

I, JOHN D. LEACH, City Clerk of the Corporation of the City of Vaughan in the Regional Municipality of York, do hereby certify that attached is a true copy of Amendment Number 471 to the Official Plan of the Vaughan Planning Area, which was approved by the Ontario Municipal Board, with modifications, as per Order #0817, on the 26th day of April, 1999.



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J. D. Leach  
City Clerk  
City of Vaughan

DATED at the City of Vaughan  
this 6th day of May, 1999.

**ISSUE DATE**  
**APR 26 1999**  
DECISION/UNDER NO. 0817



Ontario

PL956745

**Ontario Municipal Board**  
**Commission des affaires municipales de l'Ontario**

Network Realty Limited has appealed to the Ontario Municipal Board under subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P. 13 from Council's refusal or neglect to enact a proposed amendment to Zoning By-law 1-88, as amended, of the City of Vaughan to rezone the lands comprising Lot 1, Concession 2, from "Agricultural (A) Zone" and "Restricted Commercial (C1) Zone" to "Office Commercial (C8) Zone", "Residential Apartment (RA3) Zone", "Open Space (OS 1) Zone", and "Retail Zone" to permit a mixed use commercial and residential development  
OMB File No. Z950181

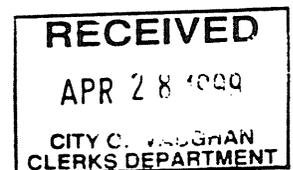
At the request of Network Realty Limited, the Honourable Minister of Municipal Affairs has referred to the Ontario Municipal Board under subsection 22(1) of the *Planning Act*, R.S.O. 1990, c. P. 13 Council's refusal or neglect to enact a proposed amendment to the Official Plan for the City of Vaughan to redesignate lands located at the northeast corner of Steeles Avenue West and Dufferin Street from "General Commercial" to "Mixed Commercial/Residential" and "Open Space" to permit a mixed use commercial and residential development  
Ministry's File No. 19-OP-1 500-A55  
OMB File No. 0950114

At the request of Network Realty Limited, the Regional Municipality of York has referred to the Ontario Municipal Board under Section 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13 Council's "Notice of Intention to Approve" Official Plan Amendment No. 471 to the Official Plan for the City of Vaughan  
OMB File No. 0960148

**BEFORE:**

SUSAN FISH  
Executive Vice-Chair

) Friday, the 13th day  
)  
) of June, 1997

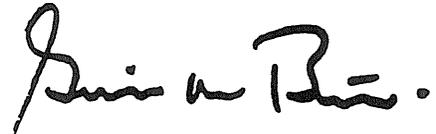


THESE MATTERS having come on for public hearing; and the Board having withheld its  
Order until the parties have filed a signed Memorandum of Agreement;

THE BOARD ORDERS that Official Plan Amendment No. 471 to the Official Plan of the City of Vaughan is modified so that the final form is shown on Schedule "A" attached hereto and forming part of this Order; and as so modified is hereby approved, inclusive of all Land Use Schedules thereto;

AND THE BOARD FURTHER ORDERS that the proposed private amendment to the Official Plan by Network Realty Limited is not approved;

AND THE BOARD FURTHER ORDERS that the appeal by Network Realty Limited for an order amending Zoning By-law 1-88, as amended, of the City of Vaughan, is allowed, and the said By-law is amended as set out in Schedule "B" attached hereto and forming part of this Order. The municipality is hereby authorized to assign a By-law or other number to this document for record keeping purposes.



ACTING SECRETARY

AMENDMENT NUMBER 471  
TO THE OFFICIAL PLAN  
OF THE VAUGHAN PLANNING AREA

The following text to Amendment Number 471 to the Official Plan of the Vaughan Planning Area and Schedules "1", "2" and "3" constitute Amendment Number 471.

Also attached hereto but not constituting part of this Amendment is Appendix "1".

## I. PURPOSE

The purpose of this amendment to the Official Plan of the City of Vaughan Planning Area is to:

1. Amend Amendment No. 210 (Thornhill-Vaughan Community Plan) by redesignating certain lands at the northeast corner of the Dufferin Street-Steeles Avenue intersection from "General Commercial" to "Mixed Commercial/Residential Area" and by inserting site specific policies into Amendment No. 210 to guide the use and development of these lands.
2. Amend Schedule "J" to OPA No. 400 and Schedule "7" to OPA No. 450 (Transportation - City Road Network) by showing an extension of Viceroy Road from its easterly terminus to Dufferin Street, as a planned 23 m "Industrial" road.

## II LOCATION

The lands subject to the redesignation to "Mixed Commercial/Residential Area" are located at the northeast corner of the intersection of Dufferin Street and Steeles Avenue, in Lot 1, Concession 2 in the City of Vaughan. More particularly, the subject lands are bounded by Dufferin Street on the west, the valley of the West Don River and the Fisherville United Church Cemetery on the east, the Valley of the West Don and the CN Rail Line on the north and Steeles Avenue on the south.

In addition this amendment adds the extension of Viceroy Road to Dufferin Street to the City's planned road network. Viceroy Road is located in Lot 1, Concession 3 in Registered Plan M-1890. It is located on the west side of Dufferin Street, approximately mid-way between Steeles Avenue and the CN Rail Line. It currently terminates approximately 100 m west of Dufferin Street.

## III BASIS

### 1. Background

On February 23, 1994, the Ontario Municipal Board issued a decision in respect of official plan, zoning and site plan appeals filed by 887174 Ontario Limited. The appellant was proposing to develop a 1.6 hectare parcel of land at the northeast corner of Steeles Avenue and Dufferin Street with two seventeen storey apartment buildings having a total of 296 units. In addition, it was proposed that an existing restaurant be maintained on the property until a second phase of development took place, which would see an existing restaurant replaced by a 6000 sq. m office building. The appeals were denied by the Board.

The Ontario Municipal Board, in its decision, provided guidance to the municipality, landowners and public as to how the Dufferin - Steeles intersection should be treated in terms of policy development. The Board cited the following issues in its decision:

- the level of development proposed by the applicant (approximately 185 units/ha) was not contemplated by any policy in the Thornhill-Vaughan Plan (OPA No. 210);
- a comprehensive approach to the development of the area as established in the Official Plan was not provided for; and
- access onto Dufferin Street was not resolved and requires a long term solution. A solution to the Dufferin Street access was termed to be "a crucial prerequisite for orderly development around the intersection."

Two other statements by the Board also required consideration. First, it noted that the planners, architect and urban designer all agreed that the "site has a prominent location and is suitable for residential development in the future.". Second, the Board added this "obiter" to its decision:

. . . the Board would urge the City to put its energy into developing comprehensive policies for the intersection of Dufferin and Steeles Avenue, rather than requiring developers to make repeated applications. Since access to Dufferin Street is an issue the City should come up with appropriate guidelines to deal with it.

The Board effectively recommended a comprehensive policy treatment, rather than a site specific approach, to the development of the Dufferin - Steeles intersection. Also recognized was the need to deal with the traffic issues, particularly those related to the access to Dufferin Street and on-site circulation. The Board also acknowledged that the professional witnesses were of unanimous opinion that the site was suitable for residential development in the future. As it was not presented with alternative densities or mixes of uses, the Board chose to dismiss all three appeals.

## 2. Initiation of the Dufferin Street - Steeles Avenue Comprehensive Land Use Review

At the April 18, 1994 Council meeting, the solicitor for the appellant (887174 Ontario Limited) appeared on deputation and asked that the City acknowledge that mixed-use development is an appropriate use on the site; and that Staff be directed to prepare and complete the necessary urban design study for the Dufferin and Steeles intersection. Council directed that the comments made by the deputant be forwarded to the Planning Department for a report to a future Committee of the Whole meeting.

In response to this direction Staff prepared a report to the August 22, 1994, Committee of the Whole meeting. The report included draft terms of reference for a comprehensive land use review and a recommended funding formula. The report also recommended that the consulting team that represented the City at the Ontario Municipal Board Hearing be retained to conduct the study. The study team included Berridge Lewinberg Greenberg

Dark Gabor (Urban Design); Entra Consultants Inc. (Transportation); and Opus Management Inc. - Paul Stagl (Land Use). Committee deferred the item to allow for an opportunity to interview the consulting team and to provide for further discussions. This decision was ratified by Council on August 29th, 1994.

Subsequently, the item was considered at the September 12th, 1994 Committee of the Whole meeting. On September 19, 1994, Council directed that the recommended study team be retained and that the study commence on December 15, 1994, in accordance with the Terms of Reference attached to this report. Council also required that a public consultation programme be developed for the approval of Council.

Funding was obtained from the affected landowners and the initial work of the consulting team commenced in mid-December 1994.

A report to Committee of the Whole was prepared for the February 6, 1995 meeting, recommending a public consultation program as required by Council. On February 13, 1995 Council appointed a Public Liaison Committee to provide comments to the consulting team. It was to include affected landowners and representatives from various Thornhill-Concord Ratepayers' Associations. In addition a work plan was approved which would guide the conduct of the study and the public consultation process.

3. The Work Plan

The work plan contained three main elements. The first step provided for a review of the transportation opportunities and constraints facing the Dufferin Street - Steeles Avenue intersection. The second step in the process involved the review of the land use options within the study area. The final step provided for the preparation of urban design principles and guidelines which would serve to implement the land use plan. Three Public Liaison Committee meetings were planned. Finally, the work program provided for the submission of technical memoranda which would provide the basis for a draft Official Plan Amendment. Ultimately, a fourth Public Liaison Committee Meeting was added after the submission of the Consultant's technical memoranda, in order to allow the Committee an opportunity to comment on its contents prior to it proceeding to Council.

The draft Official Plan Amendment resulting from the consultant's technical submissions would then be the subject of a Council public hearing as required by the Planning Act.

Based on the assessment of current and future background traffic volumes, it was concluded that **improvements to the area road network are likely a prerequisite to the long term development of the lands adjacent to the Dufferin Street - Steeles Avenue West intersection.** Improvements may include:

- consolidating access for the lands east of Dufferin Street at a signalized intersection at Viceroy Road;

- the further extension and connection of Viceroy Road to Dufferin Street;
- the construction of a street connection from Steeles Avenue West at Futurity Gate to Dufferin Street south of Steeles and west of Dufferin; and
- Dufferin Street widened to six lanes.

The second step in the work program, the Land Use Options assessment summarized findings and observations related to the current policy context in respect of possible alternatives or changes in land use that might be available.

Four generic land use scenarios were created and tested schematically on the site in order to conclude land use, urban design and traffic recommendations. These options included:

- Option 1      General Commercial, consistent with the current Official Plan designation, and expressed in a Big Box Retail format
- Option 2      Medium Density Mixed Use Commercial Residential, consistent with the approved Vaughan OPA 400 structure
- Option 3      High Density Mixed Use Commercial Residential
- Option 4      High Density Residential

On the basis of the traffic overview and the assessment of the various land use and urban design alternatives, Options 1 and 3 did not appear to represent an appropriate range of uses and densities for the northeast quadrant. Option 4 appeared to be a less desirable scenario for development of the quadrant due to the density and the completely residential nature of this option.

**Based on the land use, urban design and traffic assessments, the range and intensity of uses provided in Option 2, (Medium Density Mixed Use Commercial - Residential), represented the appropriate option for the redevelopment for the northeast quadrant of the Dufferin Street - Steeles Avenue West intersection.**

The Public Liaison Committee met on four separate occasions, at the end of each of the three work program stages so as to provide input prior to the initiation of the next stage of work; and finally after the consultants' report had been submitted. Written comments were requested from the Committee members following the third meeting, prior to the finalization of the report. In summary, some of the comments included: confirmation of the fixed elements identified for the study area as being reasonable points to develop alternative land use considerations; a continued concern regarding traffic operations and growth in the area; increased development impacts and stress on additional community

services and facilities; continued concern that residential development will stress the community; no development over a 4 storey height; residential design should conform with the surrounding neighbourhood; concern related to traffic assumptions based on an expanded Dufferin Street, whereas the problems are on the current roadway; and any development to be approved must have conditions in the approval that all necessary traffic related changes be in place before anything is actually built.

The Public Liaison Committee's comments have generally been incorporated in the policy recommendations, particularly respecting conditional development, urban design, building form and height, the nature of the neighbourhood, access and visibility.

4. **Conclusions and Recommendations of the Dufferin Street-Steeles Avenue Comprehensive Land Use Review**

Conclusions and recommendations of the review include:

- Confirm/assume "Open Space" and "Pedestrian Area" policies for the valley portion of the study area.
- Confirm/assume "Employment Area" and "Prestige Area" designations for the portion of the study area west of Dufferin Street as recently confirmed by OPA 450.
- Introduce cultural/heritage policies related to the "Cemetery" portion of the study area consistent with OPA 400 and Region of York Official Plan policies.
- Introduce an alternative to the "General Commercial" designation for the portion of the study area east of Dufferin Street to be based on the Regional Official Plan and the related OPA 400 Urban Structure concept of medium density mixed residential-commercial uses. Policies and standards should generally be consistent with the "Medium Density Mixed Use Commercial-Residential" designation of OPA 400 and generally consistent with the "Option 2" findings of the alternative land use scenarios assessment.
- Introduce specific traffic improvement provisions and phasing details related to the development of this area as part of an Official Plan policy structure consistent with the traffic conclusion outlined in Section 7.3 of the consolidated report. Developments should be required to provide satisfactory traffic assessments and necessary improvements should be secured prior to approvals. Similar policies should also be considered as modifications to OPA 450 to ensure consistency and also to ensure the necessary traffic improvements related to staging of development. Access to and from Dufferin Street should be restricted to a full moves access by means of signalized traffic signal at Viceroy, and access from Steeles should be restricted to right-in/right-out only at the existing location. Any

specific development proposal needs to clearly demonstrate that sufficient roadway capacity is or will be made available and that boundary road intersections and site access locations will operate at acceptable levels of service with site generated traffic. Interim or staged development should identify necessary interim transportation requirements to satisfactorily accommodate development. Ultimately, the extension of Viceroy Road as a public street is desirable to accommodate area development traffic as well as to permit the diversion of trips that will allow the Dufferin/Steeles intersection to operate at satisfactory levels of service in the future. It is also desirable that the east approach to the Dufferin Street - Viceroy Road intersection be protected as a public street.

- Introduce specific urban design/built form provisions consistent with Section 7.2 of the consultant's report. Primary access should ideally be from a public street created as an extension to Viceroy Road; a small public park should be considered at the termination of the Viceroy extension adjacent to the valley; a public walkway should trace the edge of the valley along the length of the property, forming a public edge to the cemetery; the site should first be considered as a quality residential precinct; the design of the community should be undertaken on a comprehensive basis; grade related access to units is encouraged; the Dufferin-Steeles-Viceroy frontages should have fully developed streetscapes; the building massing should be in the 4-6 storey range; mixed use buildings could occur on either the Steeles or Dufferin frontage; and surface parking for residential units should be minimized.

5. Adoption and 1997 Ontario Municipal Board Decision

Council adopted OPA 471 respecting the Dufferin/Steeles intersection on May 15, 1996. The Amendment was referred to the Ontario Municipal Board (Board Files O960148; O950114; Z950181).

On June 13, 1997, the Ontario Municipal Board issued its decision in respect of OPA 471, a site specific Official Plan Amendment and Zoning By-law Amendment (the latter two instruments to implement a proposed mixed commercial residential development) for the northeast corner of Dufferin Street and Steeles Avenue. The Ontario Municipal Board modified and approved land use designations for the entire northeast corner of Dufferin Street and Steeles Avenue proposed by the City of Vaughan (OPA 471).

This amendment is therefore the product of the events noted above.

For accurate reference, OPA 471 is to be attached to the Order of the Ontario Municipal Board on the above-noted files.

IV **DETAILS OF THE ACTUAL AMENDMENT AND POLICIES  
RELATIVE THERETO**

1. Amendment No. 200 to the Official Plan of the Vaughan Planning Area as amended by OPA No. 400 and OPA No. 450 is hereby amended by:

a) deleting Schedule "J" to OPA No. 400 and Schedule "7" to OPA No. 450 (Transportation-City Road Network) and substituting therefor Schedule "J" to OPA No. 400 attached hereto as Schedule "2" and the Schedule "7" to OPA No. 450 attached hereto as Schedule "3", thereby showing the planned extension of Viceroy Road from its easterly terminus, to Dufferin Street, as a "23 m Industrial" road;

2. Amendment No. 210 to the Official Plan of the Vaughan Planning Area (Thornhill-Vaughan Community Plan) is hereby amended by:

a) Redesignating the lands shown as "Area Subject to OPA No. 471" on Schedule "1" hereto from "General Commercial" to "Mixed Commercial/Residential Area";

b) Deleting Subclause 2.2.3.6 a) ii);

c) Adding the following Clause 2.2.3.7 e) to Subparagraph 2.2.3.7 "Mixed Commercial/Residential Area" thereby providing site specific policies in respect of the lands subject to OPA No. 471 (Northeast corner of Dufferin Street and Steeles Avenue).

"e) (OPA #471) Northeast Corner of the Dufferin Street-Steeles Avenue Intersection

Notwithstanding the above the following land use and development policies shall apply to the lands designated Mixed Commercial/Residential Area located on the northeast corner of the Dufferin Street-Steeles Avenue intersection:

i) Permitted Uses

Permitted uses shall include:

- street townhouses
- duplex, triplex and fourplex dwellings
- stacked townhouses
- apartment buildings
- other residential forms which would satisfy the density provisions of this clause
- commercial uses in accordance with the policies of this plan

- schools
- parks and open space
- community facilities
- other institutional uses
- daycare and private home daycare

ii) Density

Within the area designated Mixed Commercial/Residential Area by this amendment the following policies shall apply:

1. The maximum residential density shall not exceed 148 units per net hectare. For the purposes of calculating net residential density, a net residential hectare shall include local and residential collector streets, public parks as well as land for the dwelling units, but shall exclude open space areas, road widenings and all other uses, subject to 2 below.
2. Commercial facilities shall be permitted to a maximum of 1,100 square metres. Where a public road is dedicated from a lot or lots, the area of land so dedicated may be used in the calculation of lot area for the purposes of establishing floor area. The amount of commercial space permitted shall be in addition to the permitted residential density.

iii) Development and Design Objectives

1. Primary access to the lands designated Mixed Commercial/Residential Area by this amendment shall be by way of a public street located at the intersection created by the extension of Viceroy Road to Dufferin Street. Should the access not be dedicated as a public highway, its design, function and appearance should closely resemble that of a public street. A secondary access to Steeles Avenue should be maintained.
2. When reviewing implementing development applications, the provision of a public park at the termination of the extension of Viceroy Road, adjacent to the valley, should be considered. In addition, the opportunities for providing a walkway parallelling the edge of the cemetery and the valley should be investigated.
3. The amendment area should be primarily considered as a residential precinct with ample provision for pedestrian activity, pedestrian

scaled architecture, landscaping and amenity areas. A range of residential building forms, including townhouses, multiplex dwellings and low and medium rise apartments are considered to be compatible in a mixed format. The City's policies respecting affordable housing initiatives, as outlined in OPA No. 400, shall apply.

4. Residential building heights may range from between six to a maximum of eight storeys and a maximum of 26 metres, with the maximum height along the Dufferin Street/Steeles Avenue frontages of 20 metres, however, buildings less than six to eight storeys are also permitted.
5. Grade related access to residential units is encouraged wherever possible.
6. Dufferin Street, Steeles Avenue and the Viceroy Road extension shall have fully developed, pedestrian oriented streetscapes, including lighting, sidewalks and transit support facilities. Corner building sites shall be considered as locations of both architectural and urban design significance and should accommodate signature structures.
7. Where proposed, commercial facilities shall be integrated with residential development and shall not detract from the intended residential character of the site. Mixed use buildings shall generally be directed to the Dufferin Street and Steeles Avenue frontages. Development along these streets should be massed toward the street and should contribute to the architectural interest of the community and should not be separated from the street by surface parking lots.
8. Prior to the enactment of any implementing zoning by-law Council shall have approved an urban design plan which demonstrates how the policies of this plan have been addressed. The urban design plan shall provide guidance in the preparation of the amending zoning by-laws and site development plans. The plan will address but not be limited to the following matters:
  - the massing, height and conceptual design of buildings;
  - the design of the extension of Viceroy Road;
  - the streetscaping of Dufferin Street and Steeles Avenue;
  - conceptual landscaping in the private realm;

- relationship between the street and building forms;
- the orientation of uses and their relationship to the street;
- the pedestrian and vehicular system;
- the preservation of the open space system;
- integration with existing and adjacent uses; and
- integration of new development with transit services and the accommodation of school buses.

For the purposes of this section, the requirements for an urban design plan are deemed to have been fulfilled for the approximate 1.64 hectare parcel of land located at the northeast corner of Dufferin Street and Steeles Avenue.

iv) Transportation and Phasing

1. Improvements to the area road network are an essential prerequisite to the long term development of the lands adjacent to the Dufferin-Steeles intersection.
2. One full movement access to Dufferin Street from the amendment area shall be permitted at a signalized intersection. The westerly leg of the intersection will be formed by the extension of Viceroy Road to Dufferin Street. The easterly leg of the intersection will be formed by a public road access to the subject lands, which will be located opposite the extension of Viceroy Road. The location and design of this intersection shall be to the satisfaction of the Region of York and the City of Vaughan. It is intended that the east-west legs of the intersection be dedicated as public highways.
3. Access from Steeles Avenue should be restricted to a right-in/right-out facility, near or at the existing location.
4. No development shall occur that is dependent on the provision of access to the external road network through an adjacent property, until such time as the City is satisfied that such access has been secured.
5. The construction of the signalized Dufferin Street-Viceroy Road intersection, as part of an enhanced network of area roads, is considered to be a prerequisite to the long term development of the amendment area. Other improvements to the road network will be

required depending on the nature, intensity and timing of development.

- 6(a) An "H" holding symbol may be placed on lands within the amendment area to ensure that the receiving arterial roads function appropriately and that the necessary improvements to support the proposed level of development, related road, walkway, park conveyances and site plan approvals are either secured or are in place prior to the removals of the hold.

The following road improvements will be required to be secured prior to the removal of the holding by-law, at minimum, to support the first phase of any development program for the lands within the amendment area:

- the construction of Viceroy Road east of Dufferin Street located opposite the future Viceroy Road extension west of Dufferin Street, and the associated signalization and intersection improvements.

- (b) The planned extension of Viceroy Road from its easterly terminus east to Dufferin Street as a "23 metre Industrial" road, reflected in Schedule "3" hereto, is a pre-condition of development on the northwest quadrant of the Dufferin Street-Steeles Avenue intersection.

7. To complement the above and support existing and new land uses in the general area, inter-municipal co-operation is both desirable and encouraged to effect, among other matters, the following infrastructure improvements:

- the widening of Dufferin Street south of Steeles Avenue;
- the widening of Dufferin Street north of Steeles Avenue;
- the signalization of the intersection of Futurity Gate and Steeles Avenue;
- the construction of a municipal road in the City of North York connecting Futurity Gate to Dufferin Street;
- the provision of HOV Lanes on Dufferin Street.

8. Applications requiring zoning amendments, other than applications that require the removal of an "H" holding symbol, that increase the density of development shall be supported by a traffic study

which assesses the impacts of the proposed development on the road network. The study shall assess and recommend measures necessary to ensure that the level of development proposed will not impair the function of the road network. The methodology of the study, its conclusions and recommendations shall be to the satisfaction of the pertinent road authority.

For the purpose of this section, the requirements for a traffic study are deemed to have been fulfilled for the parcel of land at the northeast corner of Dufferin Street and Steeles Avenue comprised of approximately 1.64 hectares.

v) Parks and Valleylands

1. The amendment area abuts the valley of the West Don River. The valleylands remain subject to the "Open Space Area" policies of OPA No. 210.
2. A minimum 10 metre buffer extending from the stable valley wall shall be provided for all development. The buffer area shall only be used for the purposes of landscaping. Naturalized treatments shall be encouraged where appropriate. This buffer area may be increased if required as a result of detailed review which may occur at the zoning or site plan approval stage. The subject buffer may be privately or municipally owned and may accommodate a walkway system. It may be zoned under an appropriate Open Space zone category if deemed necessary.
3. Any development adjacent to the valleylands shall have regard to the natural environment. Any proposal affecting the valleylands shall be subject to the review and requirements of the Metropolitan Toronto and Region Conservation Authority.
4. Lands below top-of-bank shall not be accepted by the City for the purposes of satisfying parkland dedication requirements imposed under the Planning Act.
5. The City, in consultation with the Metropolitan Toronto and Region Conservation Authority may impose setbacks for buildings, including underground structures, from stable or unstable valley slopes so as to maintain the stability of the valley slope and/or protect unstable slopes from slumping or erosion. A slope stability study may be required.

6. A tree preservation and assessment study shall be submitted with all site plan approval applications. The study shall be to the satisfaction of the City. The studies shall identify and evaluate all tree and vegetation species designated for preservation. Tree preservation, adjacent to the valley edge, is considered essential particularly in view of the natural setting of the subject lands.
7. The provision of private on-site recreational facilities shall be encouraged. Lands for public park and other public recreational purposes shall be provided in an amount not exceeding 5% of the gross land area of the subject lands, or one hectare for each 300 dwelling units whichever yields the greater area or the cash-in-lieu equivalent. Parkland dedication for commercial development shall be calculated on the basis of a contribution not exceeding 2% of the gross land area or the cash-in-lieu equivalent.

vi) Urban Environment

1. The following studies may be required prior to the approval of any site plan applications:
  - pedestrian level wind study;
  - sun-shade study;
  - noise report.
2. The reports shall be to the satisfaction of the City of Vaughan and the recommendations of the approved reports shall be implemented through site development/condominium agreements, as appropriate.
3. The requirements of CN Rail with respect to building setbacks, noise and vibration protection and warning clauses shall be implemented through the zoning by-law or site development/condominium agreements, as appropriate.

vii) Fisherville United Church Cemetery

1. The Fisherville United Church Cemetery is located on the north side of Steeles Avenue, between the subject lands and the valley of the West Don River.
2. Development adjacent to the cemetery shall occur in conformity with the requirements of the Ministry of Consumer and Commercial Relations Cemeteries Branch and in accordance with the following criteria:

- development shall be set back a sufficient distance to ensure that the current open space/valleyland ambience is maintained;
- a substantial landscaping strip shall be provided adjacent to the cemetery lands;
- the cemetery shall be treated as "sensitive land use" and functions such as loading and garbage storage shall not be permitted in close proximity to it.

viii) Implementation

1. The policies of OPA No. 210 shall apply to the implementation of this amendment. Where the policies of OPA No. 210 conflict with the policies of this amendment, the policies of this amendment shall prevail.
2. These policies may be implemented by appropriate use of, among others, Sections 34, 36 and 41 of the *Planning Act*, R.S.O. 1990, c.P. 13.

THIS IS SCHEDULE "A"  
 TO AMENDMENT NO. 471  
 ADOPTED THE 5<sup>TH</sup> DAY OF MAY, 1996.  
 W. OBIASE (CITY CLERK)  
 A. D. LEACH (CITY MAYOR)

MODIFICATION #14

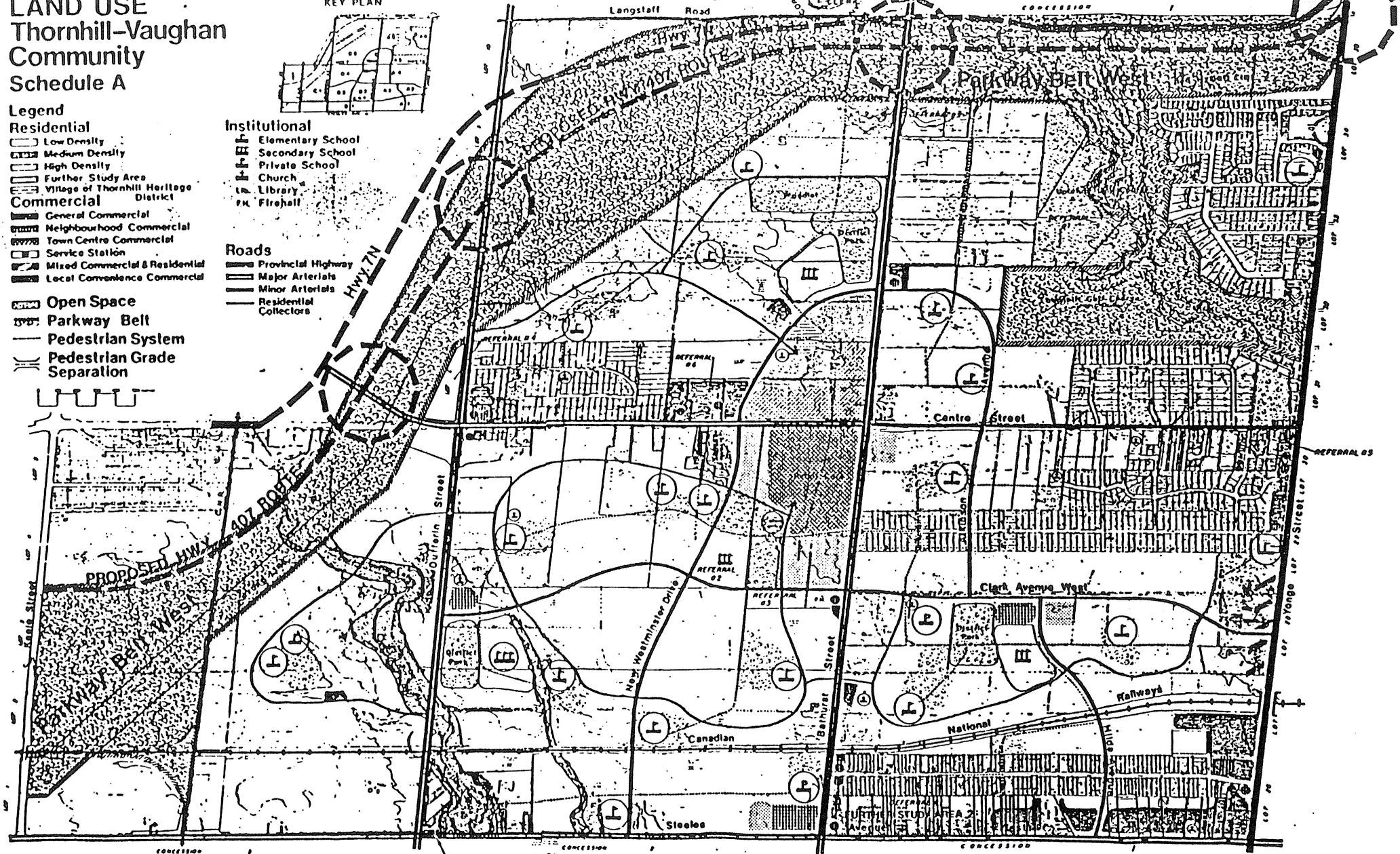
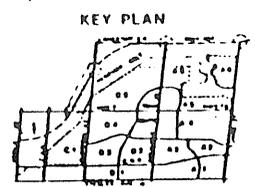
# LAND USE Thornhill-Vaughan Community Schedule A

## Legend

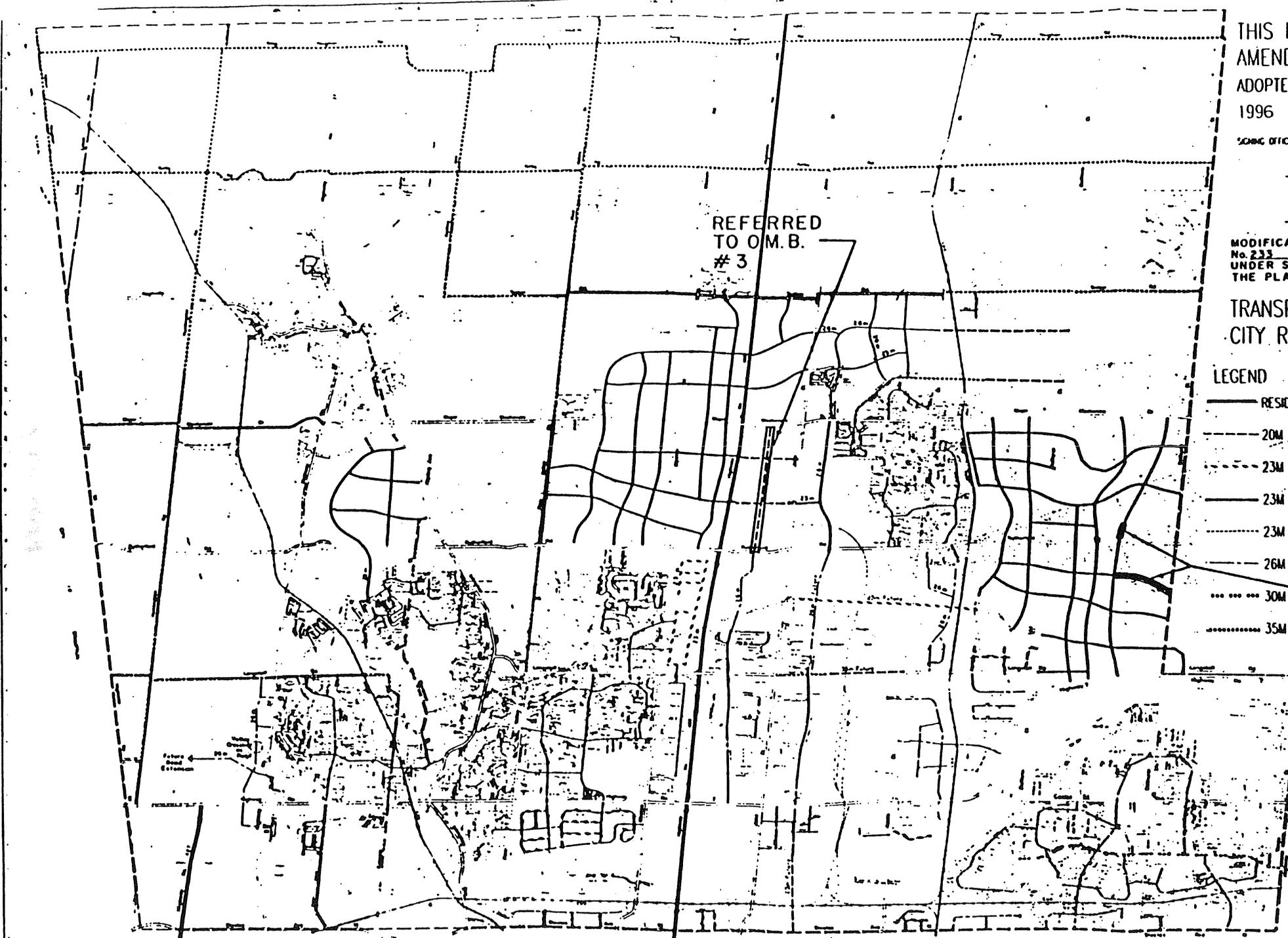
- Residential**
- Low Density
  - Medium Density
  - High Density
  - Further Study Area
  - Village of Thornhill Heritage District
- Commercial**
- General Commercial
  - Neighbourhood Commercial
  - Town Centre Commercial
  - Service Station
  - Mixed Commercial & Residential
  - Local Convenience Commercial
- Open Space**
- Parkway Belt
  - Pedestrian System
  - Pedestrian Grade Separation

- Institutional**
- Elementary School
  - Secondary School
  - Private School
  - Church
  - Library
  - Firehall

- Roads**
- Provincial Highway
  - Major Arterials
  - Minor Arterials
  - Residential Collectors

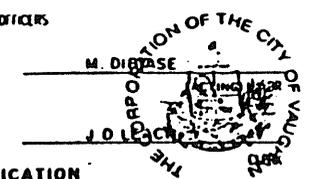


AREA SUBJECT TO  
 AMENDMENT NO. 471



THIS IS SCHEDULE '2' TO  
 AMENDMENT NO. 471  
 ADOPTED THE 15TH DAY OF MAY  
 1996

SUBMITTING OFFICERS



MODIFICATION  
 No. 233  
 UNDER SECTION 17(9) OF  
 THE PLANNING ACT

TRANSPORTATION -  
 CITY ROAD NETWORK

LEGEND

- RESIDENTIAL LOCAL
- - - 20M INDUSTRIAL
- - - 23M
- 23M PRIMARY (PLANNED)
- - - 23M RESIDENTIAL FEEDER
- 26M COLLECTOR
- ... 30M
- ..... 35M
- - - 23M PRIMARY (FUTURE)

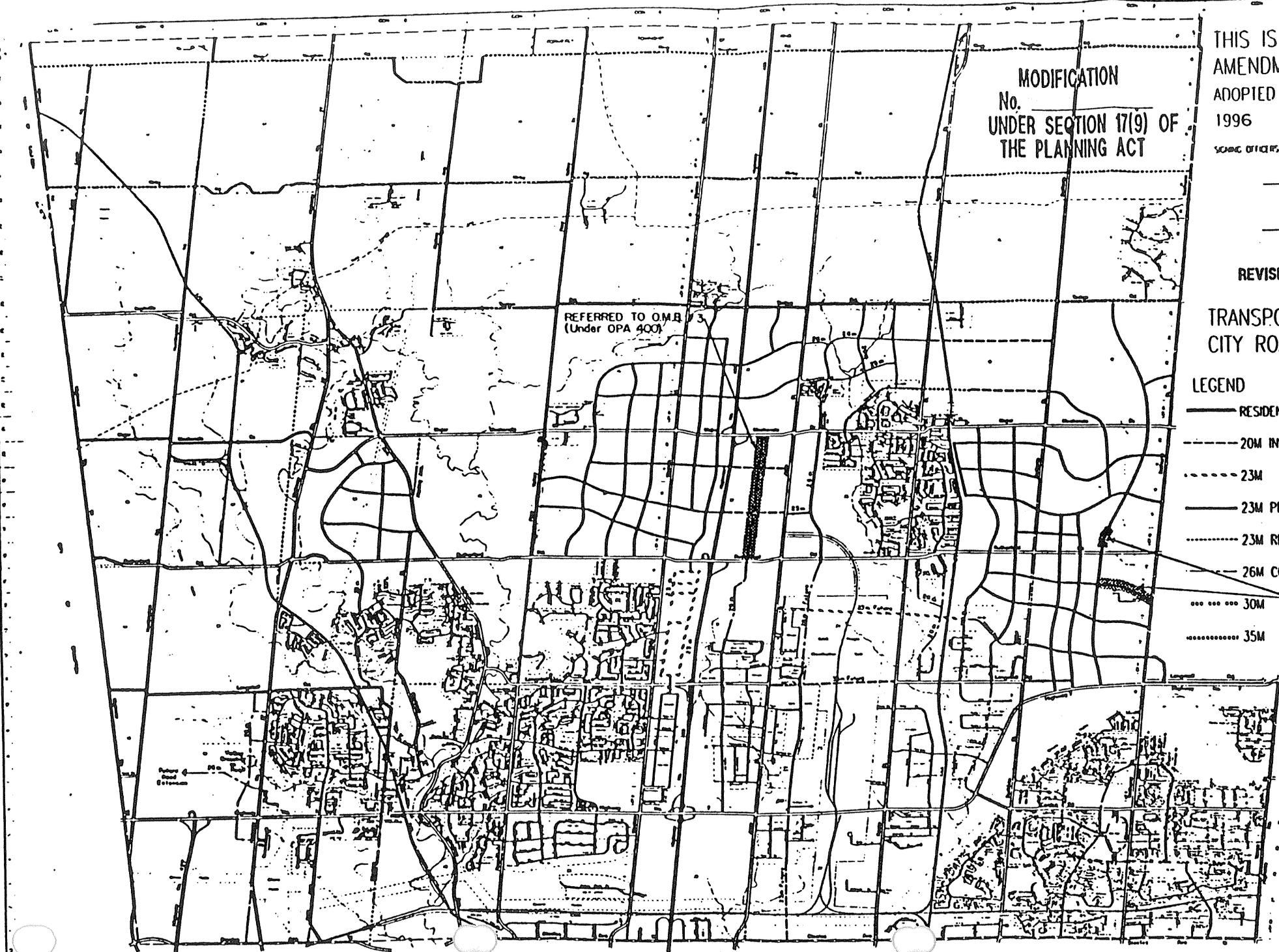
REFERRED  
 TO O.M.B.  
 # 5

IMPROVEMENTS  
 (AS PER CITY WIDE  
 TRANSPORTATION STUDY)

NEW LINKS

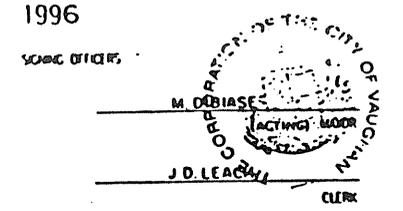
The Ministry of Transportation consideration and approval is required to implement the following initiatives: several overpasses of Highway 400 in Urban Village 1; the origin of Highway 407 for the Creditstone Road extension; the new link immediately west of Highway 400 as the location relates to the proximity of the ramps at Major Mackenzie Interchange; and three proposed roads in Urban Village 2 intersecting with Highway 7

THIS IS SCHEDULE '2' TO  
 AMENDMENT NO. 210 AS  
 AMENDED BY OPA NO. 400  
 (SCHEDULE 'J')



MODIFICATION  
 No. \_\_\_\_\_  
 UNDER SECTION 17(9) OF  
 THE PLANNING ACT

THIS IS SCHEDULE '3' TO  
 AMENDMENT NO. 471  
 ADOPTED THE 15TH DAY OF MAY  
 1996



REVISED FEBRUARY 26, 1996

TRANSPORTATION -  
 CITY ROAD NETWORK

LEGEND

- RESIDENTIAL LOCAL
- - - 20M INDUSTRIAL
- · · · · 23M
- 23M PRIMARY (PLANNED)
- · - · - 23M RESIDENTIAL FEEDER
- 26M COLLECTOR
- · · · · 30M REFERRED TO O.M.B. # 5 (Under OPA 400)
- · · · · 35M
- - - 23M PRIMARY (FUTURE)
- · · · · IMPROVEMENTS (AS PER CITY WIDE TRANSPORTATION STUDY)
- · · · · NEW LINKS

The Ministry of Transportation  
 considered and approved to request  
 several segments of Highway 400  
 in Urban Village 11, the corridor of  
 Highway 400 for the Eastern Road  
 extension, the new bus immediately  
 east of Highway 400 and the further  
 north to the proximity of the ramp  
 of Major Mackenzie Interchange and  
 three proposed roads in the Urban  
 Village 2 intersecting with Highway 7

THIS IS SCHEDULE '2' TO  
 AMENDMENT NO. 200 AS  
 ADOPTED BY OPA NO. 450  
 (SCHEDULE '7')

## APPENDIX 1

### RECORD OF COUNCIL ACTION

On March 25, 1996, Vaughan Council considered a report in respect of the Dufferin Street-Steeles Avenue Intersection Comprehensive Land Use Review at a public hearing meeting. Also included in the report were draft official plan policies based on the findings of the Comprehensive Land Use Review. The following are excerpts from the Council minutes containing the Summary Report, the record of public comment and the Council action.

#### Location

The lands subject to the Dufferin Street - Steeles Avenue Comprehensive Land Use Review comprise those lands located at the northeast and northwest corners of the Dufferin-Steeles intersection, extending northward to the CN Rail Line, in the City of Vaughan.

#### Purpose

The purpose of this public hearing is to allow for the consideration of the recommendations of the Dufferin Street - Steeles Avenue Comprehensive Land Use Review which was conducted, on behalf of the City, by a consulting team composed of Opus Management Inc. (Land Use Planning); Berridge Lewinberg Greenberg Dark Gabor (Urban Design); and Entra Consultants Inc. (Transportation). The staff report will provide an overview of the contents of the report as well as draft official plan policies which would serve to implement the measures suggested by the consulting team.

#### Conclusion

The consulting teams' Technical Report (Attachment No. 7) sets out recommendations in three critical areas which will affect the development of the Dufferin -Steeles intersection area; these being land use and density, transportation and urban design. The consultants reviewed four options for the development of the intersection area and recommended a solution which provides for, among other things: mixed use medium density residential/commercial development (60 residential units/ha; and .5 FSI commercial) in the northeast quadrant; maintaining the "Prestige Area" policies of OPA No. 450 in the northwest quadrant; and maintaining the existing valleylands policies for the ravine area on the east side of the study area. The recommendations also address transportation improvements - such as the proposed extension of Viceroy Road to Dufferin Street; urban design - including a requirement for a maximum building height of four to six stories; and phasing - requiring further traffic studies prior to the approval of individual developments to ensure that there is adequate road capacity.

Staff have taken the consultants' recommendations and have prepared draft official plan policies. They are set out in Attachment No. 6 to this report. It is recommended that the draft amendment be finalized, on the basis of input received at this public hearing and final staff and agency review, for presentation to Council for adoption.

It is noted that an Ontario Municipal Board Hearing has been scheduled for September 9, 1996, on the appeal of Network Realty, the owners of the lands at the northeast corner of the Dufferin Steeles Intersection. An initial pre-hearing conference was held on March 1, 1996, and a second pre-hearing has been scheduled for June 25, 1996. On this basis it is recommended that the City pursue the early adoption of the comprehensive amendment and that the Region of York be requested to expedite its review of the amendment so that it may be joined with the hearing on the private appeal, if appropriate.

The appellant should be requested to revise its plan to conform to the policies recommended in the consultants' report. Alternatively, the appellant should seek to satisfy Council that its plan can be modified to provide for development which meets the intent of the consultants' recommendations and the policies of the finalized amendment. Prior to the Hearing a report will be submitted to Council, seeking direction on the City's position at the hearing. If further negotiations with the appellant result in a tentative solution, this can be reported to Council and if necessary, further modifications to the amendment can be made.

The recommendations of the consulting team form the basis for the draft official plan policies that were prepared by Staff. Staff recommend that the procedures identified in the conclusion section of this report, for dealing with the further processing of the amendment and the related appeal, be adopted.

Council had before it a letter from Mr. John A.R. Dawson, McCarthy Tetrault, dated March 25, 1996 on behalf of the applicant in support of the application.

Mr. Paul Stagl, Opus Management, a member of the consulting team retained on behalf of the City, appeared before Council in order to provide an overview of the Dufferin Street - Steeles Avenue Comprehensive Land Use Review.

Mrs. Mary Prospero, 38 Point O'Woods Drive, Thornhill, on behalf of the Glen Shields Ratepayers' Association appeared before Council in support of the Staff recommendation and with comments.

Mr. Terry Goodwin, 122 Thornridge Drive, Thornhill, appeared before Council in support of the Staff recommendation and with comments.

Mr. Raanan Mintz, 104 Borrow's Street, Thornhill, on behalf of the Conley Area Ratepayers' Association appeared before Council in support of the Staff recommendation and with comments.

No one else appeared before Council either in support of or in opposition to the application.

MOVED by Council Di Vona

seconded by Regional Councillor Di Biase

1. THAT the public hearing in respect of the Dufferin Street-Steeles Avenue Intersection Comprehensive Land Use Review BE RECEIVED.
2. THAT Staff finalize an official plan amendment to incorporate:
  - a) the recommendations contained in the Dufferin Street - Steeles Avenue Land Use Review Report as generally reflected in the policies contained in Attachment No. 6;
  - b) such matters as identified by Council at the public hearing, pursuant to input received at that time; and
  - c) any detailed changes on clarifications resulting from final staff/agency review of the draft policies.
3. THAT the amendment be submitted to Council for adoption at the earliest opportunity.
4. THAT upon adoption, the Region of York BE REQUESTED to expedite its approval of the amendment, and if subject to a private referral request then the matter be referred to the Board with the request that the Board join the referred amendment with the private referral requests (Network Realty Ltd. - OP.94.029 and Z.94.106).
5. THAT staff report to Committee of the Whole prior to the Ontario Municipal Board Hearing in September with respect to:
  - a) the nature and disposition of any outstanding or emerging issues;
  - b) possible modifications to the amendment;
  - c) any revisions to the private amendments made by the appellants to achieve conformity with the Council adopted amendment; and
  - d) instruction to legal counsel.

6. THAT Staff be authorized to retain members of the consulting team on a limited basis, if required, to assist Staff in evaluating any critical issues or counter proposals submitted by the appellants.

CARRIED AS AMENDED

AMENDMENT

MOVED by Councillor Racco  
seconded by Councillor Di Vona

THAT road improvements to the area road network are an essential prerequisite to long term development of the lands adjacent to the Dufferin/Steeles intersection.

CARRIED