

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 11, 2017

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

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

The Committee of the Whole recommends:

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

Recommendation

The Director of Policy Planning and Environmental Sustainability recommends:

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

Contribution to Sustainability

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

- Goal 2: *To ensure sustainable development and redevelopment.*

Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth;

Objective 2.3: To create a City with sustainable built form.

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- Goal 3: *To ensure that Vaughan is a city that is easy to get around with a low environmental impact.*
 - Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit.
- Goal 4: *To create a vibrant community where citizens, business and visitors thrive.*
 - Objective 4.1: To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage.

Economic Impact

The Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Study is funded through Capital Budget PL-9547-14. There is no economic impact resulting from the consideration of this report and approval of the draft amendment to the Vaughan Official Plan 2010 (VOP 2010).

Communications Plan

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

Purpose

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

Background - Analysis and Options

Executive Summary

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

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

1) Background

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

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

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

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

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

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

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

2) The Planning Context

The Provincial Policy Statement (2014)

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

The Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) sets out policies to support the growth anticipated in the Greater Golden Horseshoe Region. The Growth Plan's guiding principles direct municipalities to build compact, vibrant and *complete communities*. *Complete communities*

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

York Region Official Plan (2010)

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

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

Vaughan Official Plan 2010

Schedule 1 “Urban Structure” of the Vaughan Official Plan 2010 (VOP 2010), identifies areas in the City for intensification. The Study Area, fronting on Highway 7, is located in a Regional Corridor and identified as an “intensification area”. The Regional Corridor policies of VOP 2010 support higher density, mixed-use development in areas planned for improved transit service. Intensification areas also include additional policy considerations related to urban form and function.

Section 12.10 Kipling Avenue and Highway 7 Area Specific Plan of Volume 2 of the VOP 2010 provides specific policies for lands located at the intersection of Highway 7 and Kipling Avenue as well as sites extending immediately west of the intersection. Four sites located at the Northeast corner of Kipling Avenue and Highway 7, bounded by Kipling Avenue and Lansdowne Avenue are located in both Section 12.10 Area Specific Plan and the proposed Section 12.15 Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan. If approved, these sites will be removed from Policy 12.10 of VOP 2010 and incorporated in the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan in Section 12.15 and shall supersede any previous plans.

The policies contained in Section 12.10 Area Specific Plan of VOP 2010, Vol. 2 establish a precedent for the future planning of the area and methodologies for addressing challenges for redevelopment. Section 12.10 Area Specific Plan provides for transition through the use of urban design principles such as a minimum angular plane and the siting of townhouses abutting existing low rise communities; this approach is reflected in the proposed Official Plan Amendment.

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

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3) Overview of the Study Process and Recommended Policies

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

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

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

The following oral deputations were received at the Public Hearing:

Deputations

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

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

a) Transportation Network Capacity

Issue

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

Response

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

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“12.15.4 Need for Transportation System Enhancements:

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

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

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

b) Proposed Heights and Densities

Issue

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

Response

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

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

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

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

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

“12.15.7.1 Land Assembly

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

12.15.7.2 Block Plan Requirement

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

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

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

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

“12.15.5 Cultural Heritage

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

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

c) Pedestrian Safety

Issue

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

Response

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

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

“12.15.3.5 Public Realm

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

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

d) Stacked Townhomes

Issue

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

Response

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

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

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

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

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

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

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

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

e) Impact on Community Services

Issue

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

Response

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

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

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

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

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

No significant policy and mapping changes are recommended to the proposed Official Plan Amendment.

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

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

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

Regional Implications

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

Conclusion

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

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

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

The draft Kipling Avenue and Highway 7 Land Use Plan and Official Plan amendment is the result of a comprehensive review of current land use policies (City, Region and Province); the surrounding land use context; and the consideration of input received from the public and stakeholders at the Public Hearing. The issues identified at Public Hearing have been summarized and addressed in Section 4 of this report. The draft Official Plan Amendment is recommended to proceed to a future Council Meeting for adoption.

Attachments

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

Report prepared by:

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

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



memorandum

C	<u>2</u>
COMMUNICATION	
CW -	<u>DEC 5/17</u>
ITEM -	<u>2</u>

DATE: DECEMBER 5, 2017

TO: MAYOR AND MEMBERS OF COUNCIL

FROM: JASON SCHMIDT-SHOUKRI, DEPUTY CITY MANAGER,
PLANNING AND GROWTH MANAGEMENT

MARK CHRISTIE, DIRECTOR, POLICY PLANNING AND
ENVIRONMENTAL SUSTAINABILITY

RE: COMMUNICATION
COMMITTEE OF THE WHOLE – DECEMBER 5, 2017
ITEM #2, REPORT #44 – COMMITTEE OF THE WHOLE – DECEMBER 5, 2017

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

Recommendation

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

1. THAT this Communication, BE RECEIVED as additional information; and
2. THAT in response to the Letter of Exemption received from the Region of York, Recommendation #3 of the Committee of the Whole Report #44 Item #2 Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan BE DELETED, by Committee of the Whole.

Purpose

The purpose of this Communication is to inform Committee of the Whole that the proposed Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan has been granted exemption from Regional Council approval. This Communication also recommends the deletion of Recommendation #3 of the Committee of the Whole Report #44 Item #2 Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan Amendment to the Vaughan Official Plan 2010, which directs City Staff to forward the Council adopted Plan to York Region for approval.

Background

Committee of the Whole Report #44 Item #2 includes the Technical Staff Report regarding the Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Study and attached proposed Area Specific Plan. The Area Specific Plan will form an amendment to the Vaughan Official Plan 2010. The purpose of the Plan is to guide the growth and development of the lands in the Study



memorandum

Area. The Plan includes policies that manage land use designations, building heights, densities, urban design, transportation, cultural heritage, parks and open space and implementation. A Public Hearing regarding the Northeast Quadrant of Kipling Avenue and Highway 7 was held on October 3, 2017. The proposed Area Plan attached to the Technical Staff Report includes minor administrative modifications and reflects the comments received at the Public Hearing.

Attached to this Communication is a signed Exemption Letter received from the Region of York dated November 29, 2017. The Exemption Letter indicates that Regional Staff have determined the draft Official Plan Amendment to be of local significance and conforms to the York Region Official Plan. Under Section 8.3.8 of the York Region Official Plan, the draft Area Specific Plan is exempt from approval by Regional Council. The Exemption Letter delegates approval authority to Vaughan Council, the Area Specific Plan (OPA 20) will be in effect once adopted by Vaughan Council.

Recommendation #3 of the Technical Staff Report to Committee of the Whole Dec. 5, 2017 reads as follows:

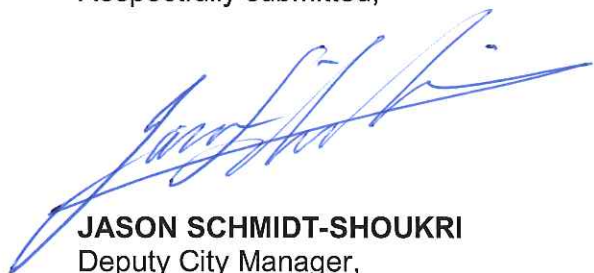
- "3. THAT the adopted Plan be forwarded to York Region for approval as an insertion into Volume 2 of VOP 2010, being the incorporation of a new Section "12.15 Northeast Quadrant of Kipling Avenue and Highway 7" as one of the "Area Specific Policies" identified on Schedule 14-A to Volume 1 of VOP 2010."

This Recommendation is a standard procedural item. In response to the Exemption Letter, it is recommended that this Recommendation be deleted from the Technical Staff Report as Vaughan Council will be acting as the approval authority. The draft Official Plan Amendment will not be required to be forwarded to York Region for Regional Council approval.

Attachments

1. York Region Exemption Letter dated November 29, 2017

Respectfully submitted,



JASON SCHMIDT-SHOUKRI
Deputy City Manager,
Planning and Growth Management



MARK CHRISTIE
Director,
Policy Planning and Environmental
Sustainability

CB/lm

Copy to: Daniel Kostopoulos, City Manager
Barbara McEwan, City Clerk



November 29, 2017

Mr. Mark Christie
Director, Policy Planning and
Environmental Sustainability
The City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

Attention: Clement Chong, Senior Planner

Dear Mr. Christie:

**Re: Amendment to the City of Vaughan Official Plan
Northeast Quadrant of Highway 7 and Kipling Avenue
City File No.: #26.14**

Further to our comment letter dated August 29, 2017, and based on our further review and consideration, the proposed Amendment appears to be a routine matter of local significance. In accordance with Regional Official Plan policy 8.3.8, and the balance of the Regional Official Plan, the proposed Amendment does not adversely affect Regional planning policies or interests. The Amendment will create a more sustainable, complete, compact, walkable, vibrant, and connected community, in accordance with the Region's and Vaughan's new 2010 Official Plans.

Pursuant to Council authorization specified in By-law A-0265-1999-017, this Amendment is hereby **exempt from Regional Council approval**. This allows the Amendment to come into full force and effect, following its adoption by the City of Vaughan Council and the expiration of the required appeal period.

We respectfully request a copy of the Notice of Decision be forwarded to this office. Please contact Augustine Ko, Senior Planner, at 1-877-464-9675 ext. 71524 should you have any questions or require further information.

Sincerely,

Karen Whitney, MCIP, RPP
Director of Community Planning and Development Services

AK

YORK-#8007279-v1-Regional_Exemption_Letter

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

Recommendation

The Director of Policy Planning and Environmental Sustainability recommends:

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

Contribution to Sustainability

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

- Goal 2: *To ensure sustainable development and redevelopment.*
 - Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth;
 - Objective 2.3: To create a City with sustainable built form.
- Goal 3: *To ensure that Vaughan is a city that is easy to get around with a low environmental impact.*
 - Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit.
- Goal 4: *To create a vibrant community where citizens, business and visitors thrive.*
 - Objective 4.1: To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage.

Economic Impact

The Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Study is funded through Capital Budget PL-9547-14. There is no economic impact resulting from the consideration of this report and approval of the draft amendment to the Vaughan Official Plan 2010 (VOP 2010).

Communications Plan

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

Purpose

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

Background - Analysis and Options

Executive Summary

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

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

1) Background

On September 13, 2017 the draft Northeast Quadrant of Kipling Avenue and Highway 7 Land Use Planning Report and draft Official Plan Amendment was made available for public review on the project webpage: http://www.vaughan.ca/projects/policy_planning_projects/Pages/Kipling-Avenue-and-Highway-7-Study.aspx. On September 28, 2017, the corresponding report was made available on the City of Vaughan website in keeping with the Planning Act notification requirements: http://www.vaughan.ca/council/minutes_agendas/Pages/default.aspx.

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

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

http://www.vaughan.ca/news/city_page_online/Pages/Public-Hearing-Notices.aspx.

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

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

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

2) The Planning Context

The Provincial Policy Statement (2014)

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

The Growth Plan for the Greater Golden Horseshoe (2017)

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

York Region Official Plan (2010)

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

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

Vaughan Official Plan 2010

Schedule 1 “Urban Structure” of the Vaughan Official Plan 2010 (VOP 2010), identifies areas in the City for intensification. The Study Area, fronting on Highway 7, is located in a Regional Corridor and identified as an “intensification area”. The Regional Corridor policies of VOP 2010 support higher density, mixed-use development in areas planned for improved transit service. Intensification areas also include additional policy considerations related to urban form and function.

Section 12.10 Kipling Avenue and Highway 7 Area Specific Plan of Volume 2 of the VOP 2010 provides specific policies for lands located at the intersection of Highway 7 and Kipling Avenue as well as sites extending immediately west of the intersection. Four sites located at the Northeast corner of Kipling Avenue and Highway 7, bounded by Kipling Avenue and Lansdowne Avenue are located in both Section 12.10 Area Specific Plan and the proposed Section 12.15 Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan. If approved, these sites will be removed from Policy 12.10 of VOP 2010 and incorporated in the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan in Section 12.15 and shall supersede any previous plans.

The policies contained in Section 12.10 Area Specific Plan of VOP 2010, Vol. 2 establish a precedent for the future planning of the area and methodologies for addressing challenges for redevelopment. Section 12.10 Area Specific Plan provides for transition through the use of urban design principles such as a minimum angular plane and the siting of townhouses abutting existing low rise communities; this approach is reflected in the proposed Official Plan Amendment.

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

3) Overview of the Study Process and Recommended Policies

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

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

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

The following oral deputations were received at the Public Hearing:

Deputations

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

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

a) Transportation Network Capacity

Issue

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

Response

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

“12.15.4 Need for Transportation System Enhancements:

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

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

Use of a development threshold was suggested at the public hearing to be considered as a means to phase development and ensure adequate transportation infrastructure is in place prior to development. To produce specific transportation calculations and recommended thresholds, a comprehensive Transportation Study will be required to analyze the broader area. Currently, the

City has not initiated such a Transportation Study and in consultation with the City's Engineering Department it is not recommended to include specific transportation capacity thresholds until such time a broader Transportation Study is complete. Should a future comprehensive Transportation Study determine a development threshold is required, a subsequent Official Plan Amendment can be brought forward to Council for consideration.

b) Proposed Heights and Densities

Issue

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

Response

The Northeast Quadrant of Kipling Avenue and Highway 7 area is located within a Regional Intensification Corridor as identified in Schedule 9 of the VOP 2010. These Corridors are also designated "Intensification Areas" in Schedule 1 of VOP 2010. This designation informed the development of the draft Land Use Plan, including the appropriateness of the proposed land use designations, heights and densities. The policies of the YROP and VOP 2010 direct intensification to the identified Regional Corridor to support the planned improvements to public transit on Highway 7. Additionally, the Provincial Growth Plan requires minimum densities in areas adjacent to Bus Rapid Transit stations and stops and along transit corridors. Development within designated Regional Corridors is required to feature a mix of uses and greater densities than most existing low rise residential areas. Section 8.0 (Precedents) of the Study Report that was presented to Council at the Statutory Public Hearing held on October 3, 2017 (Attachment 3) reviewed examples of recently approved development located along the Highway 7 Regional Intensification Corridor. These developments include:

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

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

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

"12.15.7.1 Land Assembly

- a) *Land assembly is required to minimize access points to Kipling Avenue, provide appropriate access to developments fronting onto Highway 7 and enable the creation of adequate development blocks that can support the creation of common amenity areas and parking areas and shared accesses*

such as rear laneways in the Low-Rise Mixed-Use and Mid-Rise Mixed-Use designations.

- b) In all cases, development parcels shall be assembled to the satisfaction of the City.*
- c) Appropriate easements shall be required to create right-of-ways over access laneways and over the rear yard laneway/access driveway to achieve this objective.*

12.15.7.2 Block Plan Requirement

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

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

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

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

“12.15.5 Cultural Heritage

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

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

c) Pedestrian Safety

Issue

Concerns regarding pedestrian safety in the Study Area were raised at the Public Hearing. Local residents including seniors and students travelling to and from the Woodbridge Public School were

identified as groups that require greater access to improved pedestrian facilities and overall streetscaping.

Response

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

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

“12.15.3.5 Public Realm

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

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

d) Stacked Townhomes

Issue

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

Response

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

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

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

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

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

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

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

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

e) Impact on Community Services

Issue

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

Response

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

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

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

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

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

No significant policy and mapping changes are recommended to the proposed Official Plan Amendment.

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

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

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

Regional Implications

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

Conclusion

The goal of the proposed VOP 2010 amendment is to ensure future development in the northeast quadrant of Kipling Avenue and Highway 7 will be of high quality design and of a compact transit-oriented form that is sensitive to the character of the community. The plan requires that redevelopment be in conformity with the Urban Design policies of the Plan and VOP 2010 (Volume 1) to create an attractive, safe and pedestrian-friendly environment, with appropriate relationships to adjacent low rise neighbourhoods and heritage fabric. Furthermore, land assembly is required to achieve the proposed heights and density in the Plan to enable large enough blocks to advance development. The Plan also acknowledges the community concerns regarding traffic and provides policies that require a comprehensive Transportation Assessment prior to any development as well as the need for Council to be satisfied that planned transportation improvements to Highway 7 have been realized or are in the process of being implemented.

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

The draft Kipling Avenue and Highway 7 Land Use Plan and Official Plan amendment is the result of a comprehensive review of current land use policies (City, Region and Province); the surrounding land use context; and the consideration of input received from the public and stakeholders at the Public Hearing. The issues identified at Public Hearing have been summarized and addressed in Section 4 of this report. The draft Official Plan Amendment is recommended to proceed to a future Council Meeting for adoption.

Attachments

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

Report prepared by:

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

Respectfully Submitted,

Approved for Submission:

MARK CHRISTIE
Director of Policy Planning and
Environmental Sustainability

DANIEL KOSTOPOULOS
City Manager

**AMENDMENT NUMBER 20
TO THE VAUGHAN OFFICIAL PLAN 2010
FOR THE VAUGHAN PLANNING AREA**

The following text and Schedule "1" constitute Amendment Number 20 to the Official Plan of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment are Appendices "I" and "II"

Authorized by Item No. XX of Report No. XX
of the Committee of the Whole
Adopted by Vaughan City Council on
December XX, 2017

I PURPOSE

The purpose of this amendment to the Vaughan Official Plan 2010 (VOP 2010) is to guide the growth and development of the subject lands, through the adoption of comprehensive Area Specific Plan ("Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan"). The Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan provide site specific land use designations and policies addressing such matters as land use distribution, densities, building heights, urban design, transportation enhancements, cultural heritage, parks and open space and implementation.

II LOCATION

The lands subject to this Amendment are located in the northeast quadrant of the intersection at Kipling Avenue and Highway 7 (hereinafter referred to as the "Subject Lands") as shown on Appendix II to this Amendment.

III BASIS

The decision to amend the Official Plan is based on the following considerations:

1. The Provincial Policy Statement 2014 (PPS 2014) provides direction regarding the form and location of future growth, requiring municipalities to "promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas" (Section 1.1.3.3). The PPS 2014 further specifies that "land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources...and are transit-supportive, where transit is planned, exists or may be developed" (Section 1.1.3.2 a).
2. The Places to Grow Act 2005, the legislation that implements the Growth Plan for the Greater Golden Horseshoe (Growth Plan), states that all decisions made by municipalities under the Planning Act "shall conform to" the Growth Plan. The Growth Plan's guiding principles direct municipalities to "build compact, vibrant and complete communities." Complete communities are defined as "compact, mixed-use development that has a high level of employment and residential densities" and which will "optimize the use of existing and new infrastructure to support growth in a compact, efficient form." The Growth Plan establishes employment and residential growth targets for different areas of the Greater Golden Horseshoe and includes policies that inform and regulate where and how growth should occur. Relevant policies include:
 - Population and employment growth will be accommodated by...directing a significant portion of new growth to the built-up areas of the community through intensification (2.2.2.1 (a));
 - Population and employment growth will be accommodated by...focusing intensification in intensification areas (2.2.2.1 (b));

- All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will...
 - identify intensification areas to support achievement of the intensification target (2.2.3.6 (c));
 - recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification (2.2.3.6 (e)) and facilitate and promote intensification (2.2.3.6 (f)).

These policy directions need to be reflected in the York Region and City of Vaughan Official Plans.

3. All amendments to the City of Vaughan Official Plan shall conform to the goals, objectives and policies of the York Region Official Plan (YROP). The YROP establishes a system of urban growth centres and corridors served by a rapid transit network that connects population centres to employment areas and other destinations. "Map 1: Regional Structure" of the YROP identifies the Kipling Avenue and Highway 7 intersection as a "Regional Corridor". Chapter 5 of the YROP describes the intended role of "Regional Corridors" as follows:

"Intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region. Regional Centres and Corridors will be prominent locations for the highest levels of intensification."

"Map 11: "Transit Network" of the YROP identifies Highway 7 as a "Regional Rapid Transit Corridor". The Highway 7 West line of the vivaNext Bus Rapid Transit system is one of the Region's major higher order rapid transit services, which will connect the Vaughan Metropolitan Centre (VMC) area to other urban growth centres and high demand stops along the Highway 7 Transit Corridor.

To support rapid transit and achieve the YROP density targets, Section 5.3 of the YROP requires the concentration of more population and employment along Regional Corridors and in Centres in the form of intensification or infill. Intensification is planned to occur at strategic locations, such as transit stations, within the built-up area to maximize efficiencies in infrastructure delivery, the provision of public services and transit ridership. The YROP, under Section 5.4.34, also sets out an overall density target for the Regional Corridors of 2.5 Floor Space Index (FSI) for developable areas within the Corridor.

The YROP requires local municipalities to identify intensification areas and plan with clarity and certainty as to where infill development should occur. The planned intensification areas are required to be designed to provide high-quality, attractive and vibrant public spaces that support walking and cycling for everyday activities by taking advantage of the upgraded transit systems.

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

Section 12.10 Kipling Avenue and Highway 7 Area Specific Plan of Volume 2 of the VOP 2010 provides specific policies for lands located at the intersection of Highway 7 and Kipling Avenue as well as sites extending immediately west of the intersection. Section 12.10 Area Specific Plan provides a full planning framework including prescribed land use designations and densities. Four sites located in the northeast corner of Kipling Avenue and Highway 7, are located in both Section 12.10 Area Specific Plan and the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan. These sites are proposed to be redesignated and incorporated in the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan.

5. The statutory Public Hearing was held on October 3, 2017. The recommendation of the Committee of the Whole was to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting. The recommendation of the Committee of the Whole was ratified by Vaughan Council on _____. Subsequently on _____, Vaughan Council ratified the _____ Committee of the Whole recommendation to approve an amendment to Vaughan Official Plan 2010 to provide area specific provisions and urban design guidelines to support existing and planned infrastructure.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Vaughan Official Plan 2010 (VOP 2010) is hereby amended by:

1. Amending Volume I, Schedule 13 “Land Use” of VOP 2010 to identify the Subject Lands as “Mid-Rise Mixed Use” and “Low-Rise Mixed Use” as shown on Map 12.15.A to the “Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan (Section 12.15 in Volume 2)”.
2. Amending Volume I, Schedule 14-B of VOP 2010 to delete the Subject Lands from the “9 – Kipling Avenue and Highway 7 – 12.10” and add the Subject Lands as “15 – Northeast Quadrant of Kipling Avenue and Highway 7 - 12.15”, under the category “Area Specific Areas – Chapter 12”.
3. Amending Volume 2, adding the following text, map and appendices: 12.15 “Northeast Quadrant of Kipling Avenue and Highway 7”; Map 12.15.A: Northeast Quadrant of Kipling Avenue and Highway 7 – Land Use, Density and Building Heights Plan, attached hereto as Schedule 1.
4. Amending VOP 2010, Volume 2, “12.10 Kipling Avenue and Highway 7” to delete the subject lands from the mapping on “Map 12.10.A: Kipling Avenue and Highway 7 Land Use”.

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law 1-88, Draft Plan of Subdivision Approval, Site Plan and/or any such measure prescribed by VOP 2010.

VI INTEPRETATION

The provisions of the Official Plan of the Vaughan Planning Area as amended from time to time regarding the interpretation of that Plan shall apply with respect to this Amendment.

DRAFT

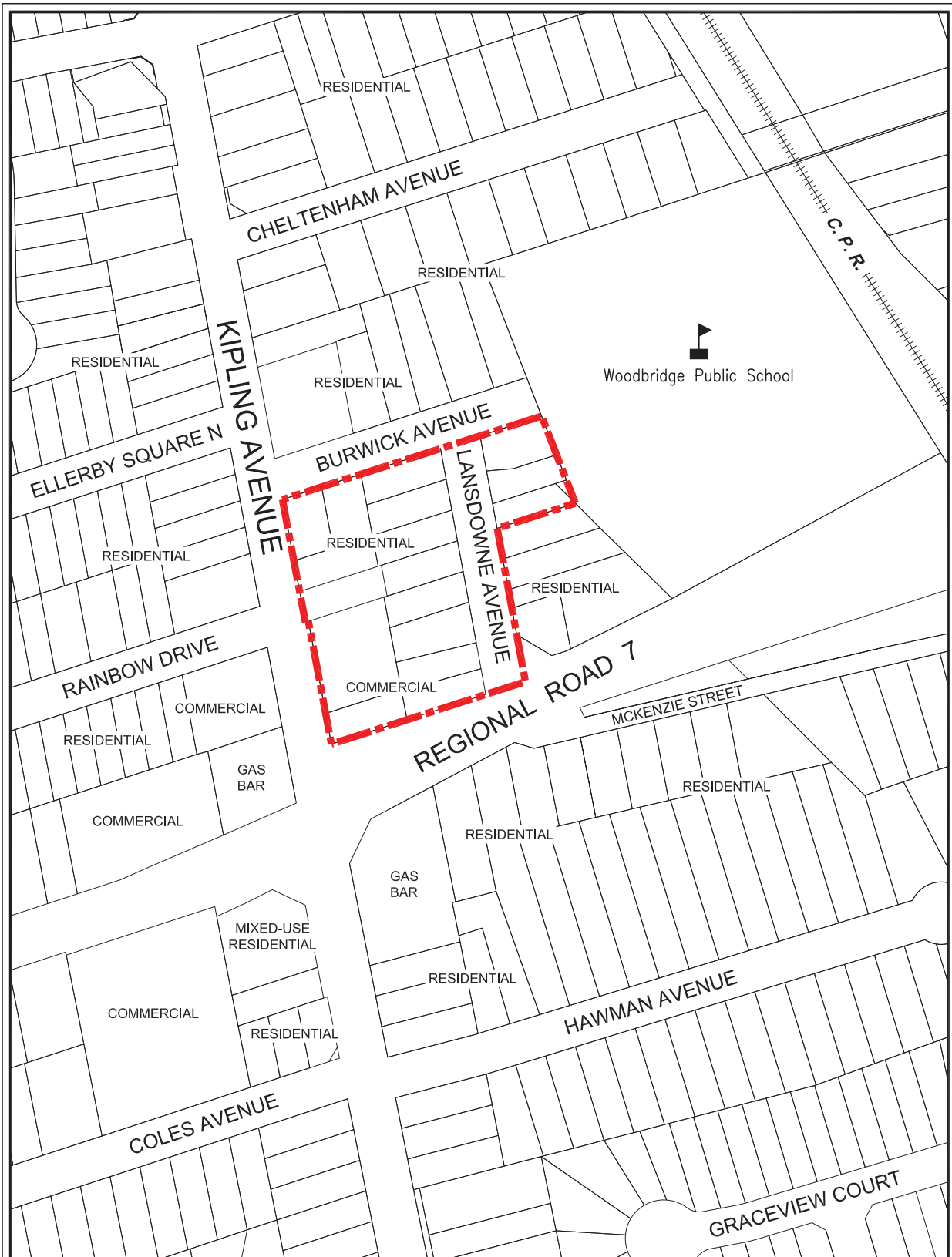
APPENDIX I

Record of Council Action

The lands subject to this Amendment include the northeast quadrant of the intersection at Kipling Avenue and Highway 7, as shown on Appendix II.

The following recommendation from the City Manager and Director of Policy Planning and Environmental Sustainability was considered at the December 5, 2017 Committee of Whole meeting with respect to the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan, File 26.14 and ratified by Council on December XX, 2017:

DRAFT



APPENDIX II EXISTING LAND USES OFFICIAL PLAN AMENDMENT No. 20

FILE No.: OPA 20
LOCATION: Part Lot 6, Concession 7
APPLICANT: CITY OF VAUGHAN
CITY OF VAUGHAN

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NOT TO SCALE



LANDS SUBJECT TO
OFFICIAL PLAN
AMENDMENT No. 20

12.15 Northeast Quadrant of Kipling Avenue and Highway 7

12.15.1 Goals

The goals of this Plan are to:

- a) Ensure the development of a compact transit-oriented neighbourhood;
- b) Require a high standard of design for all new development and redevelopment to foster a sense of place among residents, contribute to the overall desirability and quality of place, create gateways, landmarks, and community focal points, and bring people and activities together;
- c) Promote development that is sensitive to the character and scale of the ~~Low-Rise-low rise~~ residential neighbourhood to the north;
- d) Require the enhancement of existing streets and the establishment of new connections to provide for pedestrian, cycling and other active modes of transportation that help create more healthy and complete communities;
- e) Incorporate spaces for a range of small scale retail and service functions, where required, to address the needs of the local population;
- f) Ensure the provision of a range of housing types to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;
- g) Identify and apply, where possible, the best available approaches and standards for the design and construction of sites and buildings including incorporation of sustainable and energy efficient materials;
- h) Prioritize a human scale within the public realm, including street rights-of-way, and in how buildings are massed and address the street;
- i) Promote shared and structured/underground parking in order to minimize areas devoted to surface parking;
- j) Require enhancements to the public realm streetscape in the form of sidewalks, streetlights and street trees as redevelopment occurs; and,
- k) Establish the conditions and framework under which development and redevelopment will be considered in the future.

12.15.2 Land Use

12.15.2.1 General Provisions:

- a) No building or structure shall exceed the height in storeys indicated on Map 12.15.A by the number following the letter H.
- b) No development shall exceed the Floor Space Index (FSI) indicated on Map 12.15.A by the number following the letter D.
- c) The height and densities indicated on Map 12.15.A are independent maximums in that one maximum may be achieved without achieving the other. Any proposed amendment to the Official Plan to increase the maximum height or density provisions will be evaluated on its own merits based on an analysis of ~~the~~ site specific conditions and the development context of the reapplication.
- d) The development criteria for various building types are set out in subsection 9.2.3 of the Vaughan Official Plan 2010 (VOP 2010), subject to the application of the policies contained in this section of the Plan. Any variations from the policies in subsection 9.2.3 and this section of the Plan shall be to the satisfaction of the City, be minor and shall respond to unique conditions or the context of the affected site. Such variations, with the exception of variations to height and/or density, will not require a further amendment to the Official Plan provided that their design rationale is~~they are~~ supported through an Urban Design Brief that has been prepared to the satisfaction of the City.

12.15.2.2 Land Use Designations

- a) Mid-Rise Mixed-Use
 - i) The Mid-Rise Mixed-Use Area designation shall apply to the lands as shown on Map 12.15.A.
 - ii) The policies guiding the uses permitted and development requirements for the Mid-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.4 of the VOP 2010 except as provided for in this section of the Plan.
 - iii) The minimum lot frontage shall be 70 metres.
- b) Low-Rise Mixed-~~Use~~
 - i) The Low-Rise Mixed-Use Area designation shall apply to the lands as shown on Map 12.15.A.
 - ii) The policies guiding the uses permitted and development requirements for the Low-Rise Mixed-Use designation shall be in accordance with

Policy 9.2.2.2 of VOP 2010 except as provided for in this section of the Plan.

- iii) The minimum lot frontage shall be 40 metres.

12.15.3 Urban Design Policies

12.15.3.1 Goal

Future development in the northeast quadrant of Kipling Avenue and Highway 7 shall be directed by the Urban Design policies ~~in of~~ Volume 1 and shall be in conformity with the following policies to create an attractive, safe and pedestrian-friendly environment, with appropriate contextual relationships to adjacent existing ~~Low-Rise~~ low rise neighbourhoods and heritage fabric.

12.15.3.2 Building Design and Location

- a) Buildings shall be oriented to the street and have active façades including primary windows and entrances facing the street so that the main building entrance faces the public street, to enhance the physical and functional relationship to the public realm.
- b) New buildings on corner lots shall be located to create an architectural definition of the intersection with building massing and articulation that creates a comfortable microclimate for pedestrians.
- c) Large, blank walls and repetitive façades shall be avoided and there shall be variation in façade treatments with architectural details and materials, including façades where no windows are located.
- d) A break in the building wall facing Highway 7 approximately halfway between Lansdowne Avenue and Kipling Avenue shall be provided to break up the mass of the building(s) facing Highway 7.
- e) Parcels fronting Kipling Avenue and Highway 7 ~~in the designated~~ Mid-Rise Mixed-Use ~~designation~~, shall require a build-within zone ranging between 2 and 3 metres from the front lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior sidewall of any proposed building shall be within the build-within zone.
- f) Architectural variation and animation shall be provided with building elements such as balconies, windows, porches, railings, entrances, awnings, architectural lighting and integrated signage as appropriate.
- g) Retail and service commercial uses within mixed-use buildings shall be located on the ground floor and oriented to the street to maximize grade related exposure and access.

- h) New buildings constructed adjacent to heritage buildings and sites located to the north in the Woodbridge Heritage Conservation District shall be complementary in scale and massing, with sympathetic rooflines, location of entrances, treatment of ground floors and materials.
- i) Driveways accessing individual residential dwellings shall be permitted on Lansdowne Avenue and Burwick Avenue only, provided they are setback an appropriate distance from Highway 7 and Kipling Avenue.
- j) Individual garages along the front of grade related residential units, such as detached, semi-detached or townhouses on Burwick Avenue and Lansdowne Avenue, shall not protrude beyond the main front building wall, and should occupy no more than 50% of the width of the building or unit frontage.
- k) New buildings and developments shall be pedestrian permeable and should maximize opportunities to create new public pedestrian routes through the site to connect with the public sidewalk network.
- l) Roof heating, ventilation, air conditioning and mechanical equipment for new buildings shall be erected behind a parapet wall or other architectural screening device integrated with the building design to minimize their visibility from abutting existing ~~low-rise~~ low rise residential properties and the public realm.
- m) Bird Safe treatments shall be considered in building design in order prevent bird-window collisions.
- n) An Urban Design Briefs shall be required ~~for each~~ to support applications for development and shall address both built form, site organization, public realm and sustainability considerations to the satisfaction of the City.

12.15.3.3 Mid-Rise Buildings

- a) Mid-Rise buildings over six storeys in height shall be designed with a grade related pedestrian scaled podium or other appropriate architectural articulation, designed to the satisfaction of the City, to enhance the building design and provide an active pedestrian streetscape. The podium shall generally be between three and six storeys in height. Taller building elements shall generally be set back from the podium by a minimum of 3 metres along all public street frontages in order to provide an appropriate pedestrian environment and mitigate wind impacts at the street level.
- b) In order to provide appropriate privacy and daylight/sunlight conditions for any adjacent dwellings in the Low-Rise ~~Residential~~ Mixed-Use designation, Mid-Rise buildings on a lot that abut the rear yards of a lot in the Low-Rise Mixed-Use ~~Residential~~ designation shall generally be setback a minimum of 7.5 metres from the property line and shall be contained within a 45 degree angular plane, which is to be measured from the property line of the abutting low rise lot.

12.15.3.4 Site Design

- a) Landowners shall consolidate driveways and provide interconnected rear laneways, where appropriate, as sites develop or redevelop over time.
- b) Parking areas shall be shaded with trees and include landscape screening.
- c) Service areas shall be located and designed as an integral part of the building and/or site design.
- d) Service areas shall not face onto or be visible from streets, public spaces, amenity areas and/or neighbouring residential properties.
- e) Access to underground parking shall be appropriately integrated into the building it serves and located ~~in order~~so as to minimize its physical and visual impact on public sidewalks and open spaces.
- f) ~~Buildings fronting on Kipling Avenue and Highway 7 shall not be separated from the street by parking areas or drive aisles. No parking or drive aisles are permitted between a Building and Kipling Avenue or Highway 7.~~
- g) Any loading and storage facilities shall be internal to the main building(s) and integrated with the architecture.
- h) Sidewalks or equivalent pathways, where provided, shall be designed and constructed to be barrier-free and consistent with the *Ontarians with Disabilities Act*.
- i) Site and building services and utilities, such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, shall be integrated within the buildings and/or located away and/or screened from public roads and adjacent residential areas in order to buffer their visual and operational effects.
- j) Waste storage areas shall be integrated into the principal building on the lot.
- k) Exterior amenity spaces shall be provided for the benefit of the new residents in locations that are well designed and accessible to the public.
- l) As a condition of approval, the City may require that new development be designed to incorporate private open spaces (POPS) that contribute to the open space network within the northeast quadrant of Kipling Avenue and Highway 7 by:
 - i) Including connections and features such as widened sidewalks, courtyards, plazas and places for informal community uses, POPS where appropriate;
 - ii) Reinforcing the existing open space character or initiating a strong open space concept that can be built upon in the future;

- iii) Providing outdoor amenity spaces for the use of occupants of the development;
 - iv) Including features that serve a number of functions, providing for year-round use and are adaptable to new uses; and,
 - v) Using durable materials and elements of interest such as special landscape features or public art.
- m) Public Art will be required and commissioned in accordance with the City's approved City-Wide Public Art Program.

12.15.3.5 Public Realm

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

12.15.3.6 Sustainable Development

- a) All development in this Area Specific Plan shall have regard for the goals and objectives of the Green Directions Vaughan – the City's Community Sustainability and Environmental Master Plan (Vaughan 2009) and the Sustainable Development policies of VOP 2010.

- b) All applications for development in this Plan shall include a Sustainable Development Report that describes how the proposed development supports the Official Plan's objectives regarding environmental sustainability as per Section 9.1.3 "Sustainable Development".

12.15.4 Need For Transportation System Enhancements

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

12.15.5 Cultural Heritage

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

12.15.6 Parks and Open Space

- a) It is anticipated that additional development within the northeast quadrant of Kipling Avenue and Highway 7 will place increasing pressure on existing parks and open space areas, therefore where feasible through the development review process, additional opportunities for other parks and open space areas should be examined including trails and restoration opportunities.
- b) The acquisition of parks and open space within the northeast quadrant of Kipling Avenue and Highway 7 should be consistent with~~will take full advantage of the provisions of~~ the *Planning Act* R.S.O. 1990. c.P13, ensuring that the appropriate amount of public parkland is conveyed to the City or in the absence of land, cash in lieu of parkland.
- c) Notwithstanding ~~the b)~~ above, the City recognizes that the parks and open space system may include certain private open space elements such as private gardens and grounds, private amenity outdoor spaces and open

spaces associated with infrastructure, squares, courtyards and passageways, plazas and rooftop gardens.

- d) Parkland dedication shall be in accordance with the provisions of Section 7.3.3 of the VOP 2010 and the recommendations of the Active Together Master Plan. In addition to the provisions to Section 7.3.3 of the VOP 2010, and for greater certainty the following shall not be counted towards parkland dedication:
 - a. Private outdoor amenity space;
 - b. Private open space;
 - c. Lands less than 0.2 hectares;
 - d. Landscape buffers and vistas;
 - e. Natural Heritage Network lands and associated buffers;
 - f. Stormwater management lands and associated buffers;
 - g. Buffers and adjacent associated with rail corridors; and
 - h. Rooftop gardens.
- e) In addition to the provisions of Section 7.3.3.8 of the VOP 2010, parkland shall be unencumbered by railway safety buffers, Natural Heritage Network features and associated buffers, and regulated floodplain areas.
- f) Private open space elements such as private outdoor amenity space, squares, courtyards, passageways, plazas, rooftop gardens, or sustainable features shall be built and maintained by the landowner, and a public access easement provided in favour of the City shall ensure that the space is open and accessible to the public at all times, or as identified in the easement agreement. Private open space elements shall not count toward parkland dedication.

12.15.7 Implementation

12.15.7.1 Land Assembly

- a) Land assembly ~~is will be~~ required to minimize access points to Kipling Avenue, provide appropriate access to developments fronting onto Highway 7 and enable the creation of ~~large enough~~adequate development blocks that can support the creation of common amenity areas and parking areas and shared accesses such as rear laneways in the Low-Rise Mixed-Use and Mid-Rise Mixed-Use designations.
- b) In all cases, development parcels shall be assembled to the satisfaction of the City.

- c) Appropriate easements shall be required to create right-of-ways over access laneways and over the rear yard laneway/access driveway to achieve this objective.

12.15.7.2 Block Plan Requirement

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

Map 12.15.A: Northeast Quadrant of Kipling Avenue and Highway 7 - Land Use, Density and Building Heights Plan



EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

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

1

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

The Committee of the Whole (Public Hearing) recommends:

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

Recommendation

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

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

Contribution to Sustainability

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

- Goal 2: *To ensure sustainable development and redevelopment.*
 - Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth;
 - Objective 2.3: To create a City with sustainable built form.
- Goal 3: *To ensure that Vaughan is a city that is easy to get around with a low environmental impact.*
 - Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 1, CW(PH) Report No. 36 – Page 2

- Goal 4: *To create a vibrant community where citizens, business and visitors thrive.*

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

Economic Impact

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

Communications Plan

Notification for Public Hearing

Notice of this meeting was provided through the following methods:

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

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

Public Consultation Process

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

Purpose

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 1, CW(PH) Report No. 36 – Page 3

Background - Analysis and Options

Executive Summary

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

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

Location and Existing Land Use

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

Origin of Study

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

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

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

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

The Planning Context

The Provincial Policy Statement (2014)

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

The Growth Plan for the Greater Golden Horseshoe (2017)

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

York Region Official Plan (2010)

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

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

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

Vaughan Official Plan 2010

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

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

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

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

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

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

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

Section 1: Introduction

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

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

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

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

Section 3: Study Process and Timing

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

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

Section 4: Current Land Use Policy

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

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

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

Section 5: Cultural Heritage Considerations

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

Section 6: Other Relevant Plans to Consider

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

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

Section 7: Current Zoning

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

Section 8: Precedents

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

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

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

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

Integration

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

Transportation

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

Land Assembly

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

Density

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

Housing Mix

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

Type of Uses

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

Urban Design

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

Section 10: Public Consultation

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

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

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

Section 11: Moving Forward

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

Recommendations and Proposed Official Plan Policies

Vision and Goals

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

Proposed Land Use Plan

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

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Mid-Rise Mixed-Use

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

Permitted uses under Mid-Rise Mixed-Use include:

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

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

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

Low-Rise Mixed-Use

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

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

Permitted uses under Low-Rise Mixed-Use include:

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

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

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

Proposed Urban Design Policies

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

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

Proposed Transportation System Enhancements Policies

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

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

Proposed Cultural Heritage Policies

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

Proposed Parks and Open Space Policies

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

Proposed Implementation Policies

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

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

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

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

Regional Implications

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

Conclusion

The draft Kipling Avenue and Highway 7 Land Use Plan and Official Plan amendment are the result of a comprehensive review of current land use policies (City, Region and Province); the surrounding land use context; and the consideration of input received from the public and stakeholders to-date. Comments on the draft amendment received from the public and Committee at this Public Hearing and/or subsequently submitted in writing prior to the print deadline will be addressed in a comprehensive report to a future Committee of the Whole meeting.

Attachments

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

Report prepared by:

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

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

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 170-2017

A By-law to adopt Amendment Number 20 to the Vaughan Official Plan 2010 for the Vaughan Planning Area.

NOW THEREFORE the Council of the Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 20 to the Vaughan Official Plan 2010 of the Vaughan Planning Area, consisting of the attached text and Schedule(s) “1” is hereby adopted.
2. AND THAT this By-law shall come into force and take effect the day after the last day for filing a notice of appeal.

Enacted by City of Vaughan Council this 11th day of December, 2017.

Hon. Maurizio Bevilacqua, Mayor

Barbara A. McEwan, City Clerk

**AMENDMENT NUMBER 20
TO THE VAUGHAN OFFICIAL PLAN 2010
FOR THE VAUGHAN PLANNING AREA**

The following text and Schedule "1" constitute Amendment Number 20 to the Official Plan of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment are Appendices "I" and "II"

Authorized by Item No. 2 of Report No. 44
of the Committee of the Whole
Adopted by Vaughan City Council on
December 11, 2017.

I PURPOSE

The purpose of this amendment to the Vaughan Official Plan 2010 (VOP 2010) is to guide the growth and development of the subject lands, through the adoption of a comprehensive area specific plan ("Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan"). The Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan provides site specific land use designations and policies addressing such matters as land use distribution, densities, building heights, urban design, transportation enhancements, cultural heritage, parks and open space, and implementation.

II LOCATION

The lands subject to this Amendment are located in the northeast quadrant of the intersection at Kipling Avenue and Highway 7 (hereinafter referred to as the "Subject Lands") as shown on Appendix II to this Amendment.

III BASIS

The decision to amend VOP 2010 is based on the following considerations:

1. The Provincial Policy Statement 2014 (PPS 2014) provides direction regarding the form and location of future growth, requiring municipalities to "promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas" (Section 1.1.3.3). The PPS 2014 further specifies that "land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources...and are transit-supportive, where transit is planned, exists or may be developed" (Section 1.1.3.2 a).
2. The Places to Grow Act 2005, the legislation that implements the 2017 Growth Plan for the Greater Golden Horseshoe (Growth Plan), states that all decisions made by municipalities under the Planning Act "shall conform to" the Growth Plan. The Growth Plan's guiding principles direct municipalities to "build compact, vibrant and complete communities." Complete communities are defined as "compact, mixed-use development that has a high level of employment and residential densities" and which will "optimize the use of existing and new infrastructure to support growth in a compact, efficient form." The Growth Plan establishes employment and residential growth targets for different areas of the Greater Golden Horseshoe and includes policies that inform and regulate where and how growth should occur. Relevant policies include:
 - Population and employment growth will be accommodated by...directing a significant portion of new growth to the built-up areas of the community through intensification (2.2.2.1 (a));
 - Population and employment growth will be accommodated by...focusing intensification in intensification areas (2.2.2.1 (b));

- All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will...
 - identify intensification areas to support achievement of the intensification target (2.2.3.6 (c));
 - recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification (2.2.3.6 (e)) and facilitate and promote intensification (2.2.3.6 (f)).

These policy directions need to be reflected in the York Region and City of Vaughan Official Plans.

3. All amendments to VOP 2010 shall conform to the goals, objectives and policies of the York Region Official Plan (YROP). The YROP establishes a system of urban growth centres and corridors served by a rapid transit network that connects population centres to employment areas and other destinations. “Map 1: Regional Structure” of the YROP identifies the Kipling Avenue and Highway 7 intersection as a “Regional Corridor”. Chapter 5 of the YROP describes the intended role of “Regional Corridors” as follows:

“Intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region. Regional Centres and Corridors will be prominent locations for the highest levels of intensification.”

“Map 11: Transit Network” of the YROP identifies Highway 7 as a “Regional Rapid Transit Corridor”. The Highway 7 West line of the vivaNext Bus Rapid Transit system is one of the Region’s major higher order rapid transit services, which will connect the Vaughan Metropolitan Centre (VMC) area to other urban growth centres and high demand stops along the Highway 7 Transit Corridor.

To support rapid transit and achieve the YROP density targets, Section 5.3 of the YROP requires the concentration of more population and employment along Regional Corridors and in Centres in the form of intensification or infill. Intensification is planned to occur at strategic locations, such as transit stations, within the built-up area to maximize efficiencies in infrastructure delivery, the provision of public services and transit ridership. The YROP, under Section 5.4.34, also sets out an overall density target for the Regional Corridors of 2.5 Floor Space Index (FSI) for developable areas within the Corridor.

The YROP requires local municipalities to identify intensification areas and plan with clarity and certainty as to where infill development should occur. The planned intensification areas are required to be designed to provide high-quality, attractive and vibrant public spaces that support walking and cycling for everyday activities by taking advantage of the upgraded transit systems.

4. Schedule 1 “Urban Structure” of VOP 2010 identifies intensification areas in the City that are intended to absorb greater development potential. The Subject Lands are located in a Regional

Corridor. The Regional Corridor policies of VOP 2010 support higher density, mixed-use development in areas planned for improved transit service. Intensification areas also feature additional policy considerations including urban design and parking. These policies of VOP 2010 are applicable to the Subject Lands.

The Section 12.10 Kipling Avenue and Highway 7 policies contained in Volume 2 of VOP 2010 constitute specific policies for lands located at the intersection of Highway 7 and Kipling Avenue, as well as sites extending immediately west of the intersection, and provide a full planning framework, including prescribed land use designations and densities. Four sites located in the northeast corner of Kipling Avenue and Highway 7, are located in the area subject to the Section 12.10 Kipling Avenue and Highway 7 policies and the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan. These sites are proposed to be redesignated and incorporated in the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan.

5. The statutory Public Hearing was held on October 3, 2017. The recommendation of the Committee of the Whole was to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting. The recommendation of the Committee of the Whole was ratified by Vaughan Council on October 24, 2017. Subsequently on December 11, 2017, Vaughan Council ratified the December 5, 2017 Committee of the Whole recommendation to approve an amendment to Volumes 1 and 2 of VOP 2010 to provide area specific provisions and urban design guidelines to support existing and planned infrastructure for the Subject Lands.

IV DETAILS OF THE AMENDMENT AND POLCIES RELATIVE THERETO

The Vaughan Official Plan 2010 (VOP 2010) is hereby amended by:

1. Amending Volume I, Schedule 13 “Land Use” of VOP 2010 to identify the Subject Lands as “Mid-Rise Mixed Use” and “Low-Rise Mixed Use” as shown on Map 12.15.A to the “Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan (Section 12.15 in Volume 2)”.
2. Amending Volume I, Schedule 14-B of VOP 2010 to delete the Subject Lands from the “9 – Kipling Avenue and Highway 7 – 12.10” and add the Subject Lands as “15 – Northeast Quadrant of Kipling Avenue and Highway 7 - 12.15”, under the category “Area Specific Areas – Chapter 12”.
3. Amending Volume 2, adding the following text, map and appendices: 12.15 “Northeast Quadrant of Kipling Avenue and Highway 7”; Map 12.15.A: Northeast Quadrant of Kipling Avenue and Highway 7 – Land Use, Density and Building Heights Plan, attached hereto as Schedule 1.
4. Amending Volume 2, “12.10 Kipling Avenue and Highway 7” to delete the subject lands from the mapping on “Map 12.10.A: Kipling Avenue and Highway 7 Land Use”.

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law 1-88, Draft Plan of Subdivision Approval, Site Plan and/or any such measure prescribed by VOP 2010.

VI INTEPRETATION

The provisions of the Official Plan of the Vaughan Planning Area as amended from time to time regarding the interpretation of that Plan shall apply with respect to this Amendment.

SCHEDULE 1

12.15 Northeast Quadrant of Kipling Avenue and Highway 7

12.15.1 Goals

The goals of this Plan are to:

- a) Ensure the development of a compact transit-oriented neighbourhood;
- b) Require a high standard of design for all new development and redevelopment to foster a sense of place among residents, contribute to the overall desirability and quality of place, create gateways, landmarks, and community focal points, and bring people and activities together;
- c) Promote development that is sensitive to the character and scale of the low rise residential neighbourhood to the north;
- d) Require the enhancement of existing streets and the establishment of new connections to provide for pedestrian, cycling and other active modes of transportation that help create more healthy and complete communities;
- e) Incorporate spaces for a range of small scale retail and service functions, where required, to address the needs of the local population;
- f) Ensure the provision of a range of housing types to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;
- g) Identify and apply, where possible, the best available approaches and standards for the design and construction of sites and buildings including incorporation of sustainable and energy efficient materials;
- h) Prioritize a human scale within the public realm, including street rights-of-way, and in how buildings are massed and address the street;
- i) Promote shared and structured/underground parking in order to minimize areas devoted to surface parking;
- j) Require enhancements to the public realm streetscape in the form of sidewalks, streetlights and street trees as redevelopment occurs; and,
- k) Establish the conditions and framework under which development and redevelopment will be considered in the future.

12.15.2 Land Use

12.15.2.1 General Provisions:

- a) No building or structure shall exceed the height in storeys indicated on Map 12.15.A by the number following the letter H.
- b) No development shall exceed the Floor Space Index (FSI) indicated on Map 12.15.A by the number following the letter D.
- c) The height and densities indicated on Map 12.15.A are independent maximums in that one maximum may be achieved without achieving the other. Any proposed amendment to the Official Plan to increase the maximum height or density provisions will be evaluated on its own merits based on an analysis of site specific conditions and the development context of the area.
- d) The development criteria for various building types are set out in subsection 9.2.3 of the Vaughan Official Plan 2010 (VOP 2010), subject to the application of the policies contained in this section of the Plan. Any variations from the policies in subsection 9.2.3 and this section of the Plan shall be to the satisfaction of the City, be minor and shall respond to unique conditions or the context of the affected site. Such variations, with the exception of variations to height and/or density, will not require a further amendment to the Official Plan

provided that their design rationale is supported through an Urban Design Brief that has been prepared to the satisfaction of the City.

12.15.2.2 Land Use Designations

- a) Mid-Rise Mixed-Use
 - i) The Mid-Rise Mixed-Use Area designation shall apply to the lands as shown on Map 12.15.A.
 - ii) The policies guiding the uses permitted and development requirements for the Mid-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.4 of the VOP 2010 except as provided for in this section of the Plan.
 - iii) The minimum lot frontage shall be 70 metres.
- b) Low-Rise Mixed-Use
 - i) The Low-Rise Mixed-Use Area designation shall apply to the lands as shown on Map 12.15.A.
 - ii) The policies guiding the uses permitted and development requirements for the Low-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.2 of VOP 2010 except as provided for in this section of the Plan.
 - iii) The minimum lot frontage shall be 40 metres.

12.15.3 Urban Design Policies

12.15.3.1 Goals

Future development in the northeast quadrant of Kipling Avenue and Highway 7 shall be directed by the Urban Design policies of Volume 1 and shall be in conformity with the following policies to create an attractive, safe and pedestrian-friendly environment, with appropriate contextual relationships to adjacent existing low rise neighbourhoods and heritage fabric.

12.15.3.2 Building Design and Location

- a) Buildings shall be oriented to the street and have active façades including primary windows and entrances facing the street so that the main building entrance faces the public street, to enhance the physical and functional relationship to the public realm.
- b) New buildings on corner lots shall be located to create an architectural definition of the intersection with building massing and articulation that creates a comfortable microclimate for pedestrians.
- c) Large, blank walls and repetitive façades shall be avoided and there shall be variation in façade treatments with architectural details and materials, including façades where no windows are located.
- d) A break in the building wall facing Highway 7 approximately halfway between Lansdowne Avenue and Kipling Avenue shall be provided to break up the mass of the building(s) facing Highway 7.
- e) Parcels fronting Kipling Avenue and Highway 7 designated Mid-Rise Mixed-Use, shall require a build-within zone ranging between 2 and 3 metres from the front lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior sidewall of any proposed building shall be within the build-within zone.
- f) Architectural variation and animation shall be provided with building elements such as balconies, windows, porches, railings, entrances, awnings, architectural lighting and integrated signage as appropriate.

- g) Retail and service commercial uses within mixed-use buildings shall be located on the ground floor and oriented to the street to maximize grade related exposure and access.
- h) New buildings constructed adjacent to heritage buildings and sites located to the north in the Woodbridge Heritage Conservation District shall be complementary in scale and massing, with sympathetic rooflines, location of entrances, treatment of ground floors and materials.
- i) Driveways accessing individual residential dwellings shall be permitted on Lansdowne Avenue and Burwick Avenue only, provided they are setback an appropriate distance from Highway 7 and Kipling Avenue.
- j) Individual garages along the front of grade related residential units, such as detached, semi-detached or townhouses on Burwick Avenue and Lansdowne Avenue, shall not protrude beyond the main front building wall, and should occupy no more than 50% of the width of the building or unit frontage.
- k) New buildings and developments shall be pedestrian permeable and should maximize opportunities to create new public pedestrian routes through the site to connect with the public sidewalk network.
- l) Roof heating, ventilation, air conditioning and mechanical equipment for new buildings shall be erected behind a parapet wall or other architectural screening device integrated with the building design to minimize their visibility from abutting existing low rise residential properties and the public realm.
- m) Bird Safe treatments shall be considered in building design in order prevent bird-window collisions.
- n) An Urban Design Brief shall be required for each application for development and shall address both built form, site organization, public realm and sustainability considerations to the satisfaction of the City.

12.15.3.3 Mid-Rise Buildings

- a) Mid-Rise buildings over six storeys in height shall be designed with a grade related pedestrian scaled podium or other appropriate architectural articulation, designed to the satisfaction of the City, to enhance the building design and provide an active pedestrian streetscape. The podium shall generally be between three and six storeys in height. Taller building elements shall generally be set back from the podium by a minimum of 3 metres along all public street frontages in order to provide an appropriate pedestrian environment and mitigate wind impacts at the street level.
- b) In order to provide appropriate privacy and daylight/sunlight conditions for any adjacent dwellings in the Low-Rise Mixed-Use designation, Mid-Rise buildings on a lot that abut the rear yards of a lot in the Low-Rise Mixed-Use designation shall generally be setback a minimum of 7.5 metres from the property line and shall be contained within a 45 degree angular plane, which is to be measured from the property line of the abutting low rise lot.

12.15.3.4 Site Design

- a) Landowners shall consolidate driveways and provide interconnected rear laneways, where appropriate, as sites develop or redevelop over time.
- b) Parking areas shall be shaded with trees and include landscape screening.
- c) Service areas shall be located and designed as an integral part of the building and/or site design.
- d) Service areas shall not face onto or be visible from streets, public spaces, amenity areas and/or neighbouring residential properties.
- e) Access to underground parking shall be appropriately integrated into the building it serves and located in order to minimize its physical and visual impact on public sidewalks and open spaces.

- f) No parking or drive aisles are permitted between a building and Kipling Avenue or Highway 7.
- g) Any loading and storage facilities shall be internal to the main building(s) and integrated with the architecture.
- h) Sidewalks or equivalent pathways, where provided, shall be designed and constructed to be barrier-free and consistent with the *Ontarians with Disabilities Act*.
- i) Site and building services and utilities, such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, shall be integrated within the buildings and/or located away and/or screened from public roads and adjacent residential areas in order to buffer their visual and operational effects.
- j) Waste storage areas shall be integrated into the principal building on the lot.
- k) Exterior amenity spaces shall be provided for the benefit of the new residents in locations that are well designed and accessible to the public.
- l) As a condition of approval, the City may require that new development be designed to incorporate private open spaces (POPS) that contribute to the open space network within the northeast quadrant of Kipling Avenue and Highway 7 by:
 - i) Including connections and features such as widened sidewalks, courtyards, plazas and places for informal community uses, where appropriate;
 - ii) Reinforcing the existing open space character or initiating a strong open space concept that can be built upon in the future;
 - iii) Providing outdoor amenity spaces for the use of occupants of the development;
 - iv) Including features that serve a number of functions, providing for year-round use and are adaptable to new uses; and,
 - v) Using durable materials and elements of interest such as special landscape features or public art.
- m) Public Art will be required and commissioned in accordance with the City's approved City-Wide Public Art Program.

12.15.3.5 Public Realm

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

insufficient space is available within the public right-of-way to fulfill the public realm vision.

- f) A detailed urban design streetscape master plan shall be prepared prior to any development occurring in accordance with this plan.

12.15.3.6 Sustainable Development

- a) All development in this Plan shall have regard for the goals and objectives of the Green Directions Vaughan – the City’s Community Sustainability and Environmental Master Plan (Vaughan 2009) and the Sustainable Development policies of VOP 2010.
- b) All applications for development in this Plan shall include a Sustainable Development Report that describes how the proposed development supports VOP 2010’s objectives regarding environmental sustainability as per Section 9.1.3 “Sustainable Development”.

12.15.4 Need For Transportation System Enhancements

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

12.15.5 Cultural Heritage

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

12.15.6 Parks and Open Space

- a) It is anticipated that additional development within the northeast quadrant of Kipling Avenue and Highway 7 will place increasing pressure on existing parks and open space areas, therefore where feasible through the development review process, additional opportunities for other parks and open space areas should be examined including trails and restoration opportunities.
- b) The acquisition of parks and open space within the northeast quadrant of Kipling Avenue and Highway 7 should be consistent with the *Planning Act R.S.O. 1990. c.P13*, ensuring that the appropriate amount of public parkland is conveyed to the City, or in the absence of land, cash in lieu of parkland.
- c) Notwithstanding b) above, the City recognizes that the parks and open space system may include certain private open space elements such as private gardens and grounds, private amenity outdoor spaces and open spaces associated with infrastructure, squares, courtyards and passageways, plazas and rooftop gardens.
- d) Parkland dedication shall be in accordance with the provisions of Section 7.3.3 of VOP 2010 and the recommendations of the Active Together Master Plan. In addition to the provisions to Section 7.3.3 of VOP 2010, and for greater certainty, the following shall not be counted towards parkland dedication:

- a. Private outdoor amenity space;
 - b. Private open space;
 - c. Lands less than 0.2 hectares;
 - d. Landscape buffers and vistas;
 - e. Natural Heritage Network lands and associated buffers;
 - f. Stormwater management lands and associated buffers;
 - g. Buffers and adjacent lands associated with rail corridors; and
 - h. Rooftop gardens.
- e) In addition to the provisions of Section 7.3.3.8 of VOP 2010, parkland shall be unencumbered by railway safety buffers, Natural Heritage Network features and associated buffers, and regulated floodplain areas.
 - f) Private open space elements such as outdoor amenity space, squares, courtyards, passageways, plazas, rooftop gardens, or sustainable features shall be built and maintained by the landowner, and a public access easement provided in favour of the City shall ensure that the space is open and accessible to the public at all times, or as identified in the easement agreement. Private open space elements shall not count toward parkland dedication.

12.15.7 Implementation

12.15.7.1 Land Assembly

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

12.15.7.2 Block Plan Requirement

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

Map 12.15.A: Northeast Quadrant of Kipling Avenue and Highway 7 - Land Use, Density and Building Heights Plan



APPENDIX I

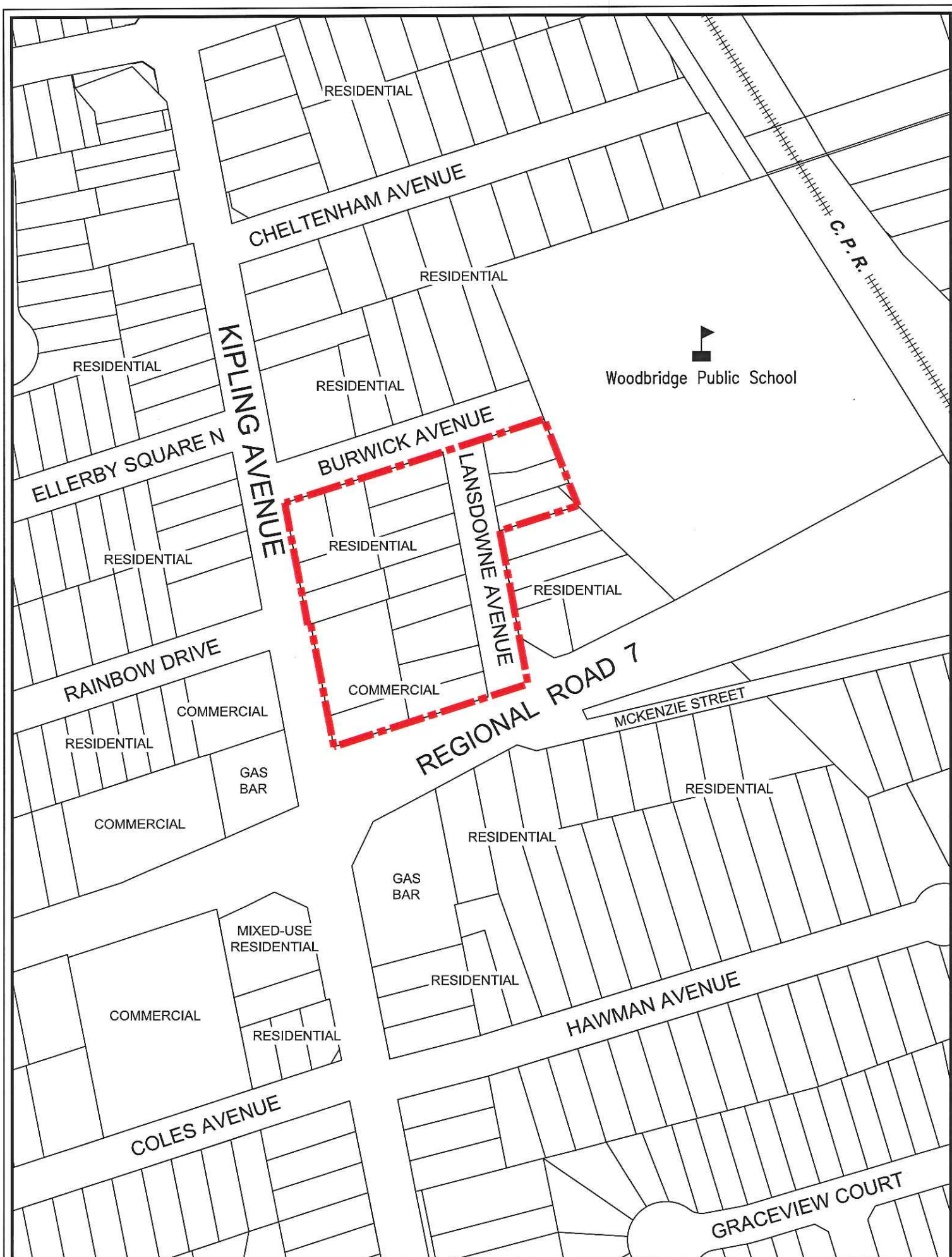
Record of Council Action

The lands subject to this Amendment include the northeast quadrant of the intersection at Kipling Avenue and Highway 7, as shown on Appendix II.

The following recommendation from the Director of Policy Planning and Environmental Sustainability was considered at the December 5, 2017 Committee of Whole meeting with respect to the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan, File 26.14 and ratified by Council on December 11, 2017:

On December 11, 2017, Vaughan Council adopted the following December 5, 2017 Committee of the Whole recommendations:

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

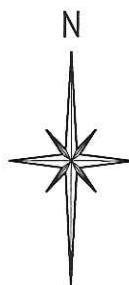


APPENDIX II EXISTING LAND USES OFFICIAL PLAN AMENDMENT No. 20

FILE No.: OPA 20
LOCATION: Part Lot 6, Concession 7
APPLICANT: CITY OF VAUGHAN
CITY OF VAUGHAN

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NOT TO SCALE



LANDS SUBJECT TO
OFFICIAL PLAN
AMENDMENT No. 20