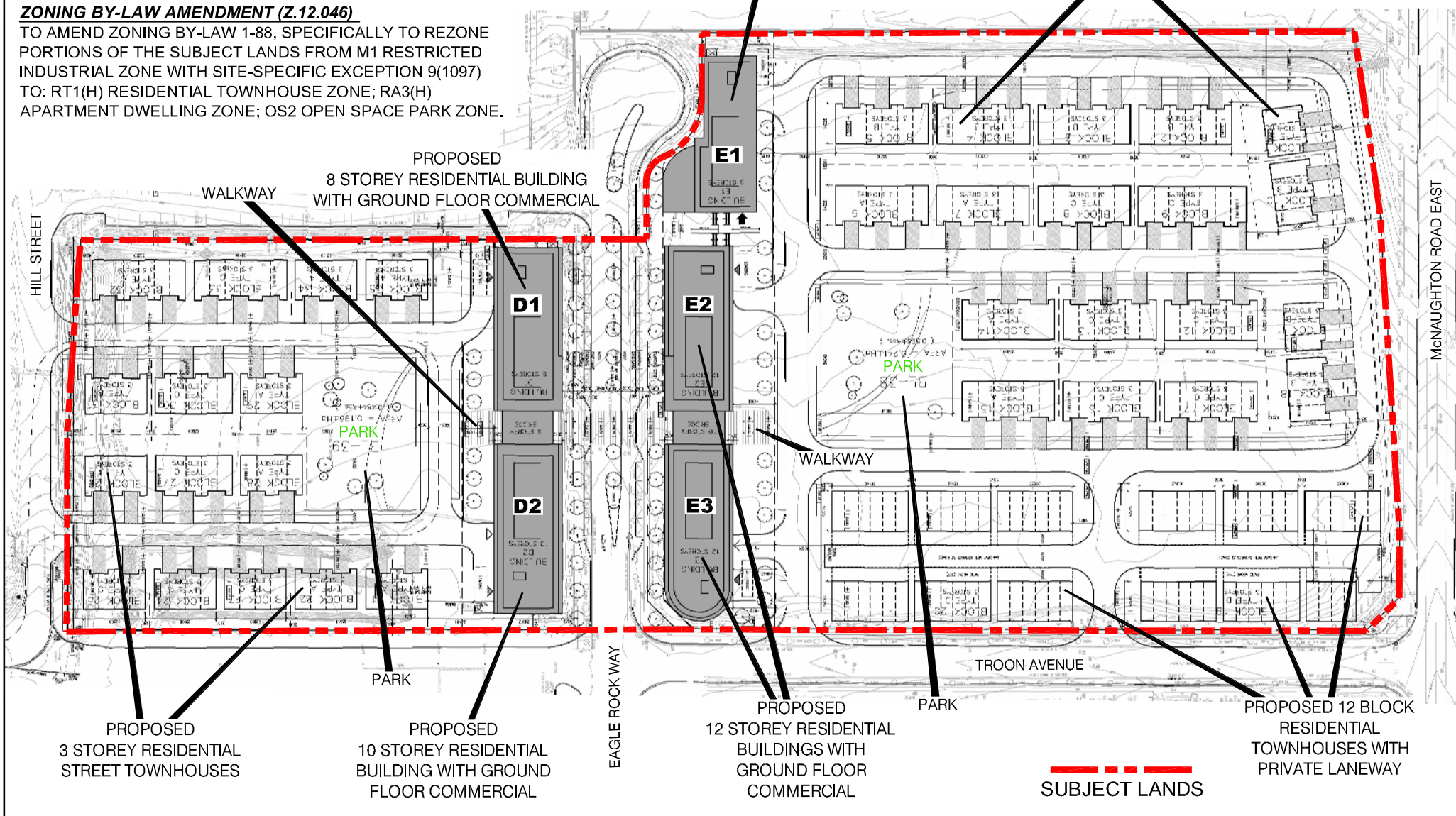
2

OFFICIAL PLAN AMENDMENT (OP.12.018)

TO AMEND OPA #332, AS AMENDED BY OPA #535 (MAPLE VALLEY PLAN) AND OPA #604 (OAK RIDGE CONFORMITY PLAN) TO REDESIGNATE THE SUBJECT LANDS FROM "PRESTIGE INDUSTRIAL - PART 'M' & 'B'" TO "MID-RISE MIXED-USE"

ZONING BY-LAW AMENDMENT (Z.12.046)

TO AMEND ZONING BY-LAW 1-88, SPECIFICALLY TO REZONE PORTIONS OF THE SUBJECT LANDS FROM M1 RESTRICTED INDUSTRIAL ZONE WITH SITE-SPECIFIC EXCEPTION 9(1097) TO: RT1(H) RESIDENTIAL TOWNHOUSE ZONE; RA3(H) APARTMENT DWELLING ZONE; OS2 OPEN SPACE PARK ZONE.



Conceptual Site Plan

Location: Part of Lot 21,
Concession 3

Applicant:
York Major Holdings Inc.

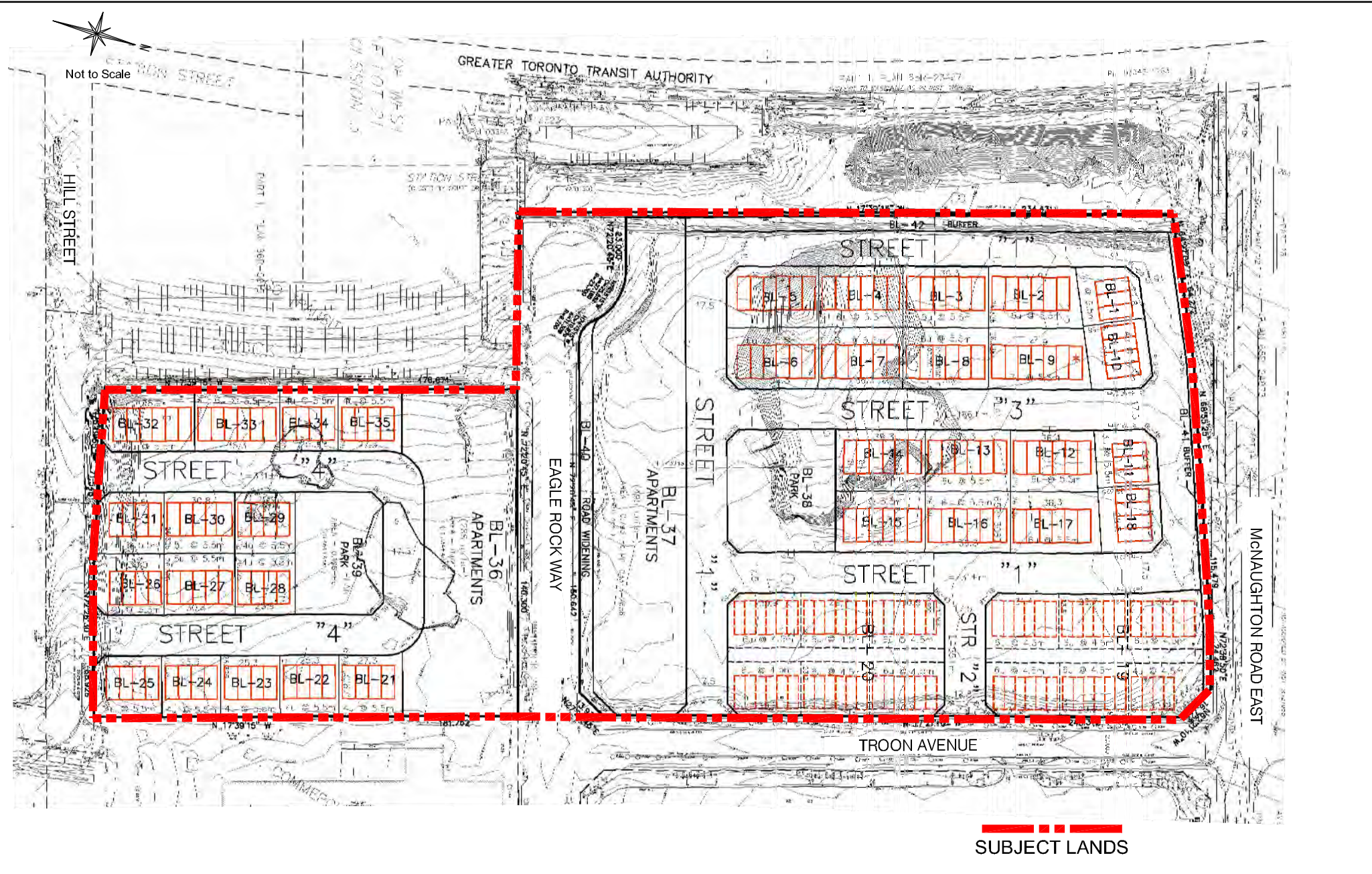


Attachment

File: Secondary Plan 26.8
Related Files: OP.12.018, Z.12.046,
& 19T-12V011

Date: May 21, 2013

3

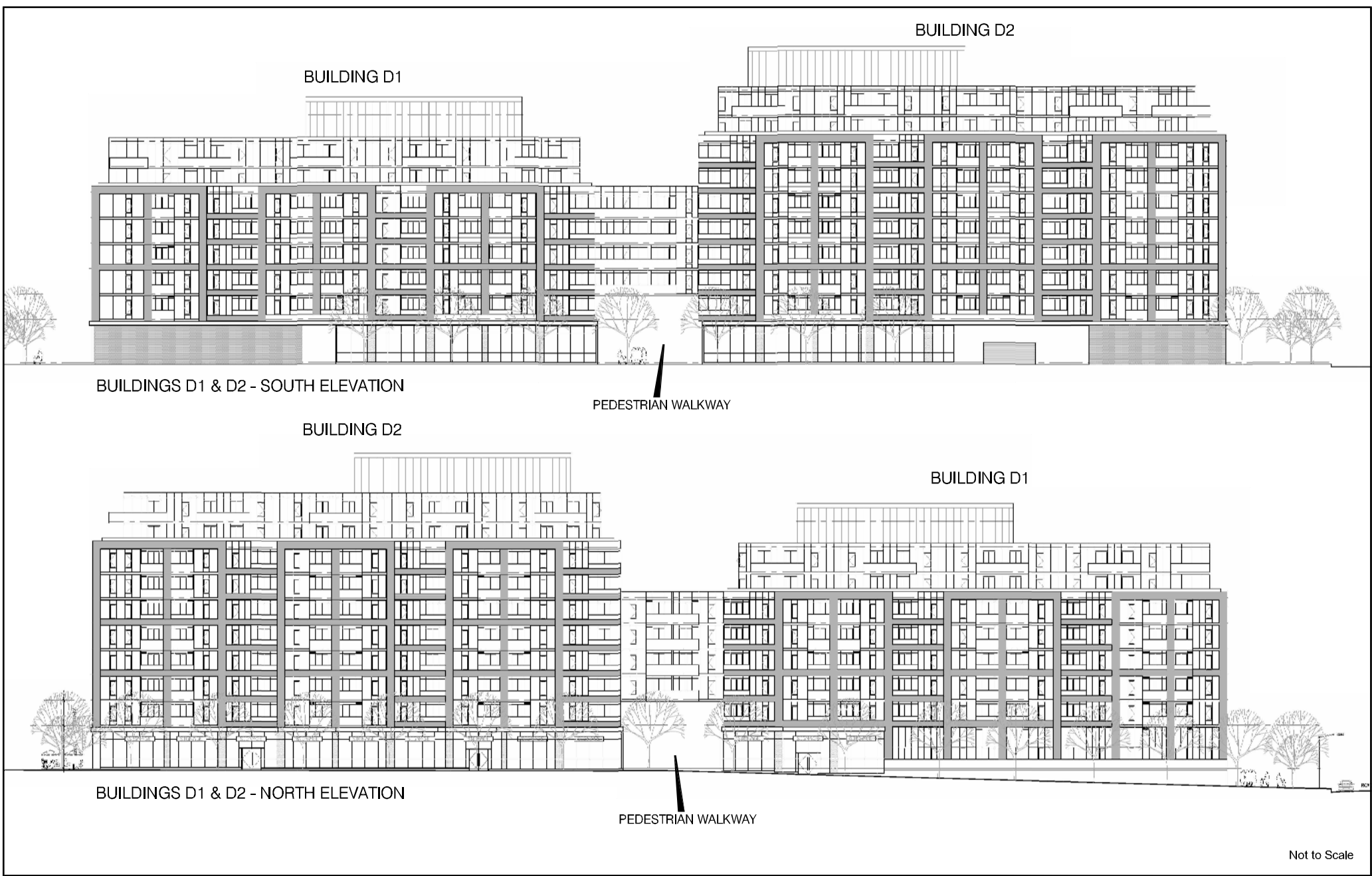


Draft Plan of Subdivision 19T-12V011

Applicant: York Major Holdings Inc.
Location: Part of Lot 21,
Concession 3



Attachment
4
File: Secondary Plan 26.8
Related Files: OP.12.018, Z.12.046,
& 19T-12V011
Date: May 21, 2013



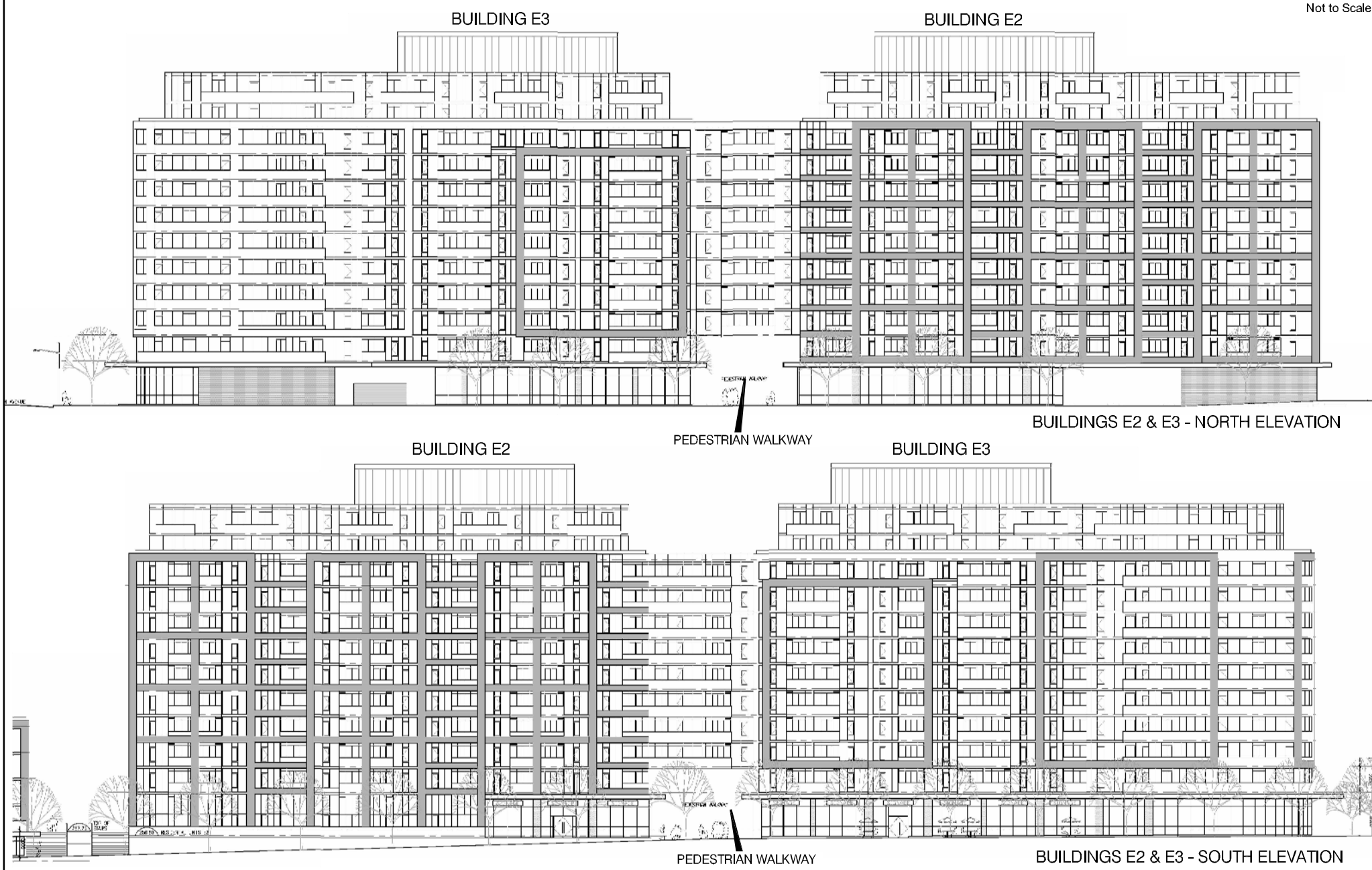
*Conceptual Elevations -
Buildings D1 & D2*

*Applicant:
York Major Holdings Inc.*

*Location: Part of Lot 21,
Concession 3*



Attachment
5
*File: Secondary Plan 26.8
Related Files: OP.12.018, Z.12.046,
& 19T-12V011
Date: May 21, 2013*



Conceptual Elevations - Buildings E2 & E3

Applicant:
York Major Holdings Inc.

Location: Part of Lot 21,
Concession 3



Policy Planning Department

Attachment

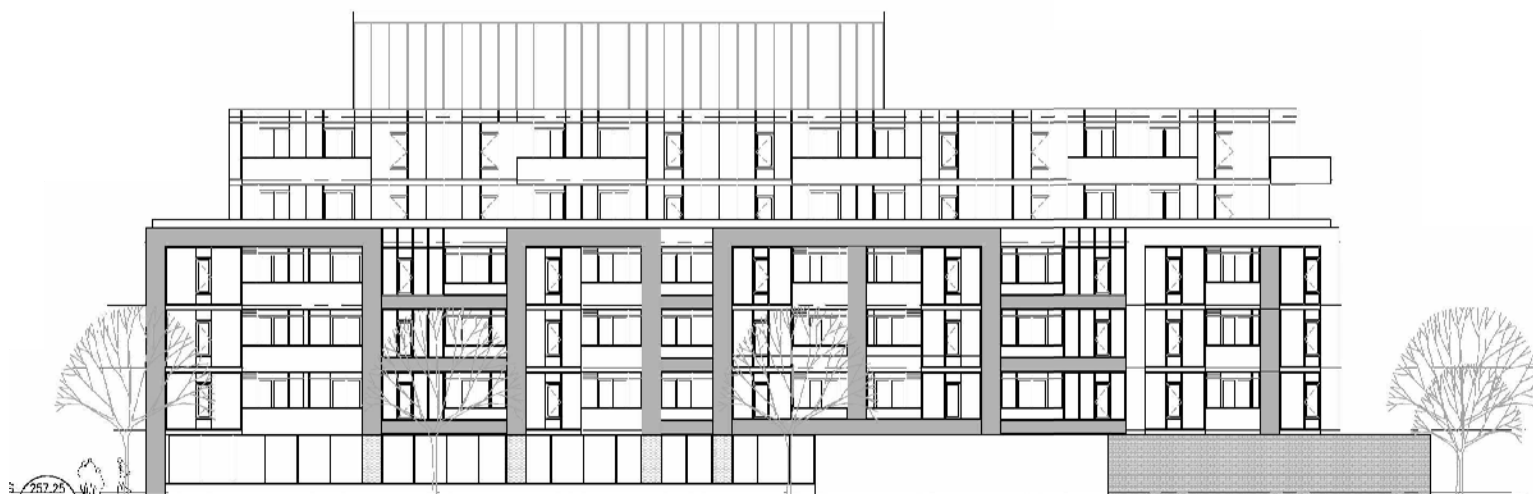
File: Secondary Plan 26.8
Related Files: OP.12.018, Z.12.046,
& 19T-12V011

Date: May 21, 2013

6



BUILDING E1 - SOUTH ELEVATION



BUILDING E1 - NORTH ELEVATION

Not to Scale

Conceptual Elevations - Building E1

Applicant:
York Major Holdings Inc.

Location: Part of Lot 21,
Concession 3



Attachment

File: Secondary Plan 26.8
Related Files: OP.12.018, Z.12.046,
& 19T-12V011

Date: May 21, 2013

7