



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 19, 2013

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#### 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. 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 submitted by the landowner for the same property has been circulated to the same expanded polling area.

A non-statutory courtesy notice for this Committee of the Whole meeting was sent to all landowners/residences requesting notification and those who were in attendance at the Public Open house who requested further notification on the progress of the Secondary Plan process.

#### Purpose

To obtain approval for the Maple GO Station Secondary Plan and the related Official Plan Amendment Application OP. 12.18 (York Major Holdings Inc.) which will provide secondary plan level of regulation to permit the development of the subject lands under the “Mid-Rise Mixed-Use” designation, as prescribed in the Vaughan Official Plan 2010 (VOP 2010).

#### Background – Analysis and Options

##### The Amendment Area

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

##### The Policy Framework

- i. 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 how 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.

The Maple GO Station Secondary Plan area abuts the Barrie GO rail line and provides convenient pedestrian access directly into the station. The Barrie rail line provides commuter service to downtown Toronto. The morning and evening peak direction service has been continually improved over the years and the longer term plans for the line will provide for two way-all day service. Under the Growth Plan the Maple GO Station qualifies as a Major Transit Station. A “Major Transit Station Area” is defined as the “area including and around any existing or planned *higher order transit* station within a *settlement area*; or the area including or around a major bus depot in an urban core. Station areas are generally defined as the area within an approximate 500m radius of a transit station representing about a 10-minute walk.

Section 2.2.5 “Major Transit Station Areas and Intensification Corridors” states:

- “1. *Major transit station and intensification corridors* will be designated in official plans and planned to achieve –

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- 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.

ii. Metrolinx: The Big Move, Mobility Hub Guidelines

The Metrolinx Plan titled *The Big Move*, identifies two types of Mobility Hubs being 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 Area category, in keeping with the *Places to Grow* policy set out 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.”

In 2012 the Province released Mobility Hub Guidelines which include useful guidance for development adjacent to transit stations. These guidelines inform the development of urban design policies of this plan. Consideration of the guidelines is appropriate recognizing the Council direction to pursue the designation of Maple GO as a Mobility Hub as part of the City’s input into the review of *The Big Move* Plan.

iii. Region of York Official Plan 2010 (ROP)

The Region of York Official Plan 2010 was approved by the Minister of Municipal Affairs (MMAH) and Housing in August of 7, 2010 and was subsequently appealed to the Ontario Municipal Board (OMB). Since the ROP was appealed to the OMB it has been granted partial approvals, the most recent being received on June 20, 2013.

The ROP designates the subject lands “Urban Area” which permits a wide range of residential, commercial industrial and institutional uses. Targeting growth to existing built-up areas, encouraging planned intensification and providing for a range of housing types within the “Urban Area” designations are key objectives of the Plan.

Section 5.2 “Sustainable Cities, Sustainable Communities” states that the following objectives are to be achieved for development throughout York Region:

- “... 8. To employ the highest standard of urban design, which: ...
  - b. complements the character of existing areas and fosters each community’s unique sense of place;...
  - d. promotes landscaping, public spaces and streetscapes;

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- e. ensures compatibility with and transition to surrounding land uses;
- f. emphasizes walkability and accessibility through strategic building placement and orientation;...
- h. creates well defined, centrally-located urban public spaces.”

Section 5.3 “Intensification” provides that beyond the Regional Centres and Corridors local municipalities will identify smaller intensification areas to accommodate a significant portion of future residential and employment growth. The plan, under policy 5.3.3.b. requires local municipalities to adopt their own intensification strategies, which will, among other locations, identify the role for, “GO Transit train stations and bus terminals, and subway stations.”.

It is the intent of the York Region Plan that intensification areas provide well-designed public open spaces that create attractive and vibrant places, support walking, cycling and transit for everyday activities; and achieve appropriate transition of built form to adjacent areas.

#### Origin of the Study: The 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.

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 applicable to the subject lands 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 of the subject lands to non-employment uses was warranted, largely as a result of the retail nature of the existing uses and the area being well-defined and

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separated from other employment uses. In addition the presence of the GO Rail 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 parcel that includes the secondary plan 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, 2012, however, subject to the OMB appeal process.

#### Partial Approval of Vaughan Official Plan 2010

The subject lands as shown on Attachment 2 are entirely owned by York Major Holdings Inc. (not including the bisecting municipal street) York Major had appealed VOP 2010 to the Ontario Municipal Board as it applied to the subject lands. On May 28, 2013 an Ontario Municipal Board Pre-hearing Conference for VOP 2010 took place. A settlement respecting the subject lands (see Attachment 2) was reached between York Major Holdings Inc. and the City to bring VOP 2010 into effect as it pertained to the “Mid-Rise Mixed-Use” designation of the subject lands as shown on Schedule 13 titled “Land Use” in VOP 2010. This action reflects Council’s modification of September 27, 2011 and did not affect the requirement for a secondary plan level of approval and the need to determine the permitted heights and density. The settlement was approved by the Board.

#### The Public Consultation Process, Correspondence and Comments Received

On June 26, 2012 Council approved the retention of a consulting team headed by Urban Strategies Inc. to provide peer review and provide public consultation assistance for the Maple GO Station Secondary Plan study. On September 13, 2012 a Public Open House was held to explain the process. 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 open house.

On April 26, 2013 a Notice of Public Hearing was sent to all landowners within an expanded polling area of 400 m. The Public Hearing notice was also sent to the 12 participants who attended the public open house.

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Prior to the May 21, 2013 Public Hearing date, and as a result of the public notice staff received 2 letters respecting the proposal for the subject lands.

The first correspondence was received via e-mail on Wednesday May 1, 2013, from a resident on Lindenshire Avenue, providing the following comments:

- 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.

At the May 21, 2013 Public Hearing, deputations were heard from the Landowner's consultant as well as a local resident who resides on Prestonwood Court in Maple, who voiced concerns about traffic and the impact of the proposed development on the established residential uses in the surrounding area.

All comments received through the Public Hearing process from the community and Council were considered in the preparation of the Secondary Plan and are addressed in the section of this report entitled "Basis for the Amendment".

Transportation Analysis

The traffic impact of the Secondary Plan has been assessed by the Transportation Planning Division of the Vaughan Development/Transportation Engineering Department according to transit impact, connectivity, pedestrian and bicycle network, cycle parking and transportation demand management.

i. Transit

- a. The location of this development is opportune for it allows future residents to take advantage of the proximity of the GO Rail between Toronto Union Station and Barrie. As the train service is planned to undergo improvements, all-day two-way service will be provided, making this development a major attraction to potential residents who work in downtown Toronto.
- b. Also, a direct transit connection to the Vaughan Metropolitan Centre will provide a link to the future Spadina-York University subway extension as well as to the rapid transit along Highway 7.
- c. Also, being surrounded by walkable access to the nearby retail, it is expected that many residents will opt for walking instead of using their vehicles while doing convenience trips.
- d. Therefore, it is expected that nearly 30% of potential residents will be using transit. However, it is understood that in order to be on the conservative side, the transportation analysis may opt for a lower transit mode share.

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- e. Furthermore, co-locating higher densities with rapid transit facilities reflects the guidance provided by the pertinent Provincial, Regional and City policy documents. This is one of the fundamental underpinnings VOP 2010 that locates intensification areas in close proximity to transit services.

#### ii. Connectivity

- a. In order to facilitate connectivity inside the future development and to provide a more porous network, it is recommended to provide greater connectivity between the north and south sections of the development, and to protect for a future road connection between Troon and Hills Street. We believe it is the best way to ensure that the circulation within the future development maintain a continuous north-south flow.

#### iii. Pedestrian and Bicycle Network

- a. The Maple GO Secondary Plan area should be designed according to the policies of the Vaughan Official Plan, as well as the principles in the approved Transportation Master Plan.
- b. The development should be designed using “Complete Streets” principles and provide a continuous sidewalk pedestrian system and bicycle network. Complete streets enable safe access for all road users and make sustainable modes of transportation more attractive. The pedestrian network should have convenient north-south connections to Eagle Rock Way. All streets should also be permeable for pedestrians with convenient connections around/through buildings to the GO station and transit stops. It is policy of Council, “To maximize the connectivity of the street network for pedestrians and cyclists by ensuring grid-like connectivity that minimizes trip distance; ensuring that gaps in the street network are minimized by the provision of strategically located sidewalk and pathway connections; ensuring that the design of large development sites supports multi-use pathways and access points on-site and maximizes connectivity to the surrounding pedestrian and bicycle networks; ensuring convenient and direct connections to transit stops and stations” (VOP, 2010, Policy 4.2.3.3).
- c. Sidewalks are a key element to “Complete Streets”. The development should include sidewalks on all streets to provide safe and accessible transportation options for everyone. It is also policy of Council to consider sidewalks on both sides of the street, “Within areas in proximity to schools, parks, transit stops and stations, and other public facilities” (VOP, 2010, Policy 4.2.3.4).
- d. The bicycle network should be continuous with convenient connections to transit stops and the GO station. It is policy of Council, “To promote the use of bicycles as a way of getting to and from public transit by working with transit providers to integrate bicycle and transit networks and provide bicycle supportive infrastructure at transit stations and stops and on transit vehicles, including safe bicycle parking facilities, bicycle racks on buses and other means.” (VOP, 2010, Policy 4.2.3.1.1).
- e. The pedestrian and bicycle network should be supported by wayfinding signage to encourage walking and cycling to transit stops, the GO station and other destinations in the area. It is policy of Council, “To support a comprehensive pedestrian and bicycle network that addresses the needs of all Vaughan’s

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residents and employees, including children, seniors and people with disabilities, and that bicycle and pedestrian facilities are supported through appropriate design, signage and consistent safety enforcement” (VOP, 2010, Policy 4.2.3.3).

- f. Bicycle lanes shall be provided on collector streets, where feasible (VOP, 2010, Policy 4.2.1.25). Dedicated bicycle lanes will not be required on local streets, but signed bicycle routes may be identified on local streets (VOP, 2010, Policy 4.2.1.28).

iv. Bicycle Parking

- a. It is policy of Council, “To facilitate seamless connections between different modes of travel, where appropriate. The City will support convenient bicycle and pedestrian access to transit stations and stops and appropriate bicycle parking facilities” (VOP, 2010, Policy 4.3.3.7). As such, the development should include short-term cycle parking facilities that are distributed along streets and in public spaces, particularly along bike lanes, and near transit stops and the GO station.
- b. All development applications should include short- and long-term cycle parking facilities as per the Draft Parking Standards Report (March 2010).

v. Transportation Demand Management (TDM)

The Maple GO development shall be supported by a comprehensive Transportation Demand Management (TDM) Plan with the objective to reduce single-occupant vehicle trips. TDM plans are designed to reduce the growth in automobile traffic, particularly during weekday peak periods. This development is ideally located close to transit so it will be attractive to potential residents who want to take advantage of the close proximity to the GO station and York Region Transit. As such, residents would be expected to walk and cycle to transit stops and the GO station, resulting in fewer automobile trips. In addition, there are a number of retail and personal service uses within walking and cycling distance. A TDM Plan will be required for the development for Draft Plan approval. TDM Plans should be prepared as per VOP Policy 4.3.3.8 with the aim to encourage/enhance use of sustainable transportation through ongoing action before and after occupation. TDM Plans shall:

- a. be integrated with required transportation impact assessments submitted to support the proposed development;
- b. identify design and/or programmatic means to reduce single occupancy vehicle use;
- c. identify the roles and responsibilities of the landowner with respect to each recommended program and its implementation; and,
- d. identify the operational and financial roles and responsibilities of the landowner including, but not limited to, program development, implementation and ongoing management and operations of the travel demand management plan and/or program.

With its close proximity to higher order transit, the development should support the proposed densities in the Secondary Plan and a greater transit modal split. The City and Region are working towards a transit modal split of 30% during peak periods by 2031, which is targeted for the City as a whole (VOP, 2010, Policy 4.1.1.2). As such, the TDM Plan for this development shall include sufficient measures to encourage transit usage, and a modal split analysis to determine estimated shifts to sustainable modes.

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##### The Secondary Plan

This Secondary Plan constitutes an amendment to the Vaughan Official Plan 2010. The policies of Volume 1 of the Vaughan Official Plan 2010 will continue to apply to the subject lands, except as otherwise provided for in this amendment. The site specific policies set out in this amendment will be incorporated into Volume 2 of the Vaughan Official Plan as “Section 11.8 Maple GO Station Secondary Plan”. The draft Section 11.8, including the required mapping schedules forms Attachment 2 to this report.

In detail, the implementing Official Plan Amendment:

1. Reflects the “Mid-Rise Mixed-Use” designation as per the Ontario Municipal Board decision of July 23, 2013.
2. Specifies the uses permitted for the Secondary Plan area including:
  - i. Residential Units;
  - ii. *Home Occupations*;
  - iii. *Community facilities*;
  - iv. Cultural Uses, including commercial galleries;
  - v. Commercial retail and office, uses up to a maximum combined area of 2,500m<sup>2</sup> GFA.
3. Specifies the permitted building types as follows:
  - i. Townhouses;
  - ii. Stacked Townhouses;
  - iii. Low-Rise Buildings; and,
  - iv. Mid-Rise Buildings (Mid-Rise buildings shall only be permitted in areas that provide for building heights greater than 3 storeys).
4. Identifies the maximum building heights and the areas where they are permitted.
  - i. Building Height steps-up from 6 storeys to 12 storeys in areas flanking Eagle Rock Way to permit apartment dwellings (Mid-Rise Buildings).
  - ii. Heights up to 3-storeys for the remaining lands to permit the development of townhouse blocks.
5. Limits the total number of all units of all types to 1018.
6. Identifies conceptual locations for the parks and/or public squares to be finalized through the Draft Plan of Subdivision process.
7. Conceptualizes the location for potential pedestrian connections for implementation through the Draft Plan of Subdivision Process.
8. Provides for the following urban design guidelines for implementation through the Draft Plan of Subdivision and Site Plan Approval processes and through the architectural control guidelines.
  - i. The Mixed-Use buildings along Eagle Rock Way are encouraged to:
    - a. Have the built-form define the street edges, with grade related commercial uses such as retail and office uses on both sides of the street to promote a vibrant and pedestrian oriented environment.

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- b. Be designed with a pedestrian scaled podium generally between 3 and 6 storeys in height with a minimum 20 metre separation between front facades, and with a minimum 3 metre setback along public street frontage to provide opportunities for outdoor cafes and patios.
  - c. Provide for wide boulevards with lay-by parking along retail frontages to define and reinforce the Main Street character with enhanced streetscapes including themed street furnishings to contribute to a safer and more vibrant pedestrian and transit-supportive environment.
  - d. Provide for prominent north-south mid-block building pedestrian galleries (pedestrian passageways) that appropriately provides sufficient sunlight and interconnects the two public park blocks with the mixed use buildings.
  - e. Be sited and organized to achieve a harmonious relationship to the adjacent planned townhouses through building massing and setbacks, roofline, profile, and scale.
  - f. The dimension of buildings generally should not exceed 80 metres in either direction to encourage pedestrian permeability and provide a fine grain development. The facades of long buildings should be articulated with vertical recesses and architectural treatments for visual interest and to support a pedestrian oriented multi-modal environment.
  - g. Loading areas are not permitted in any space facing a street, unless they can be adequately screened from public view, and designed as part of the building to the satisfaction of the City.
  - h. Above-grade parking garages should be faced with active uses on the street, and designed as buildings with architectural treatments complimentary with the design of adjacent buildings.
  - i. Parking, servicing mechanical equipment and automobile pick-up and drop-off areas should be designed in a manner that has minimal physical impact on public sidewalks and accessible open spaces. Parking ramps to structured parking should occur within the building.
- ii. The following design policies are recommended for the residential townhouses in the Plan:
- a. Townhouses should generally front onto a public street and public spaces, in order to clearly define the public realm and create an attractive street environment for pedestrians.
  - b. Townhouse units that flank onto a public street and public spaces are encouraged to have their front facades and primary entrances define the public realm.
  - c. High quality upgraded architectural features are encouraged at all corner and intersection locations.
- iii. To promote the comfortable pedestrian use of streets and public parks, development is encouraged to provide:
- a. Well-designed streetscapes with sidewalks and boulevards on important pedestrian corridors that promote access to public transit.
  - b. High quality usable public parks that are physically and visually linked to streets and mid-block pedestrian routes.
  - c. Barrier free design of buildings, streets and public parks.
  - d. Street tree planting should form a continuous canopy along the street; tree species should be selected to reinforce the role of the various street hierarchies within the Maple GO Station Secondary Plan, and to visually and thematically distinguish the streets from one another.

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- e. Transformers and other above ground utilities where possible should be located within the building, or on private property located away from public view and appropriately screened to the satisfaction of the City.
- f. Lighting should be designed to promote pedestrian comfort, safety and provide a high quality streetscape character for the Maple GO Station Secondary Plan. The design of lighting as an urban design feature helps define the sense of place and pedestrian scale of the community. In addition, accent lighting on the buildings is encouraged to better emphasize built form and landscape elements.
- g. Urban design treatment along the north side of Hill Street shall respect the presence of the Maple Cemetery and the site's overall proximity to the Maple Heritage Conservation District to support a comfortable and attractive pedestrian connection into the Maple community.

Basis for the Amendment

This amendment is recommended for adoption based on the following reasons:

1. The "Mid-Rise Mixed-Use" designation is consistent with the direction of the York Region Official Plan, the City of Vaughan Official Plan, VOP 2010, the Provincial Growth Plan, and the Metrolinx "The Big Move" Plan for intensified development adjacent to a rapid transit system (Maple GO Station: Barrie GO Rail Line) in a Major Transit Station Area.
2. The plan provides for development that addresses the transition between the existing low density residential area to the west, beyond the GO Rail infrastructure (Station and right-of-way) through stepped building heights and a substantial setback. The nearest residential building to the west is approximately 100m from the westerly edge of the secondary plan area. The maximum heights increase from 6 storeys to 12 storeys on the north side of Eagle Rock Way and 10 storeys on the south side of Eagle Rock Way. The transition, from west to east, is illustrated in Attachment 3, "Visual Impact Analysis", to this report.
3. The Floor Space Index (FSI - Total Building Floor Area/ Site Area) of the proposed development is approximately 2.04. This FSI is consistent with the expected density range for a development within the "Mid-Rise Mixed-Use" designation. Because of the predominance of low-rise townhouse units, this can be considered to be at the lower end of the range. Furthermore, the plan provides for a maximum number of units (1018) for the amendment area.
4. While there are network capacity constraints in the external road system, the proposed development is appropriate to the area. It is an example of Transit Oriented Development that takes advantage of its unique location in close proximity to a high order transit service. The Barrie GO Rail Line provides efficient service to downtown Toronto, which will be subject to continuing improvement overtime, culminating in two-way all day service and a direct connection to the Spadina-York Subway extension as the Downsview Park Station. This will provide the development with a level of rapid transit service approaching that of a subway, while being within walking distance of local bus service on Major Mackenzie Drive and Keele Street.

The development will be especially attractive to the potential residents who would want to take advantage of the access to the transit system. As such they would be expected to make greater use of the transit system and take fewer automobile trips, especially for work. They are also in a position to walk to the transit system. In addition, there are a number of retail and personal services within walking distance. This would reduce the

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need to use the car, especially for convenience trips. The transit system is consistent with the provision of higher densities and reflects the guidance provided by the pertinent Provincial, Regional and City policy documents.

While this development will add traffic to the external road network, it will support the evolution toward a more balanced modal split by putting more people in close proximity to a high quality service. This is one of the fundamental underpinnings of VOP 2010 that locates intensification areas in close proximity to transit services. Development at the density proposed, in this context, is to be encouraged.

5. The plan will have direct pedestrian access to the Maple GO Rail Station through Hill Street to the south and to Eagle Rock Way, which bisects the plan area. This will serve to attract future residents who plan to rely on the GO Rail service which will minimize work related automobile trips.

#### Relationship to Vaughan Vision 2020/Strategic Plan

The proposed Maple GO Station Secondary Plan is consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular with the City's commitment to "plan and manage growth and economic vitality". The following initiative is particularly relevant to the Maple GO Station Secondary Plan:

#### **Support and coordinate land use planning for high capacity transit at strategic locations in the City Regional Implications**

The proposed Maple GO Station Secondary Plan process and resulting Official Plan Amendment has been prepared in keeping with the policy requirements and provisions of the York Region Official Plan. York Region Council endorsed VOP 2010 as recommended for approval by Vaughan Council, as modified to redesignate the subject lands to "Mid-Rise Mixed-Use" from "Commercial Mixed-Use". The Region of York will provide detailed comments through the Draft Plan of Subdivision process. In addition the City will continue to work with Metrolinx and the landowners on parking strategies through Metrolinx studies and through the development process associated with the review of the Draft Plan of Subdivision and Zoning By-law for the same lands.

#### Conclusion

The Maple GO Station Secondary Plan process resulted in the development of an implementing Official Plan Amendment which reflects the policy regime established by the Province (e.g. Places to Grow, the Big Move), the York Region Official Plan and VOP 2010. It provides complementary secondary plan level policies that further articulate the policies of Volume 1 of VOP 2010 to respond to the needs of this area. Its policies address building heights, land uses, density, urban design guidelines, pedestrian connectivity and the provision of parks/urban squares. The intent is to facilitate the development of a vibrant mixed use community.

Public input identified a number of issues. Comments prior to and at the Committee of the Whole (Public Hearing) on May 21, 2013, or in writing, along with results of the technical review, informed the Secondary Plan process and the ultimate preparation of the amending document. The issues identified through public input and through technical reviews have been discussed in this report. In addition, the Secondary Plan process was closely coordinated with the review of the Draft Plan of Subdivision and Zoning By-law Amendment Applications for the same lands (File Nos. 19T-12V011 and Z.12.046) that will be considered by Committee in the future. The subdivision plan and zoning amendment along with supporting parking and traffic studies will provide for the detailed implementation of the secondary plan.

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Therefore, it is recommended that VOP 2010 be amended by adding a new Section 11.8 to Volume 2 applying to the Maple GO Station Secondary Plan and that the corresponding Official Plan Amendment application OP.12.018 (York Major Holdings Inc.) be approved.

**Attachments**

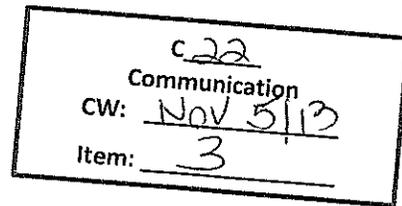
1. Context Location Map
2. Location Map
3. Visual Impact Analysis
4. Draft Secondary Plan/ Official Plan Amendment

**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.)

November 3, 2013



Dear Members of Council,

RE: Maple GO Station Secondary Plan- File 26.8 & OP.12.018

I am writing today as a concerned resident of Maple in regards to the Maple GO Station Secondary Plan and associated Official Plan Amendment. I have lived in Maple my entire life and I do not believe that this proposal fits with the existing fabric of my community. My main issues stem from the excessive density proposed in the secondary plan and the effects that it will have on the character of Maple and the traffic flow coming to and from the Maple GO Station.

The policies allowing maximum heights of 10 and 12 storeys on the north and south side of Eagle Rock Way are excessive in my opinion. The Secondary Plan area is not in the Maple Heritage Conservation Area, however, it directly borders the Maple Heritage Conservation Area and should at the very least respect the pattern of development in the Heritage Conservation Area. There is a reason that the Maple Heritage Conservation Area has policies encouraging Low-Rise Mixed-Use Development along Keele Street and Major Mackenzie Drive: to ensure that the integrity and existing heritage urban design elements are maintained.

I thoroughly believe that 10-12 Storey Mixed-Use Buildings do not provide an effective transition into the Low-Rise Mixed-Use Buildings along Keele Street and Major Mackenzie, or the existing Low-Rise Residential Neighbourhoods. The proposed 6 storey height for one of the parcels is at the very least more reasonable in maintaining the integrity of the surrounding area. Also, 10-12 Storey Mixed-Used Buildings would heavily detract from the City of Vaughan Civic Centre, which should be the highlight of the area and should not be in the shadow of Mixed-Use condos across the street.

In addition, this increase in density will bring an incredible amount of additional traffic to an area that is already facing traffic issues. The morning and afternoon rush to the GO station is insane and people resort to parking all along Eagle Rock Way due to the overflow of parking. Adding 1018 units will only add to the flow of traffic running through this area and create gridlock as well as safety issues for existing commuters and potential residents.

How will commuters react when a school bus is picking up children, creating a line-up of cars behind it, and causing commuters to miss their train? God forbid that there is an accident and a child is struck during the busy morning rush. Or how will future residents react when they are unable to exit their neighbourhood due to the constant flow of traffic? Even with a GO Station next door, it is safe to assume that not everyone commutes downtown and in order to commute east, west, or north, most people still heavily rely on their automobiles; this is a reality that cannot be ignored.

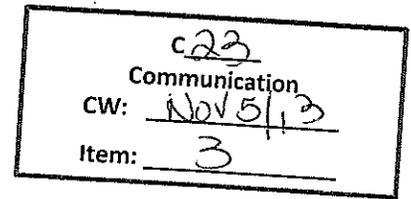
I know the community of Maple and the City of Vaughan are growing, and that higher densities are being promoted in appropriate areas, but please take into consideration that densities proposed in this Secondary Plan are much higher than anywhere in the vicinity and do not take into account the Maple Heritage Conservation Area. It is important to maintain the integrity of Maple, especially in the Keele and Major Mackenzie area where so many heritage urban design guidelines are being promoted.

Sincerely,

A handwritten signature in cursive script, appearing to read "Diana Brutto".

Diana Brutto  
196 Butterfield Crescent  
Maple, Ontario, L6A 1L1

Jolanta Tuz  
126 Lindenshire Avenue  
Maple, ON, L6A 2N5



November 4, 2013

Dear Vaughan Council,

As a resident on Lindenshire Avenue, I am writing this letter to express my numerous concerns regarding the proposed Maple GO Station Secondary Plan. First off, my street is directly adjacent to the Maple GO Station and my home will be negatively impacted if the policies in the Maple GO Station Secondary Plan and Official Plan Amendment are approved as currently written. The 10 storey and 12 height allowances for the mid-rise mixed-use designated areas are far too extreme. The visual impact analysis on Attachment 3 is done from the point of view of the property line on my street, however, it does not take into consider the visual impact from inside my home.

Currently, if I am upstairs at home, I can see Walmart and Lowes through the bedroom windows on the east side of my home. These are single storey buildings; if I can see these buildings I will definitely see 6-12 storey condominiums. I can live with 6 storey's, but 10 and 12 storeys is far too extreme and I do not want to look out of my window and see these giant buildings in my community. The major corridors in this area (Keele and Major Mackenzie) are designated low-rise mixed-use, the mid-rise mixed-use land use designation will not fit in with the character of this part of Maple. I believe that supporting such heights is irresponsible and will change Maple negatively.

Reading the staff report, I understand that the reason why such high densities are being proposed is due to the proximity to the Maple GO Station. The Maple GO Station cannot be compared to a subway station, or a similar transit hub which offers efficient and consistent transit services. I take the GO train every morning commuting downtown and can speak in all honesty that the morning and afternoon rush is absolute chaos. The GO Station has one YRT Bus that goes directly into the cul-de-sac; the only other buses are at Keele and Major Mackenzie, which operate at 30 minute intervals. These transit options are severely limited and do not provide future residents with incentive to take transit other than the limited GO train service that runs north and south.

Also, the train only runs south 5 times in the morning and north 5 times in the afternoon/evening. This is extremely limited and is not the enticing transit option that is portrayed in the staff report. Additional lines and times may be envisioned in the future, but you cannot allow such high densities with such uncertainty. After all, the density at the Vaughan Metropolitan Centre did not start occurring until the Subway Extension was approved.

The Maple GO Station is almost entirely inhabited by commuters driving and parking at the station. There are so many people that park at the GO Station that people park along Eagle Rock Way; I have attached photos illustrating this. How can this street accommodate on street parking for the envisioned retail tenants at the base of the condos? Are future businesses expected to thrive based on just the future residents of the neighbourhood? I do not believe that this area needs more empty retail units.

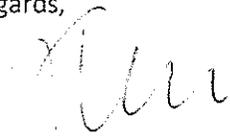
For comparison, Corso Milano just down the street at Keele and McNaughton has been open for almost 2 years now and to this day has only 4 retail units at the base of the mixed-use condo.

I am sure that if all the commuters who drive to the Maple GO Station were aware of the intent to add such density, there would be a much larger uproar. This proposal not only affects my community, but Maple, and the City of Vaughan as a whole as well.

Please reconsider the policies of the Maple GO Station Secondary Plan and do not support the excessive heights attributed to the mid-rise mixed-use condos, not only for the sake of my home and my neighbourhood, but for the sake of Maple and the City of Vaughan. Intensification should be done according to the context of the area, and if you look around this area, it is clear that 10-12 storey's will be severely out of place and detract from the appearance of the community.

Thank you for your time.

Regards,

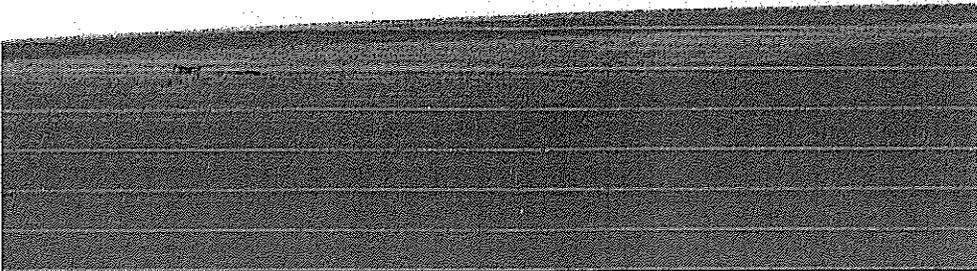
A handwritten signature in black ink, appearing to read 'Jolanta Tuz', written in a cursive style.

Jolanta Tuz

Eagle Rock Way Looking West



Weyan nnn vny ... - 201



**COMMITTEE OF THE WHOLE    NOVEMBER 5, 2013**

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

**Recommendation**

The Commissioner of Planning recommends:

1. THAT the Official Plan Amendment Application OP.12.018 York Major Holdings for the Maple GO Station Secondary Plan BE APPROVED; and,
2. THAT the draft amendment to the Vaughan Official Plan 2010, adding "Section 11.8 Maple GO Station Secondary Plan" to Volume 2, forming Attachment 4 to this report, be brought forward for adoption, subject to final staff review.

**Contribution to Sustainability**

Consistent with Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, the secondary plan will meet the Region of York's requirements for complete communities and the requirements under the Places to Grow Plan for intensification while following key sustainability initiatives outlined by Green Directions as listed below:

- Goals 1 & 5: To demonstrate leadership through green building and urban design;  
Goal 2: To ensure sustainable development and redevelopment;  
Goal 3: To ensure that Vaughan is a City that is easy to get around with low environmental impact;  
Goal 5 & 6: An overall vision and policy structure that supports the implementation of Green Directions Vaughan.

**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. 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 submitted by the landowner for the same property has been circulated to the same expanded polling area.

A non-statutory courtesy notice for this Committee of the Whole meeting was sent to all landowners/residences requesting notification and those who were in attendance at the Public Open house who requested further notification on the progress of the Secondary Plan process.

**Purpose**

To obtain approval for the Maple GO Station Secondary Plan and the related Official Plan Amendment Application OP. 12.18 (York Major Holdings Inc.) which will provide secondary plan

level of regulation to permit the development of the subject lands under the “Mid-Rise Mixed-Use” designation, as prescribed in the Vaughan Official Plan 2010 (VOP 2010).

## **Background – Analysis and Options**

### The Amendment Area

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

### The Policy Framework

#### i. 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 how 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.

The Maple GO Station Secondary Plan area abuts the Barrie GO rail line and provides convenient pedestrian access directly into the station. The Barrie rail line provides commuter service to downtown Toronto. The morning and evening peak direction service has been continually improved over the years and the longer term plans for the line will provide for two way-all day service. Under the Growth Plan the Maple GO Station qualifies as a Major Transit Station. A “Major Transit Station Area” is defined as the “area including and around any existing or planned *higher order transit* station within a *settlement area*; or the area including or around a major bus depot in an urban core. Station areas are generally defined as the area within an approximate 500m radius of a transit station representing about a 10-minute walk.

Section 2.2.5 “Major Transit Station Areas and Intensification Corridors” states:

- “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.

#### ii. Metrolinx: The Big Move, Mobility Hub Guidelines

The Metrolinx Plan titled *The Big Move*, identifies two types of Mobility Hubs being 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 Area category, in keeping with the *Places to Grow* policy set out 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."

In 2012 the Province released Mobility Hub Guidelines which include useful guidance for development adjacent to transit stations. These guidelines inform the development of urban design policies of this plan. Consideration of the guidelines is appropriate recognizing the Council direction to pursue the designation of Maple GO as a Mobility Hub as part of the City's input into the review of *The Big Move* Plan.

iii. Region of York Official Plan 2010 (ROP)

The Region of York Official Plan 2010 was approved by the Minister of Municipal Affairs (MMAH) and Housing in August of 7, 2010 and was subsequently appealed to the Ontario Municipal Board (OMB). Since the ROP was appealed to the OMB it has been granted partial approvals, the most recent being received on June 20, 2013.

The ROP designates the subject lands "Urban Area" which permits a wide range of residential, commercial industrial and institutional uses. Targeting growth to existing built-up areas, encouraging planned intensification and providing for a range of housing types within the "Urban Area" designations are key objectives of the Plan.

Section 5.2 "Sustainable Cities, Sustainable Communities" states that the following objectives are to be achieved for development throughout York Region:

"... 8. To employ the highest standard of urban design, which: ...

- b. complements the character of existing areas and fosters each community's unique sense of place;...
- d. promotes landscaping, public spaces and streetscapes;
- e. ensures compatibility with and transition to surrounding land uses;
- f. emphasizes walkability and accessibility through strategic building placement and orientation;...
- h. creates well defined, centrally-located urban public spaces."

Section 5.3 "Intensification" provides that beyond the Regional Centres and Corridors local municipalities will identify smaller intensification areas to accommodate a significant portion of future residential and employment growth. The plan, under policy 5.3.3.b. requires local municipalities to adopt their own intensification strategies, which will, among other locations, identify the role for, "GO Transit train stations and bus terminals, and subway stations."

It is the intent of the York Region Plan that intensification areas provide well-designed public open spaces that create attractive and vibrant places, support walking, cycling and transit for everyday activities; and achieve appropriate transition of built form to adjacent areas.

### Origin of the Study: The 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.

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 applicable to the subject lands 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 of the subject lands to non-employment uses was warranted, largely as a result of the retail nature of the existing uses and the area being well-defined and separated from other employment uses. In addition the presence of the GO Rail 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 parcel that includes the secondary plan 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, 2012, however, subject to the OMB appeal process.

#### Partial Approval of Vaughan Official Plan 2010

The subject lands as shown on Attachment 2 are entirely owned by York Major Holdings Inc. (not including the bisecting municipal street) York Major had appealed VOP 2010 to the Ontario Municipal Board as it applied to the subject lands. On May 28, 2013 an Ontario Municipal Board Pre-hearing Conference for VOP 2010 took place. A settlement respecting the subject lands (see Attachment 2) was reached between York Major Holdings Inc. and the City to bring VOP 2010 into effect as it pertained to the “Mid-Rise Mixed-Use” designation of the subject lands as shown on Schedule 13 titled “Land Use” in VOP 2010. This action reflects Council’s modification of September 27, 2011 and did not affect the requirement for a secondary plan level of approval and the need to determine the permitted heights and density. The settlement was approved by the Board.

#### The Public Consultation Process, Correspondence and Comments Received

On June 26, 2012 Council approved the retention of a consulting team headed by Urban Strategies Inc. to provide peer review and provide public consultation assistance for the Maple GO Station Secondary Plan study. On September 13, 2012 a Public Open House was held to explain the process. 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 open house.

On April 26, 2013 a Notice of Public Hearing was sent to all landowners within an expanded polling area of 400 m. The Public Hearing notice was also sent to the 12 participants who attended the public open house.

Prior to the May 21, 2013 Public Hearing date, and as a result of the public notice staff received 2 letters respecting the proposal for the subject lands.

The first correspondence was received via e-mail on Wednesday May 1, 2013, from a resident on Lindenshire Avenue, providing the following comments:

- 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.

At the May 21, 2013 Public Hearing, deputations were heard from the Landowner's consultant as well as a local resident who resides on Prestonwood Court in Maple, who voiced concerns about traffic and the impact of the proposed development on the established residential uses in the surrounding area.

All comments received through the Public Hearing process from the community and Council were considered in the preparation of the Secondary Plan and are addressed in the section of this report entitled "Basis for the Amendment".

### Transportation Analysis

The traffic impact of the Secondary Plan has been assessed by the Transportation Planning Division of the Vaughan Development/Transportation Engineering Department according to transit impact, connectivity, pedestrian and bicycle network, cycle parking and transportation demand management.

#### i. Transit

- a. The location of this development is opportune for it allows future residents to take advantage of the proximity of the GO Rail between Toronto Union Station and Barrie. As the train service is planned to undergo improvements, all-day two-way service will be provided, making this development a major attraction to potential residents who work in downtown Toronto.
- b. Also, a direct transit connection to the Vaughan Metropolitan Centre will provide a link to the future Spadina-York University subway extension as well as to the rapid transit along Highway 7.
- c. Also, being surrounded by walkable access to the nearby retail, it is expected that many residents will opt for walking instead of using their vehicles while doing convenience trips.
- d. Therefore, it is expected that nearly 30% of potential residents will be using transit. However, it is understood that in order to be on the conservative side, the transportation analysis may opt for a lower transit mode share.
- e. Furthermore, co-locating higher densities with rapid transit facilities reflects the guidance provided by the pertinent Provincial, Regional and City policy documents. This is one of the fundamental underpinnings VOP 2010 that locates intensification areas in close proximity to transit services.

#### ii. Connectivity

- a. In order to facilitate connectivity inside the future development and to provide a more porous network, it is recommended to provide greater connectivity between the north and south sections of the development, and to protect for a future road connection between Troon and Hills Street. We believe it is the best way to ensure that the circulation within the future development maintain a continuous north-south flow.

#### iii. Pedestrian and Bicycle Network

- a. The Maple GO Secondary Plan area should be designed according to the policies of the Vaughan Official Plan, as well as the principles in the approved Transportation Master Plan.

- b. The development should be designed using “Complete Streets” principles and provide a continuous sidewalk pedestrian system and bicycle network. Complete streets enable safe access for all road users and make sustainable modes of transportation more attractive. The pedestrian network should have convenient north-south connections to Eagle Rock Way. All streets should also be permeable for pedestrians with convenient connections around/through buildings to the GO station and transit stops. It is policy of Council, “To maximize the connectivity of the street network for pedestrians and cyclists by ensuring grid-like connectivity that minimizes trip distance; ensuring that gaps in the street network are minimized by the provision of strategically located sidewalk and pathway connections; ensuring that the design of large development sites supports multi-use pathways and access points on-site and maximizes connectivity to the surrounding pedestrian and bicycle networks; ensuring convenient and direct connections to transit stops and stations” (VOP, 2010, Policy 4.2.3.3).
- c. Sidewalks are a key element to “Complete Streets”. The development should include sidewalks on all streets to provide safe and accessible transportation options for everyone. It is also policy of Council to consider sidewalks on both sides of the street, “Within areas in proximity to schools, parks, transit stops and stations, and other public facilities” (VOP, 2010, Policy 4.2.3.4).
- d. The bicycle network should be continuous with convenient connections to transit stops and the GO station. It is policy of Council, “To promote the use of bicycles as a way of getting to and from public transit by working with transit providers to integrate bicycle and transit networks and provide bicycle supportive infrastructure at transit stations and stops and on transit vehicles, including safe bicycle parking facilities, bicycle racks on buses and other means.” (VOP, 2010, Policy 4.2.3.1.1).
- e. The pedestrian and bicycle network should be supported by wayfinding signage to encourage walking and cycling to transit stops, the GO station and other destinations in the area. It is policy of Council, “To support a comprehensive pedestrian and bicycle network that addresses the needs of all Vaughan’s residents and employees, including children, seniors and people with disabilities, and that bicycle and pedestrian facilities are supported through appropriate design, signage and consistent safety enforcement” (VOP, 2010, Policy 4.2.3.3).
- f. Bicycle lanes shall be provided on collector streets, where feasible (VOP, 2010, Policy 4.2.1.25). Dedicated bicycle lanes will not be required on local streets, but signed bicycle routes may be identified on local streets (VOP, 2010, Policy 4.2.1.28).

iv. Bicycle Parking

- a. It is policy of Council, “To facilitate seamless connections between different modes of travel, where appropriate. The City will support convenient bicycle and pedestrian access to transit stations and stops and appropriate bicycle parking facilities” (VOP, 2010, Policy 4.3.3.7). As such, the development should include short-term cycle parking facilities that are distributed along streets and in public spaces, particularly along bike lanes, and near transit stops and the GO station.
- b. All development applications should include short- and long-term cycle parking facilities as per the Draft Parking Standards Report (March 2010).

v. Transportation Demand Management (TDM)

The Maple GO development shall be supported by a comprehensive Transportation Demand Management (TDM) Plan with the objective to reduce single-occupant vehicle trips. TDM plans are designed to reduce the growth in automobile traffic, particularly during weekday peak periods. This development is ideally located close to transit so it will be attractive to potential residents who want to take advantage of the close proximity to the GO station and York Region Transit. As such, residents would be expected to walk and cycle to transit stops and the GO station, resulting in fewer automobile trips. In addition, there are a number of retail and personal service uses within walking and cycling distance. A TDM Plan will be required for the development for Draft Plan approval. TDM Plans should be prepared as per VOP Policy 4.3.3.8 with the aim to encourage/enhance use of sustainable transportation through ongoing action before and after occupation. TDM Plans shall:

- a. be integrated with required transportation impact assessments submitted to support the proposed development;
- b. identify design and/or programmatic means to reduce single occupancy vehicle use;
- c. identify the roles and responsibilities of the landowner with respect to each recommended program and its implementation; and,
- d. identify the operational and financial roles and responsibilities of the landowner including, but not limited to, program development, implementation and ongoing management and operations of the travel demand management plan and/or program.

With its close proximity to higher order transit, the development should support the proposed densities in the Secondary Plan and a greater transit modal split. The City and Region are working towards a transit modal split of 30% during peak periods by 2031, which is targeted for the City as a whole (VOP, 2010, Policy 4.1.1.2). As such, the TDM Plan for this development shall include sufficient measures to encourage transit usage, and a modal split analysis to determine estimated shifts to sustainable modes.

The Secondary Plan

This Secondary Plan constitutes an amendment to the Vaughan Official Plan 2010. The policies of Volume 1 of the Vaughan Official Plan 2010 will continue to apply to the subject lands, except as otherwise provided for in this amendment. The site specific policies set out in this amendment will be incorporated into Volume 2 of the Vaughan Official Plan as "Section 11.8 Maple GO Station Secondary Plan". The draft Section 11.8, including the required mapping schedules forms Attachment 2 to this report.

In detail, the implementing Official Plan Amendment:

1. Reflects the "Mid-Rise Mixed-Use" designation as per the Ontario Municipal Board decision of July 23, 2013.
2. Specifies the uses permitted for the Secondary Plan area including:
  - i. Residential Units;
  - ii. *Home Occupations*;
  - iii. *Community facilities*;
  - iv. Cultural Uses, including commercial galleries;
  - v. Commercial retail and office, uses up to a maximum combined area of 2,500m<sup>2</sup> GFA.

3. Specifies the permitted building types as follows:
  - i. Townhouses;
  - ii. Stacked Townhouses;
  - iii. Low-Rise Buildings; and,
  - iv. Mid-Rise Buildings (Mid-Rise buildings shall only be permitted in areas that provide for building heights greater than 3 storeys).
4. Identifies the maximum building heights and the areas where they are permitted.
  - i. Building Height steps-up from 6 storeys to 12 storeys in areas flanking Eagle Rock Way to permit apartment dwellings (Mid-Rise Buildings).
  - ii. Heights up to 3-storeys for the remaining lands to permit the development of townhouse blocks.
5. Limits the total number of all units of all types to 1018.
6. Identifies conceptual locations for the parks and/or public squares to be finalized through the Draft Plan of Subdivision process.
7. Conceptualizes the location for potential pedestrian connections for implementation through the Draft Plan of Subdivision Process.
8. Provides for the following urban design guidelines for implementation through the Draft Plan of Subdivision and Site Plan Approval processes and through the architectural control guidelines.
  - i. The Mixed-Use buildings along Eagle Rock Way are encouraged to:
    - a. Have the built-form define the street edges, with grade related commercial uses such as retail and office uses on both sides of the street to promote a vibrant and pedestrian oriented environment.
    - b. Be designed with a pedestrian scaled podium generally between 3 and 6 storeys in height with a minimum 20 metre separation between front facades, and with a minimum 3 metre setback along public street frontage to provide opportunities for outdoor cafes and patios.
    - c. Provide for wide boulevards with lay-by parking along retail frontages to define and reinforce the Main Street character with enhanced streetscapes including themed street furnishings to contribute to a safer and more vibrant pedestrian and transit-supportive environment.
    - d. Provide for prominent north-south mid-block building pedestrian gallerias (pedestrian passageways) that appropriately provides sufficient sunlight and interconnects the two public park blocks with the mixed use buildings.
    - e. Be sited and organized to achieve a harmonious relationship to the adjacent planned townhouses through building massing and setbacks, roofline, profile, and scale.
    - f. The dimension of buildings generally should not exceed 80 metres in either direction to encourage pedestrian permeability and provide a fine grain development. The facades of long buildings should be articulated with vertical recesses and architectural treatments for visual interest and to support a pedestrian oriented multi-modal environment.
    - g. Loading areas are not permitted in any space facing a street, unless they can be adequately screened from public view, and designed as part of the building to the satisfaction of the City.
    - h. Above-grade parking garages should be faced with active uses on the street, and designed as buildings with architectural treatments complimentary with the design of adjacent buildings.

- i. Parking, servicing mechanical equipment and automobile pick-up and drop-off areas should be designed in a manner that has minimal physical impact on public sidewalks and accessible open spaces. Parking ramps to structured parking should occur within the building.
- ii. The following design policies are recommended for the residential townhouses in the Plan:
  - a. Townhouses should generally front onto a public street and public spaces, in order to clearly define the public realm and create an attractive street environment for pedestrians.
  - b. Townhouse units that flank onto a public street and public spaces are encouraged to have their front facades and primary entrances define the public realm.
  - c. High quality upgraded architectural features are encouraged at all corner and intersection locations.
- iii. To promote the comfortable pedestrian use of streets and public parks, development is encouraged to provide:
  - a. Well-designed streetscapes with sidewalks and boulevards on important pedestrian corridors that promote access to public transit.
  - b. High quality usable public parks that are physically and visually linked to streets and mid-block pedestrian routes.
  - c. Barrier free design of buildings, streets and public parks.
  - d. Street tree planting should form a continuous canopy along the street; tree species should be selected to reinforce the role of the various street hierarchies within the Maple GO Station Secondary Plan, and to visually and thematically distinguish the streets from one another.
  - e. Transformers and other above ground utilities where possible should be located within the building, or on private property located away from public view and appropriately screened to the satisfaction of the City.
  - f. Lighting should be designed to promote pedestrian comfort, safety and provide a high quality streetscape character for the Maple GO Station Secondary Plan. The design of lighting as an urban design feature helps define the sense of place and pedestrian scale of the community. In addition, accent lighting on the buildings is encouraged to better emphasize built form and landscape elements.
  - g. Urban design treatment along the north side of Hill Street shall respect the presence of the Maple Cemetery and the site's overall proximity to the Maple Heritage Conservation District to support a comfortable and attractive pedestrian connection into the Maple community.

#### Basis for the Amendment

This amendment is recommended for adoption based on the following reasons:

1. The "Mid-Rise Mixed-Use" designation is consistent with the direction of the York Region Official Plan, the City of Vaughan Official Plan, VOP 2010, the Provincial Growth Plan, and the Metrolinx "The Big Move" Plan for intensified development adjacent to a rapid transit system (Maple GO Station: Barrie GO Rail Line) in a Major Transit Station Area.
2. The plan provides for development that addresses the transition between the existing low density residential area to the west, beyond the GO Rail infrastructure (Station and right-of-way) through stepped building heights and a substantial setback. The nearest residential building to the west is approximately 100m from the westerly edge of the

secondary plan area. The maximum heights increase from 6 storeys to 12 storeys on the north side of Eagle Rock Way and 10 storeys on the south side of Eagle Rock Way. The transition, from west to east, is illustrated in Attachment 3, "Visual Impact Analysis", to this report.

3. The Floor Space Index (FSI - Total Building Floor Area/ Site Area) of the proposed development is approximately 2.04. This FSI is consistent with the expected density range for a development within the "Mid-Rise Mixed-Use" designation. Because of the predominance of low-rise townhouse units, this can be considered to be at the lower end of the range. Furthermore, the plan provides for a maximum number of units (1018) for the amendment area.
4. While there are network capacity constraints in the external road system, the proposed development is appropriate to the area. It is an example of Transit Oriented Development that takes advantage of its unique location in close proximity to a high order transit service. The Barrie GO Rail Line provides efficient service to downtown Toronto, which will be subject to continuing improvement overtime, culminating in two-way all day service and a direct connection to the Spadina-York Subway extension as the Downsview Park Station. This will provide the development with a level of rapid transit service approaching that of a subway, while being within walking distance of local bus service on Major Mackenzie Drive and Keele Street.

The development will be especially attractive to the potential residents who would want to take advantage of the access to the transit system. As such they would be expected to make greater use of the transit system and take fewer automobile trips, especially for work. They are also in a position to walk to the transit system. In addition, there are a number of retail and personal services within walking distance. This would reduce the need to use the car, especially for convenience trips. The transit system is consistent with the provision of higher densities and reflects the guidance provided by the pertinent Provincial, Regional and City policy documents.

While this development will add traffic to the external road network, it will support the evolution toward a more balanced modal split by putting more people in close proximity to a high quality service. This is one of the fundamental underpinnings of VOP 2010 that locates intensification areas in close proximity to transit services. Development at the density proposed, in this context, is to be encouraged.

5. The plan will have direct pedestrian access to the Maple GO Rail Station through Hill Street to the south and to Eagle Rock Way, which bisects the plan area. This will serve to attract future residents who plan to rely on the GO Rail service which will minimize work related automobile trips.

### **Relationship to Vaughan Vision 2020/Strategic Plan**

The proposed Maple GO Station Secondary Plan is consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular with the City's commitment to "plan and manage growth and economic vitality". The following initiative is particularly relevant to the Maple GO Station Secondary Plan:

#### **Support and coordinate land use planning for high capacity transit at strategic locations in the City Regional Implications**

The proposed Maple GO Station Secondary Plan process and resulting Official Plan Amendment has been prepared in keeping with the policy requirements and provisions of the York Region Official Plan. York Region Council endorsed VOP 2010 as recommended for approval by Vaughan Council, as modified to redesignate the subject lands to "Mid-Rise Mixed-Use" from

“Commercial Mixed-Use”. The Region of York will provide detailed comments through the Draft Plan of Subdivision process. In addition the City will continue to work with Metrolinx and the landowners on parking strategies through Metrolinx studies and through the development process associated with the review of the Draft Plan of Subdivision and Zoning By-law for the same lands.

### **Conclusion**

The Maple GO Station Secondary Plan process resulted in the development of an implementing Official Plan Amendment which reflects the policy regime established by the Province (e.g. Places to Grow, the Big Move), the York Region Official Plan and VOP 2010. It provides complementary secondary plan level policies that further articulate the policies of Volume 1 of VOP 2010 to respond to the needs of this area. Its policies address building heights, land uses, density, urban design guidelines, pedestrian connectivity and the provision of parks/urban squares. The intent is to facilitate the development of a vibrant mixed use community.

Public input identified a number of issues. Comments prior to and at the Committee of the Whole (Public Hearing) on May 21, 2013, or in writing, along with results of the technical review, informed the Secondary Plan process and the ultimate preparation of the amending document. The issues identified through public input and through technical reviews have been discussed in this report. In addition, the Secondary Plan process was closely coordinated with the review of the Draft Plan of Subdivision and Zoning By-law Amendment Applications for the same lands (File Nos. 19T-12V011 and Z.12.046) that will be considered by Committee in the future. The subdivision plan and zoning amendment along with supporting parking and traffic studies will provide for the detailed implementation of the secondary plan.

Therefore, it is recommended that VOP 2010 be amended by adding a new Section 11.8 to Volume 2 applying to the Maple GO Station Secondary Plan and that the corresponding Official Plan Amendment application OP.12.018 (York Major Holdings Inc.) be approved.

### **Attachments**

1. Context Location Map
2. Location Map
3. Visual Impact Analysis
4. Draft Secondary Plan/ Official Plan Amendment

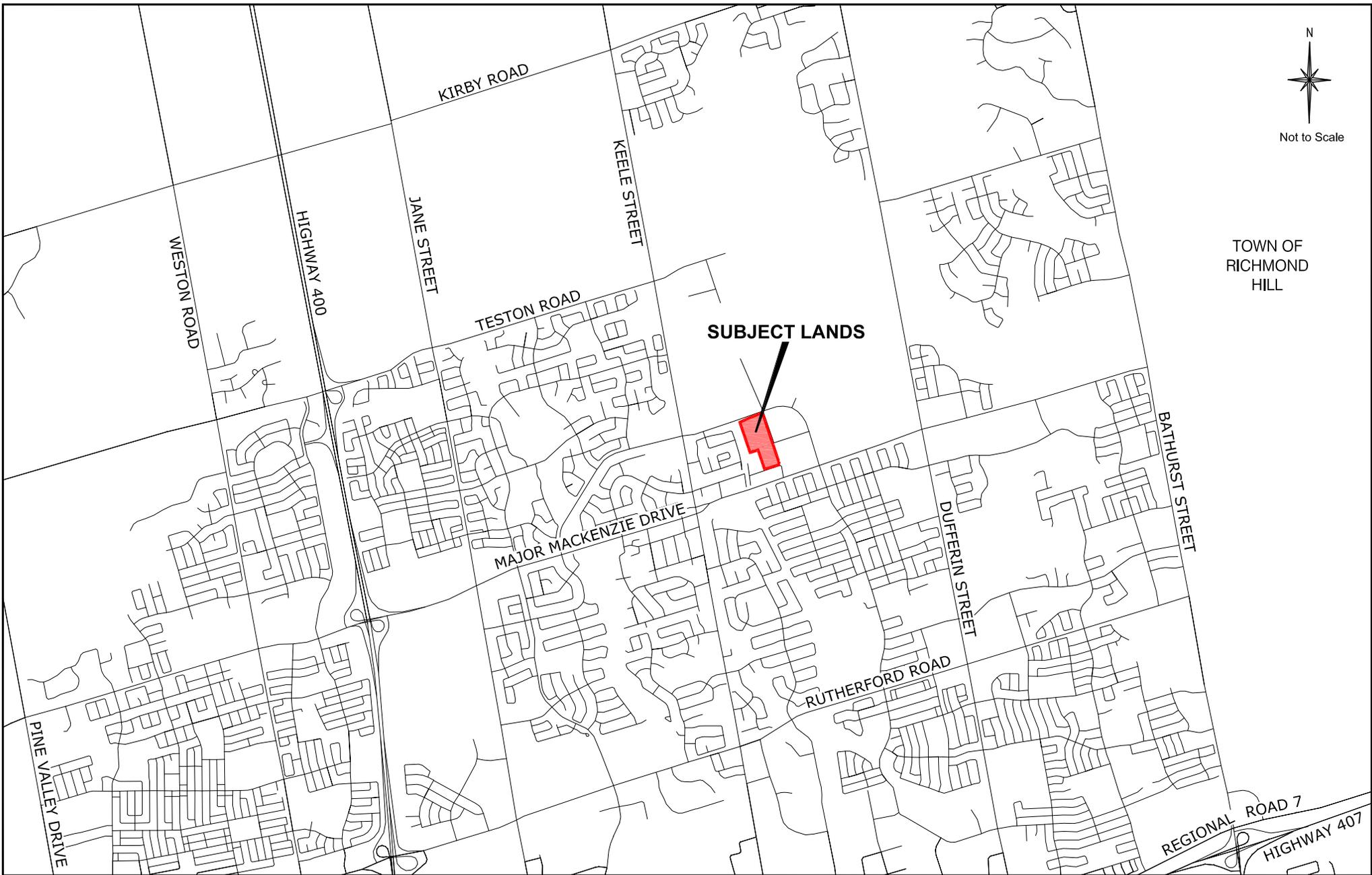
### **Report prepared by:**

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

Respectfully submitted,

JOHN MACKENZIE  
Commissioner of Planning

/lm



Not to Scale

TOWN OF  
RICHMOND  
HILL

**SUBJECT LANDS**

# Context Location Map

Location: Part of Lot 21,  
Concession 3

Landowner:  
York Major Holdings Inc.



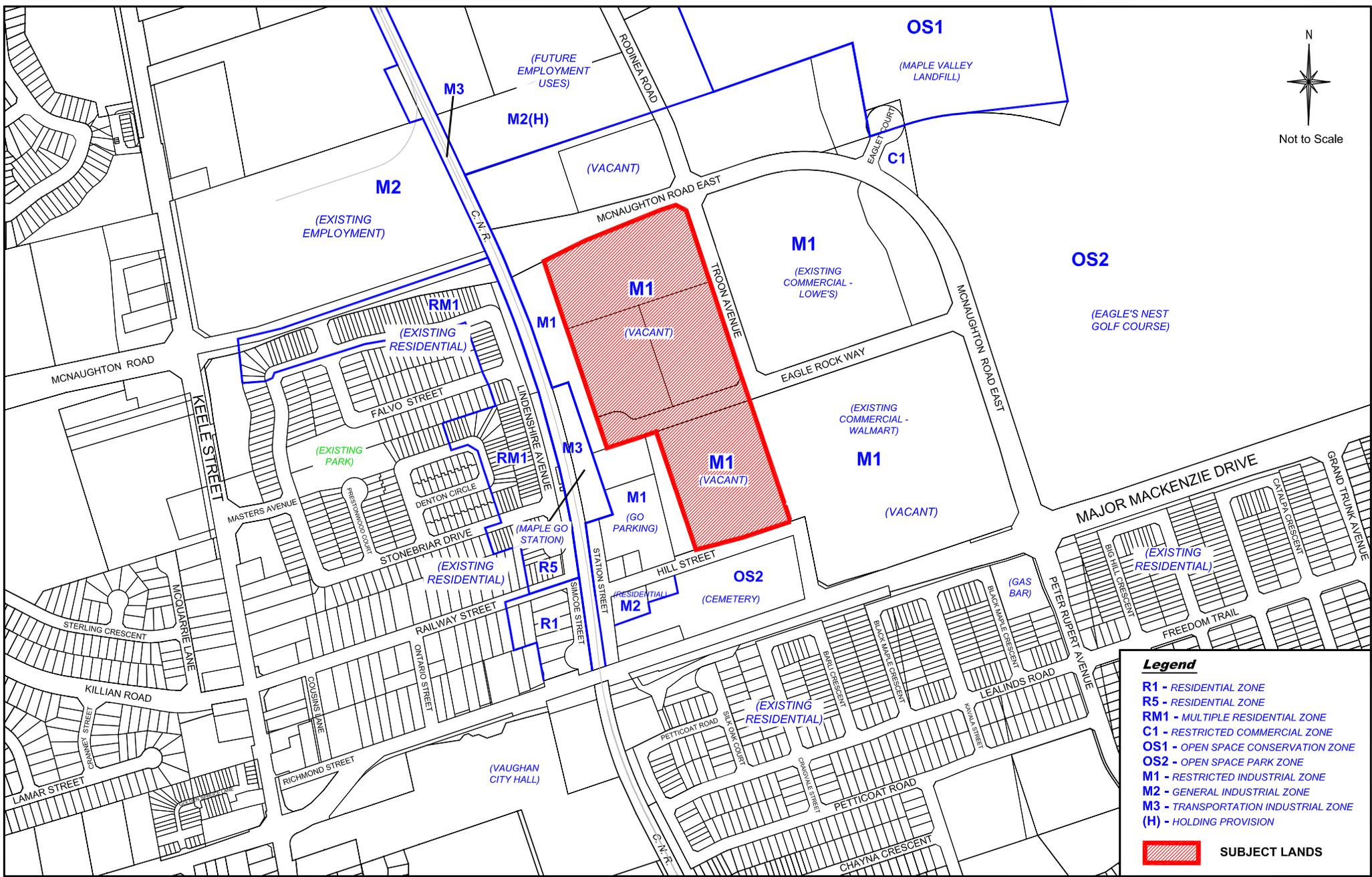
# Attachment

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

Date: October 16, 2013

1

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**Legend**

- R1** - RESIDENTIAL ZONE
- R5** - RESIDENTIAL ZONE
- RM1** - MULTIPLE RESIDENTIAL ZONE
- OS1** - OPEN SPACE CONSERVATION ZONE
- OS2** - OPEN SPACE PARK ZONE
- M1** - RESTRICTED INDUSTRIAL ZONE
- M2** - GENERAL INDUSTRIAL ZONE
- M3** - TRANSPORTATION INDUSTRIAL ZONE
- (H)** - HOLDING PROVISION

**SUBJECT LANDS**

# Location Map

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



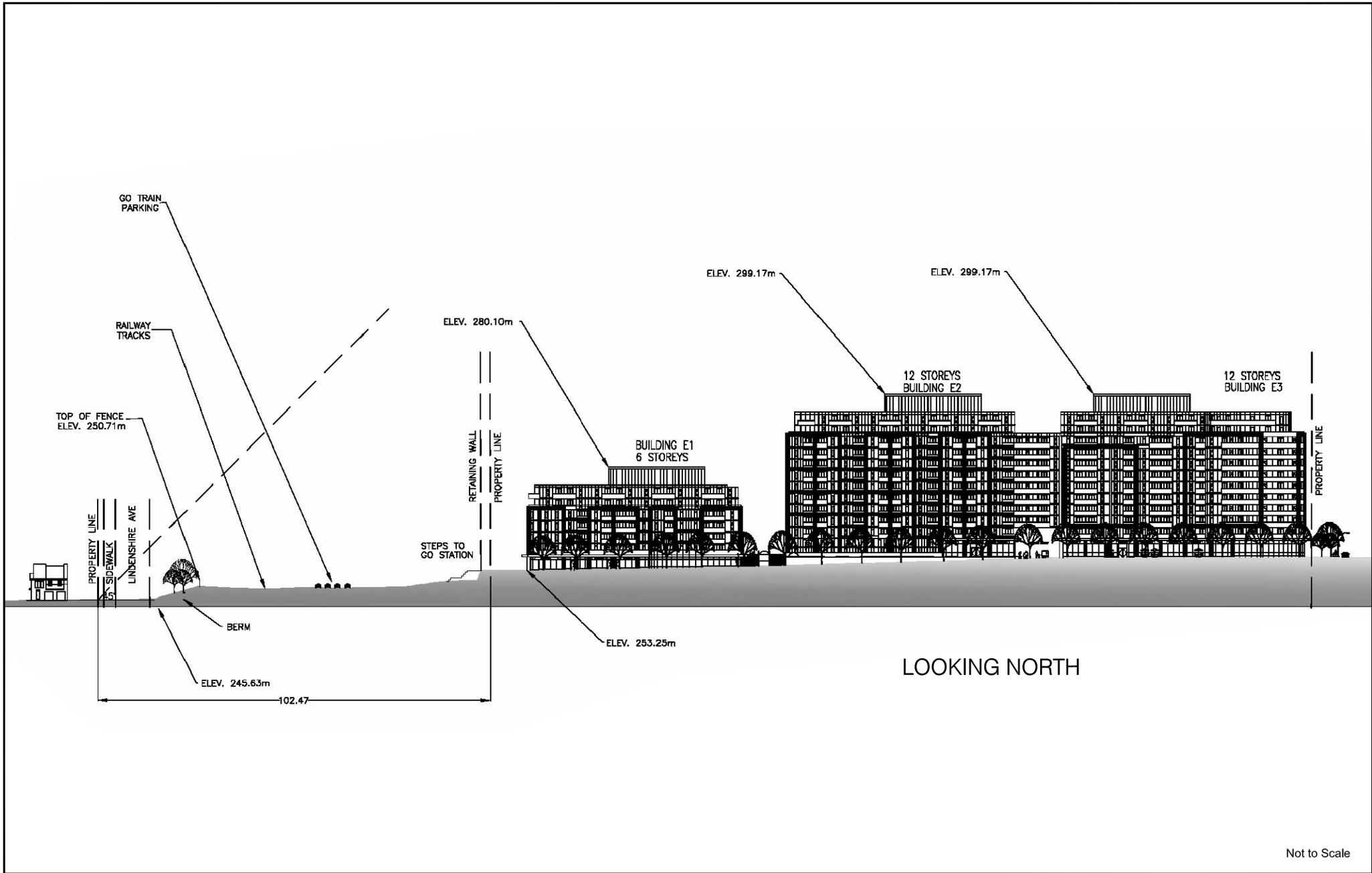
# Attachment

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

Date: October 16, 2013

# 2

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# Visual Impact Analysis

Location: Part of Lot 21,  
Concession 3

Landowner:  
York Major Holdings Inc.



# Attachment

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

Date: October 16, 2013

# 3

I DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Vaughan Official Plan 2010 is hereby amended by adding the following site-specific Policy to chapter 11 “Secondary Plan Policies” of Volume 2:

**11.8 Maple GO Station Secondary Plan**

11.8.1 The following policies shall apply to the lands identified as subject lands’ on *Map 11.8 A- Location Map*:

- a. Notwithstanding Policy 9.2.2.4 b), c), d), e) and f) “Mid-Rise Mixed-Use” respecting Uses Permitted and Building Types in a “Mid-Rise Mixed-Use” designation, the following uses and building types shall be permitted.
  - i. Uses Permitted
    - i. Residential Units;
    - ii. *Home Occupations*;
    - iii. *Community facilities*;
    - iv. Cultural Uses, including commercial galleries;
    - v. Commercial retail and office uses up to a maximum combined area of 2,500 m<sup>2</sup> GFA.
  - ii. Building Types
    - i. Townhouses;
    - ii. Stacked Townhouses;
    - iii. Low-Rise Buildings; and,
    - iv. Mid-Rise Buildings (Mid-Rise buildings shall only be permitted in areas that provide for building heights greater than 3 storeys)
- b. No building or structure shall exceed the height in storeys indicated on *Map 11.8 C - Maximum Building Heights*.
- c. The maximum number of residential units permitted on the lands shown as subject lands on *Map 11.8 B – Land Use Designation* is 1018 residential units.
- d. In addition to the policies set out in Section 7.3.2 “Parks and Open Space Design”

respecting Parks and Urban Squares the following additional policies shall apply to the subject lands on *Map 11.8 A – Location Map*.

i. Parks and Public Squares

- i. That all parks and urban squares shall be situated to provide convenient access for users and area residents.
  - ii. That all parks and urban squares shall be centrally located, considered a community focus, and provide appropriate facilities for the needs of the community.
  - iii. The design, development, size and programming of all parks and urban squares shall be to the satisfaction of the City.
  - iv. The general location of all parks and urban squares has been shown on *Map 11.8 D – Pedestrian Connections & Parkland*, and is to be finalized through the Draft Plan of Subdivision process.
- e. The general location of pedestrian connections have been illustrated on *Map 11.8 D – Pedestrian Connections & Parkland*, and shall be finalized through the Draft plan of Subdivision process.
- d. Notwithstanding the policies contained in Section 9.1.2 “Urban Design and Built Form, the following policies shall apply
- i. The Mixed-Use buildings along Eagle Rock Way are encouraged to:
    - i. Have the built-form define the street edges, with grade related commercial uses such as retail, office, and service based uses on both sides of the street to promote a vibrant and pedestrian oriented environment.
    - ii. Be designed with a pedestrian scaled podium generally between 3 and 6 storeys in height with a minimum 20 metre separation between front facades, and with a minimum 3 metre setback along public street frontage to provide opportunities for outdoor cafes and patios.

- iii. Provide for wide boulevards with lay-by parking along retail frontages to define and reinforce the Main Street character with enhanced streetscapes including themed street furnishings to contribute to a safer and more vibrant pedestrian and transit-supportive environment.
- iv. Provide for prominent north-south mid-block building pedestrian gallerias (pedestrian passageways) that appropriately provides sufficient sunlight and interconnects the two public park blocks with the mixed use buildings.
- v. Be sited and organized to achieve a harmonious relationship to the adjacent planned townhouses through building massing and setbacks, roofline, profile, and scale.
- vi. The dimension of buildings generally should not exceed 80 metres in either direction to encourage pedestrian permeability and provide a fine grain development. The facades of long buildings should be articulated with vertical recesses and architectural treatments for visual interest and to support a pedestrian oriented multi-modal environment.
- vii. Loading areas are not permitted in any space facing a street, unless they can be adequately screened from public view, and designed as part of the building to the satisfaction of the City.
- viii. Above-grade parking garages should be faced with active uses on the street, and designed as buildings with architectural treatments complimentary with the design of adjacent buildings.
- ix. Parking, servicing mechanical equipment and automobile pick-up and drop-off areas should be designed in a manner that has minimal physical impact on public sidewalks and accessible open

spaces. Parking ramps to structured parking should occur within the building.

ii. The following design policies are recommended for the residential townhouses in the Plan:

i. Townhouses should generally front onto a public street and public spaces, in order to clearly define the public realm and create an attractive street environment for pedestrians.

ii. Townhouse units that flank onto a public street and public spaces are encouraged to have their front facades and primary entrances define the public realm.

iii. High quality upgraded architectural features are encouraged at all corner and intersection locations.

iii. To promote the comfortable pedestrian use of streets and public parks, development is encouraged to provide:

i. Well-designed streetscapes with sidewalks and boulevards on important pedestrian corridors that promote access to public transit.

ii. High quality usable public parks that are physically and visually linked to streets and mid-block pedestrian routes.

iii. Barrier free design of buildings, streets and public parks.

iv. Street tree planting should form a continuous canopy along the street; tree species should be selected to reinforce the role of the various street hierarchies within the Maple GO Station Secondary Plan, and to visually and thematically distinguish the streets from one another.

v. Transformers and other above ground utilities where possible should be located within the building, or on private property located

away from public view and appropriately screened to the satisfaction of the City.

- vi. Lighting should be designed to promote pedestrian comfort, safety and provide a high quality streetscape character for the Maple GO Station Secondary Plan. The design of lighting as an urban design feature helps define the sense of place and pedestrian scale of the community. In addition, accent lighting on the buildings is encouraged to better emphasize built form and landscape elements.
- vii. Urban design treatment along the north side of Hill street shall respect the presence of the Maple Cemetery and the site's overall proximity to the Maple Heritage Conservation District to support a comfortable and attractive pedestrian connection into the Maple community.

