

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 672 to the Official Plan of the Vaughan Planning Area, which was approved by the Regional Municipality of York, without modification, on the 11th day of April, 2006.



John D. Leach
City Clerk
City of Vaughan

DATED at the City of Vaughan
this 18th day of April, 2006.

THE CITY OF VAUGHAN

BY-LAW

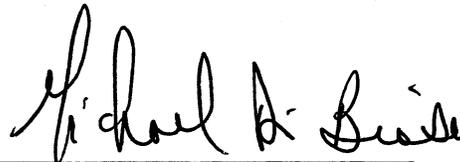
BY-LAW NUMBER 156-2005

A By-law to adopt Amendment Number 672 to the Official Plan of the Vaughan Planning Area.

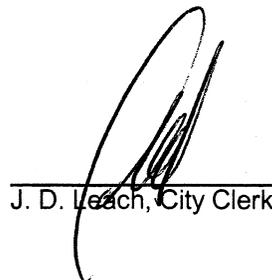
NOW THEREFORE the Council of the Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 672 to the Official Plan of the Vaughan Planning Area, consisting of the attached text and Schedule "A" is hereby adopted.
2. AND THAT the City Clerk is hereby authorized and directed to make application to the Regional Municipality of York for approval of the aforementioned Amendment Number 672 to the Official Plan of the Vaughan Planning Area.
3. AND THAT this By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST, SECOND and THIRD time and finally passed this 24th day of May, 2005.



Michael Di Biase, Mayor



J. D. Leach, City Clerk

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**AMENDMENT NUMBER 672
TO THE OFFICIAL PLAN
OF THE VAUGHAN PLANNING AREA**

The following text to Amendment Number 672 to the Official Plan of the Vaughan Planning Area and Schedule "A" constitute Amendment Number 672.

Also attached hereto but not constituting part of the Amendment are Appendices "A" and "B".

ATTACHMENTS

Figure 1: Centre Street Study Area

Schedule "A": Land Use

PART 1: BASIS OF THE PLAN

1.0 Introduction

Official Plan Amendment (OPA) #210, The Thornhill/Vaughan Community Plan, was approved by the Ministry of Municipal Affairs on November 4, 1987. OPA #210 updated and replaced the earlier OPA #70 approved in part in 1977. OPA #210 includes a structural concept, which originated in OPA #70, providing for the development of Thornhill based on twelve residential neighbourhoods and a Town Centre. OPA #210, amended many times since its approval, continues to be the policy framework guiding development decisions in Thornhill to the present day.

This Amendment is one of two amendments to the Official Plan to update the policy framework for Centre Street, as a result of the Thornhill Centre Street Study undertaken by the City in 2003-4. Figure 1 shows the Thornhill Centre Street Study Area, including the 'Western Gateway' and the 'Centre Street Spine'. Figure 1 also identifies the lands east of New Westminster Drive in the Thornhill Town Centre, which are subject to a separate amendment to the Official Plan (OPA #671).

1.1 Location

The lands subject to this Amendment, hereinafter referred to as "The Amendment Area" are shown on Schedule "A" attached hereto as "The Amendment Area".

The Amendment Area includes the lands on the north side of Centre Street between Highway #7 and New Westminster Drive, as well as the southwest and southeast corners of Centre Street and Dufferin Street.

1.2 Purpose

The purpose of this Amendment is to implement the policies recommended by the Thornhill Centre Street Study for the Amendment Area. This Amendment amends Official Plan Amendment #210 (Thornhill-Vaughan Community Plan) by redesignating a portion of the Amendment Area from "Low Density Residential" to "Mixed Use Residential/Office"(MURO) and by placing a "Special Policy Area" overlay designation on the lands in the southwest and southeast quadrants of the Centre Street and Dufferin Street intersection. This Amendment also amends Official Plan Amendment #450 (Employment Area Growth and Management Plan), by adding to the list of permitted uses in the "Prestige Area" designation at the northwest corner of Centre Street and Dufferin Street, and by placing a density cap on these lands. Lastly, this Amendment establishes a framework of urban design policies in OPA #210 and OPA #450 to

provide a consistent approach to development throughout the Amendment Area, and adds parkland dedication and parking policies to both amendments.

2.0 Background and Context

The existing policy context for development in Thornhill is articulated in the Provincial Policy Statement (PPS), the Region of York Official Plan, and the City of Vaughan's Official Plan Amendment #210, the Thornhill Community Plan, and OPA #450, the policy document applicable to the City's employment areas.

2.1 The Provincial Policy Statement (PPS)

The Provincial Policy Statement was approved in 1996. In planning for future development within the Thornhill Community Plan, a number of its policies are highly relevant, including those which support efficient land use, a range and mix of housing densities, residential intensification, and public transit ridership. The PPS requires that 'Official plans will integrate all applicable Provincial policies and apply appropriate land use designations and policies. Since the policies focus on end results, the official plan is the most important vehicle for the implementation of the Policy Statement.'

2.2 York Region Official Plan (ROP)

The York Region Official Plan (ROP) was approved in 1994. As the upper tier-planning document, the City of Vaughan's planning documents must conform to the goals, objectives and policies of the ROP. The ROP provides the framework for the overall planning structure for the Region, including specific guidance and policies for the urban structure and regionally significant areas, such as centres and corridors. The ROP provides overall guidance to the planning policy framework being recommended within the Centre Street corridor.

The ROP identifies Centre Street as an "Urban Corridor" with the potential to become a "Regional Corridor" should the on-going Class Environmental Assessment confirm Centre Street as being part of the planned Highway #7 Regional Transit network.

These corridors are intended to have increased potential for new residential and employment growth at densities that would make frequent transit service possible. Policy 5.6 of the ROP provides the policy framework for these key corridors. Specifically, development and redevelopment in the corridors is to address the following:

- Identify the function of each section of the corridor;
- Establish a range of residential unit types, tenures and commercial uses, including retail, office and services;
- Establish density and performance standards to encourage mixed-use residential and commercial building forms, in addition to single-use buildings, with particular attention to creating public spaces at-grade;
- Establish consistent setback provisions to encourage a continuous building form adjacent to the street right-of-way;
- Establish site-specific parking requirements that recognize the level of planned transit service and the need for residential and commercial activities; as well, to encourage the provision of alternatives to street parking along the street frontage, for example, underground or parking at the rear with appropriate screening;
- Encourage pedestrian activity through the arrangement and design of a development and streetscaping plan; and
- Observe the Region of York's streetscape policies.

2.3 Thornhill Official Plan Amendment # 210

Official Plan Amendment # 210, 'The Thornhill/Vaughan Community Plan', was approved by the Ministry of Municipal Affairs on November 4, 1987. OPA #210 updated and replaced the earlier OPA #70 approved in part in 1977. OPA #210 includes a structural concept, which originated in OPA #70, providing for the development of Thornhill based on twelve residential neighbourhoods and a Town Centre. OPA #210, amended many times since its approval, continues to be the policy framework guiding development decisions in Thornhill to the present day.

The following goals, contained within OPA #210 are highlighted in terms of their context to the Centre Street Study:

- A variety of housing while protecting existing residential areas;
- A broad range of commercial facilities to meet the needs of the present and future residents of the community;
- A pedestrian system linking residential areas to shopping malls, transit routes and the Town Centre;
- An efficient system of roads including the provision of rights-of-way for major and minor arterials, residential collectors and local streets to facilitate public and private vehicular movement; and

- Provision in the initial stages of development for servicing and road requirements needed in subsequent phases.

OPA #210 applies to all parts of the Amendment Area, with the exception of the northwest quadrant of Dufferin and Centre Streets, which is subject to OPA #450, as amended by OPA #555.

2.4 Official Plan Amendment # 450

OPA #450 applies to the City's designated employment lands, including those within the Amendment Area, north of Centre Street and west of Dufferin Street, but south of the Ontario Hydro corridor. This area is subject to a separate amendment, OPA #555, approved in November 2000, which deleted the lands from OPA #210, and added them to OPA #450, applying a 'Prestige Area' designation, providing for a range of prestige employment uses.

2.5 Existing Development

The Amendment Area includes all four quadrants at the intersection of Centre Street and Dufferin Street (referred to in the Centre Street Study as the "Western Gateway"), as well as the lands located along the north side of Centre Street, from the Western Gateway to New Westminster Drive (referred to as the "Centre Street Spine"). These areas are identified on Figure 1.

2.5.1 The Western Gateway

The Western Gateway is the entry point to the Thornhill community from the west and north, and is comprised of the four quadrants at the intersection of Centre Street and Dufferin Street, including the large undeveloped parcels of land that frame the intersection, extending west to the hydro corridor and Centre Street underpass at Highway # 7. The Parkway Belt West Plan and the potential Highway #407 alignment and planned interchange location have historically influenced this gateway to Thornhill, preventing development of most of these lands. The Western Gateway includes the following land uses:

- Retail and Highway Commercial on the northeast corner
- Service station on the southeast corner
- Motel on the northwest corner
- Vacant lands, zoned A Agricultural, on the balance of the lands in the Western Gateway
- Low Density Residential, with older single-detached homes surrounding the Gateway

2.5.2 The Centre Street Spine

The Centre Street Spine extends along the north side of Centre Street from the Western Gateway to New Westminster Drive. Throughout this length, Centre Street has a 46 metre wide right-of-way. From the commercial property at Dufferin and Centre to Concord Road, a new and stable residential neighbourhood exists, with the dwellings located on an internal window street removed from the arterial road.

From Concord Road to Vaughan Road, the older single-detached residential character and larger parcel sizes combine to create conditions attractive for redevelopment. This section of the corridor is comprised of one and two-storey residences set deep on large lots. One exception is a recently redeveloped parcel that is now a three-storey professional office building. It is situated forward on the lot and addresses the street.

The area from Vaughan Road east to New Westminster Drive contains a variety of typical strip retail land uses and a service station. This area is relatively recently developed, and unlikely to redevelop in the immediate future. The predominant built form is one-storey and two-storey retail plazas, set back from the street with surface parking located between the street and the shops.

The streetscape of the Spine is generally unattractive due to the width of the Centre Street right-of-way, street frontage dominated by parking lots, and lack of pedestrian-oriented amenities.

2.6 Current Development Applications

Three separate development applications have been submitted to the City for lands located between Concord Road and Vaughan Boulevard. The applications are subject to the Interim Control By-law approved by Council, and have therefore been held in abeyance.

Two zoning by-law amendment and site development applications have been submitted for professional office uses at 1206 and 1238 Centre Street respectively. Official Plan Amendment, zoning by-law amendment, and site plan applications have been submitted to permit the development of a two-storey seniors retirement residence at 1304 Centre Street. Most recently, another zoning amendment application for the northwest corner of Dufferin Street and Centre Street (7818 Dufferin Street) has been submitted to rezone the subject lands to C7 Service Commercial Zone to permit development of a Service Node including a gas station on the 1.36 ha site.

3.0 The Centre Street Study

In June 2003, Council directed initiation of a land use study of the Centre Street corridor, and enacted an Interim Control By-law applicable to most of the properties, including the Amendment Area, along Centre

Street from Bathurst Street west to Dufferin Street. The purpose of the Study was to develop a comprehensive vision for the future of the corridor, including:

- To provide an up-to-date Planning and Urban Design Policy Framework to guide development in the corridor;
- To update the vision, goals and objectives for development within the Study Area and its role and relationship within the Thornhill Community Plan;
- To determine the potential for additional land uses and development within the Study Area, and its implications for existing development within and in the general vicinity of the Study Area;
- To identify appropriate streetscaping measures to enhance existing and future development within the Study Area;
- To identify appropriate improvements to transportation infrastructure to enhance pedestrian, bicycle, public transit and auto movements to and within the Study Area; and
- To provide input into the future review of OPA # 210.

The Study was undertaken in recognition of the changing Provincial, Regional and municipal policy environment, the land use context, and continuing pressure for further development. Since OPA #210 was approved in 1987, a considerable amount of commercial development has occurred along Centre Street. Also, the Provincial Policy Statement and York Region Official Plan were approved more recently than OPA #210, and alter the policy context within which the future form of development in the Thornhill Community should be considered. Recently, York Region has amended its Official Plan (ROPA #43) to further strengthen its policies respecting centres and corridors. Finally, Centre Street and Bathurst Street have been identified through a Class Environmental Assessment process as a preferred location for future higher order transit services as part of the Highway 7 transit corridor, subject to the outstanding steps yet to be completed in the EA process.

3.1 The Study Process

The Centre Street Study was a multi-disciplinary planning exercise combining land use, urban design and transportation considerations. The Study Area encompassed the Centre Street corridor, between Bathurst Street and Highway #7. It was the recommendation of the Study that the area be sub-divided in terms of policy context. This Amendment deals with the portion of the Study Area between New Westminster Drive and Highway #7, hereinafter referred to as the 'Amendment Area'.

The Study commenced with a comprehensive review of the background conditions and assessment of opportunities and constraints. An updated 'vision' was developed for the Centre Street corridor, together with general planning and design principles. This work subsequently became the basis for the set of development principles and objectives articulated in Part 2 of this Amendment. Several land use options

were created and evaluated against these principles, as well as against the capacity and limitations of the existing and planned transportation network.

3.2 Public Consultation Process

An integral component of the Study was an extensive public consultation process. A total of two Public Open Houses and eight Stakeholder Consultation Group (SCG) meetings were held. The Study sought input from a variety of stakeholders and was structured to facilitate the exchange of ideas. The identified stakeholders included area residents, business and landowners, developers and their consultants, ratepayers' associations, and public agencies.

3.3 Recommendations of the Study

3.3 The Centre Street Study concluded with a number of key recommendations, including:

- Protect stable residential areas in their current form.
- The General Commercial designation to remain unchanged and consistent with the policies of Official Plan Amendment #210. Favourable consideration should be given to broadening the permitted retail and service commercial uses within an implementing Zoning By-law and definitions to allow a greater range of commercial uses which reflect evolving consumer needs, without imposing negative impacts on neighbouring residential areas.
- Concentration of development at "Gateway" locations in proximity to proposed transit stations to promote transit ridership.
- Key development sites should be used to reclaim portions of the street including the introduction of low-scale mixed office/residential land uses along the development block between Vaughan Boulevard and Concord Road.
- The northern half of the Western Gateway should remain relatively unchanged from the present "Prestige Area" and "General Commercial" designations. Urban Design and Built Form policies for these lands will aid in achieving a better relationship to the street during future development or redevelopment.
- Built form policies should be established to address the preferred relationship of buildings to the street.
- Streetscape and public realm policies should be established to reinforce pedestrian connections, and urban design principles.

The section of the Centre Street Spine between Concord Road and Vaughan Boulevard has been redesignated to "Office Commercial". The remainder of the Spine is relatively stable, and minimal intensification is anticipated in the next ten to twenty years. Respecting the Western Gateway, streetscape upgrades, gateway intersection improvements and improved connections are important urban design considerations. While the northern half of the Gateway is recommended to remain under

the “Prestige Area” and “General Commercial” designations, future intensification on the southern half should be considered, subject to further detailed study.

The Recommended Plan is a consolidation of the key elements that best achieve the ‘vision’ for the Study Area, as well as Vaughan and York Region Official Plan objectives. The Recommended Plan provides the basis for the urban structure and policy framework articulated in this amendment of OPA #210 and OPA #450.

4.0 Description of This Amendment

This document amends OPA #210, by:

- Applies a “Special Policy Area” designation as an overlay to the current land use designations applicable at the southwest and southeast quadrants of Centre Street and Dufferin Street;
- Redesignating a portion of the Amendment Area as “Office Commercial”, as described in Part 2, and as shown on “Schedule A – Land Use”;
- Deleting two “Service Station” designations and replacing them with “General Commercial” designations; and, updating the Service Station policies to reflect relevant compatibility criteria;
- Deleting Section 2.2.3.6 d) of OPA #210 respecting the General Commercial designation; and,
- Introducing urban design, parkland dedication, and parking policies, as set forth in Part 2.

This document amends OPA # 450, as amended by OPA # 555 by:

- Deleting Subsections 6.4 to 8.0 in Exception 9.5 to Exception Section 9.0 to OPA #450.
- Adding an exception to the “Prestige Area” designation for the lands located at the northwest quadrant of Centre Street and Dufferin Street to permit recreational and institutional uses; and, by placing an overall density cap of 1.0 Floor Space Index (FSI) on future development there.
- Deleting “automobile service station/gas bar use” from the uses permitted within the “Service Node” policies of the “Prestige Area”.
- Introducing urban design, parkland dedication, and parking policies as set forth in Part 2.

4.1 Land Use Summary

4.1.1 The Western Gateway

The lands at the intersection of Dufferin and Centre Streets were identified in the Centre Street Study as the “Western Gateway” to Thornhill, owing to their prominent location as a main entrance to the community from the north and west. To enhance this vision, this Plan encourages a concentration of

development to take advantage of the visibility of this location and support transit use at the proposed transit station here.

The lands in the northwest quadrant of Centre Street and Dufferin Street, extending west along Highway #7 to the hydro corridor, are currently designated 'Prestige Office' by OPA #450 as amended. This is the most suitable land use for this quadrant. This designation is consistent with a recent rezoning of the lands, their location adjacent to the hydro corridor and access to Highway #407, and the limited opportunity to connect future residential or retail development to the surrounding residential community. The Centre Street Study concluded that office uses are the best land use and built form to anchor the Western Gateway and give it a recognizable identity. Office uses will support daytime activity in this area and provide the built form necessary to establish an architecturally significant presence at this intersection. The Study further defines specific design policies for the Gateway which include a minimum building height of two storeys at the corners, well-defined pedestrian and vehicle crossings at the intersection, high quality streetscaping and street furniture, and a consolidation of existing driveways and interconnected laneways where appropriate.

OPA 450 permits the establishment of 'Service Nodes' at arterial road intersections, generally including convenience retail uses and service stations. However, it is not considered desirable to permit development of multiple service station sites at this location. The City's contemporary policy framework, articulated by Official Plan Amendment 600, limits the number of automobile service stations to (1) at intersections of arterial roads.

There already is an existing service station at the southeast corner of Centre and Dufferin Streets. In addition, given the planning objectives for the Western Gateway, and its importance as a preferred transit node, the "Service Node" policies of OPA 450 have been amended to exclude a service station/gas bar within the northwest quadrant.

The transportation analysis associated with the Centre Street Study determined that there is limited traffic capacity at the Dufferin Street and Centre Street intersection. Given that the current Official Plan and Zoning By-law provisions do not place any restriction on development density, a maximum density cap of 1.0 FSI is established by this Amendment, for the lands within the northwest quadrant, to limit the scale of future development and thereby address traffic concerns. While this cap on development applies to the northwest quadrant as a whole, some variation in development density is anticipated, recognizing that the establishment of the Western Gateway will entail more significant massing and built form at the corner of the Dufferin/Centre intersection.

To broaden the range of potential development options, specific recreational and institutional uses considered complementary/appropriate with respect to the primary use, have been included in the list of permitted uses within the Prestige Area designation. Any site specific rezoning application will be

required to be based on an approved comprehensive plan, addressing the location of local roads, street access points, pedestrian connections, buildings, etc.

The northeast quadrant of the Western Gateway is predominantly developed with stable retail commercial land uses. The vacant site at the northeast corner of Dufferin and Centre Street, formerly a gas station, has been redesignated to "General Commercial" to comply with the relevant policies in OPA 600 limiting the number of service stations at arterial intersections to a maximum of one. The existing service station at the southeast corner effectively eliminates the opportunity to develop additional service stations at any of the other three corners of this intersection. With the exception of the redesignation of this vacant parcel, no change to the range of permitted uses in this quadrant is considered necessary. However, the Amendment applies new urban design guidelines, parking policies, and other planning policies to the Amendment Area, consistent with the conclusions of the Centre Street Study.

The two southern quadrants, which are largely under Provincial ownership, are essentially left over from the planning of Highway #407, with the exception of the newly built gas station on the southeast corner, and the residential uses to the east of it. Commercial and medium or high-density residential land uses were considered in the Study for these two quadrants. Given the prime location of the lands at the Gateway, and the Regional Official Plan's nodes and corridor policies, higher density residential is an option worthy of consideration. This is particularly so at the corners of the intersection where greater building mass would help to establish a clear identity for this prominent and highly visible location. On the other hand, the built form of the adjacent neighbourhoods, and compatibility objectives argue for a less intense development solution. The location of these lands abutting a prime intersection well served by public transit supports the case for medium density residential development, however, the landowners have indicated a desire to examine a variety of development options for the lands. To provide flexibility to examine other options for these lands, and to comprehensively deal with any re-designation of the lands, this Amendment applies a "Special Policy Area" Designation. The "Special Policy Area" designation requires that any proposal for development will be required to submit a comprehensive planning analysis, supported by a traffic study, public participation component, rationale for proposed density and land use, a noise study, and a height and massing study. Also, any new development will be required to follow the urban design policies established by this Amendment.

4.1.2 The Centre Street Spine

From east of the commercial properties at the northeast corner of Centre Street and Dufferin Street to the west side of Concord Road, the current land use designations will remain in effect, as this is a stable, and relatively recently developed residential area. However, the urban design, parking, and other general policies of this Amendment will apply. The objective is to have an up-to-date policy framework, which

provides consistent treatment to the streetscape and public realm throughout the Centre Street corridor, and gradually improve its appearance and attractiveness.

Between Concord Road and Vaughan Boulevard on the north side of Centre Street, the Amendment redesignates the lands from "Low Density Residential" to "Office Commercial". This designation permits office buildings, religious institutions, day care centres, schools, and libraries, all of which are restricted to two and one-half storeys in height. The existing, older single-family residential character and larger parcel sizes combine to create conditions conducive to redevelopment. This area is also under the greatest degree of redevelopment pressure. The modest scale of redevelopment permitted by this new designation will be undertaken in a manner consistent with this Amendment's urban design guidelines which will ensure that new development will be sensitive to and compatible with neighbouring residential uses. For example, the one-half storey permitted in the roof must be incorporated in a pitched-roof design such that the building appears residential in design.

The portion of the Spine located between Vaughan Boulevard and New Westminster Drive, is to retain its current, primarily "General Commercial" designation under the policies of OPA #210. However, a number of currently permitted uses will not be permitted, including automotive, garden sales, and similar uses which require outside storage and display of merchandise. Such uses are considered incompatible with the principles of urban street-related and pedestrian-oriented development, and are inconsistent with the urban design policies introduced by this Amendment.

The rationale to maintain the General Commercial designation in this portion of the Center Street Spine recognizes the stability and relatively recent development of existing retail uses. Discussions with landowners suggested there are no immediate plans for intensification or redevelopment of these commercial lands. The existing retail does not generate sufficient conflict with the surrounding land uses to warrant introducing radical land use changes and, in fact, provides a range of services to the adjacent community. However, improvements can be made to this area. This Amendment introduces new urban design and parking standards which will be implemented as infill and redevelopment proceeds over time. These policies will help to improve the attractiveness of the retail area and its adjacent streetscape, one that will become less dominated by vehicles and more pedestrian-oriented.

Between Vaughan Boulevard and New Westminster Drive, there are two properties with 'Service Station' designations in OPA #210, although only one has a service station located on it, at 1030 Centre Street. This Amendment aims to encourage development, which is street-related, pedestrian-friendly and transit-supportive, qualities which are generally not consistent with service stations. Also, Centre Street is an important corridor for public transit service now, and this role is proposed to become more important in future. However, the low-density form of development now established along most of Centre Street is not very supportive of public transit, and there is limited opportunity, in terms of parcels which are vacant or prime for redevelopment, to establish land uses which are more transit-supportive. The two-kilometre

length of Centre Street between Dufferin Street and Bathurst Street is already well served by two existing service stations, and a third is located at the northwest corner of Highway #7 and North Rivermede Road. Therefore, this Amendment deletes the Service Station designation from the property at 1102 Centre Street and the vacant site at the northeast corner of Centre and Dufferin Streets, 1500 Centre Street, and replaces it with "General Commercial". This Amendment also updates the definition and permitted accessory uses for the 'Service Station' designation, and sets out relevant compatibility criteria for such uses.

4.2 Urban Design Policy Framework

This Amendment introduces a set of urban design policies to govern future development and redevelopment within the Centre Street corridor. The Centre Street Study acknowledges that "one of the greatest challenges within the corridor is the spine and its transformation from a primary highway and major transportation corridor to an attractive urban space that reinforces the connectivity to the surrounding community." However, the key to the success of any street or centre is the quality of its exterior environment. This environment is comprised of the 'public realm' and its relationship to the adjacent private built space. A well-designed and attractive realm will be the result of a mutually complementary and supportive relationship between the street and the buildings which frame and define it. Therefore, notwithstanding the limitations imposed by the existing form of development and the scale of the Centre Street cross-section, the Centre Street Study focused on the opportunity for the corridor to gradually evolve into a more attractive urban place with a pedestrian-friendly environment. The streets, pedestrian systems, bicycle routes, transit facilities, and climatic protection are all important components of an integrated network which collectively can help to create an attractive, high quality urban space and enhance the character of the community.

The Dufferin/Centre Street intersection is a key crossroad that defines the community's edge. The presence of large parcels of vacant and underdeveloped lands provide the potential for it to become a readily recognizable western gateway to Thornhill. Landmark buildings that establish the entrance to the Centre Street corridor should frame the western entrance to the Thornhill community, so that the gateway becomes visible and recognizable. To the east, the corridor leads to the main focus of development and community life, the Thornhill Town Centre. The wide boulevard along the south edge of Centre Street offers potential for enhancement, while on the north side, redevelopment affords further opportunity to improve the attractiveness of the corridor. The presence of public transit service within the corridor, and the prospect of their significant improvement in the future implies that development must be strongly transit-supportive.

To achieve the City's policy objectives and enable the Centre Street corridor to realize its full potential, it is essential that a planned, coordinated and consistent approach to land use, transportation infrastructure

and urban design is followed. Therefore this Amendment articulates an urban design policy framework applicable to both the north and south sides of the corridor, to create a unified public realm and streetscape along Centre Street. The success of the overall vision will depend upon the careful implementation of these elements into a unified theme.

4.3 Other Policy Changes

This Amendment introduces parkland dedication and parking policies to both OPA #210 and OPA #450, within the areas subject to OPA #672. The parkland dedication policies provide for the application of parkland dedication provisions as provided in the Planning Act. The parking policies provide for a reduced minimum parking standard to be applied to new commercial uses in the Centre Street corridor, in order to improve land use efficiencies there and reduce the area devoted to surface parking lots.

PART 2: DETAILS OF THE ACTUAL AMENDMENT AND POLICIES RELATIVE THERETO

This Amendment is based on the policy framework that originated in Official Plan Amendment #70, and was updated in OPA #210 (Thornhill Community Plan). This Amendment also applies to a portion of the area subject to OPA #450. The Official Plan is being further updated and modified by this Amendment, to address new Provincial and Regional policies respecting urban corridors and public transit, and other contemporary planning objectives to promote pedestrian connectivity and good urban design.

Amendment #210 and Amendment #450 to the Official Plan of the Vaughan Planning Area are hereby amended by:

1. Adding a new paragraph to subsection d) of Section 2.1, and a new subsection h) to Section 2.2.1 of OPA #210, by deleting Subsections 6.4 to 8.0, of Exception 9.5 to Exception Section 9.0 of OPA #450, and adding a new subsection, Subsection 7 to Exception 9.5 of OPA #450; and, by providing urban design policies applicable to development within the Amendment Area, including any new development on the south side of the Centre Street corridor, as follows:

OPA #210, Section 2.1, d) adding:

“To improve Centre Street as an attractive, pedestrian-friendly and transit-supportive corridor through the application of a comprehensive, co-ordinated and integrated approach to planning, transportation and urban design, based on a set of urban design policies consistently applied to new development and redevelopment.”

OPA #210, by adding a new subsection, Subsection 2.2.1, h); and, OPA 450, Section 9.5, by adding a new subsection, Subsection 7, as follows:

“Centre Street corridor - Future development will address the following urban design policies as they apply to the public realm and private lands, in order to create an attractive, safe and pedestrian-friendly environment:

- (i) Buildings should have active facades including primary windows and entrances facing the street, to provide convenient accesses to pedestrians and users of public transit.
- (ii) When buildings are located close to the street, the buildings should not be separated from the street by either parking areas or drive aisles.
- (iii) Buildings should be sited to minimize their impact on neighbouring properties, respecting and protecting the existing scale and character of adjacent residential neighbourhoods.
- (iv) Further reverse lot development (residential and/or commercial) will not be permitted along Centre Street. Where parking access is located off the street by

way of an internal driveway circulation system, the units should still have a functional primary pedestrian entrance that relates to Centre Street.

- (v) The area between the building wall and the street should contribute to a positive social and visual environment on the street.
- (vi) Buildings should be designed with a high level of architectural materials.
- (vii) Large, blank walls and repetitive facades should be avoided. Variation in certain elements of façade treatment should be provided.
- (viii) Architectural variation and animation should be encouraged and include building elements such as balconies, windows, porches, railings, entrances and awnings and attractive signage where appropriate.
- (ix) Surface parking should have the least possible impact on the public realm; large surface parking areas are discouraged and if required, should be setback, screened and buffered from the street edge, with comfortable pedestrian routes provided through and around parking areas.
- (x) Where the grade changes over the length or width of the site, accommodation for the grade changes, if required, should be accomplished on the site within the parking lot or within the buildings, not at the street edge.
- (xi) Service and loading areas are prohibited adjacent to public streets and must, at all times, be effectively screened and, if possible, fully enclosed.
- (xii) Access to underground parking should be appropriately integrated into the buildings it serves and located so as to minimize physical and visual impact on public sidewalks and open spaces.
- (xiii) Garbage will be stored within the building.
- (xiv) Urban Design Guidelines and Architectural Control Guidelines may be required by development applicants, and shall address both built form and public realm considerations to the satisfaction of the City.
- (xv) The following area-specific policies apply to properties located within the four quadrants around the Dufferin Street and Centre Street intersection:
 - Corner sites should be defined with more intense development and high-quality architecture and serve as landmarks or gateway entry points.
 - Development density shall be concentrated close to the Dufferin/Centre intersection, and along the frontages of Dufferin Street and Centre Street.
 - Maximum permitted building heights shall provide for the tallest buildings, including landmark buildings, to be located at the key corner locations, and such buildings shall be designed to allow stepping down of

the heights from the corner back towards adjacent low-density residential neighbourhoods. The minimum height for buildings at key corner locations shall be two-storeys.

- Pedestrian and vehicle crossings at the key intersection shall be well defined.
- Streetscape and street furniture shall be high quality and of unified design to clearly demarcate the gateway.
- Landowners should consolidate driveways and provide interconnected laneways, where appropriate, as sites develop or redevelop over time.
- Commercial and/or mixed-use buildings shall be built to within 3 metres of the front property line and residential buildings setback, with soft landscaping (up to 5 m) from the front property line.

2. Amending OPA #210 by adding a paragraph to subsection d) of Section 2.2.5:

“Notwithstanding the foregoing paragraph, within the lands subject to OPA #672, lands for park purposes shall be provided at a ratio of 5% of the gross land area or 1 hectare for each 300 dwelling units or a combination of 5% and 1 ha per 300 units, whichever yields the greater provided for in the Planning Act. Commercial development shall require conveyance of 2% of the land for parks purposes as provided for in the Planning Act.”;

and amending OPA #450 by adding a new subsection, Subsection 10, to Section 9.5:

“Lands for park purposes shall be provided at a ratio of 2% of the gross land area, as provided for in the Planning Act.”

3. Retaining current land use designations which apply to the lands located at the southwest and southeast quadrants of Centre Street and Dufferin Street as shown on Schedule A, and applying an overlay “Special Policy Area” designation to Section 2.2 of OPA #210, providing:

“2.2.6 Special Policy Area

Lands within the Special Policy Area shall be subject to further study by the applicant. Prior to the submission of any development proposal, the applicant shall provide a planning study, including a traffic report, public participation component, rationale for proposed density and land uses, noise study, and a height and massing study demonstrating consistency with the urban design principles of this Official Plan. The urban design, parking, and other general policies of this Official Plan, including the “Service Station/Gas Bar” policy of OPA #600, which in effect prohibits a service station use at the southwest corner of Dufferin and Centre Street, shall apply for any development within this designation. This Study shall provide the justification for any

proposed Official Plan Amendment to redesignate the lands. Until such Official Plan Amendment is submitted in accordance with the aforementioned Special Policy Area requirements, the current OPA #210 "Low Density Residential" and "Service Station" designations shall apply to the southern portion of the Western Gateway. "

4. Amending Official Plan Amendment 210 (Thornhill-Vaughan Community Plan), by adding the following definition of FSI to 2.2.2 Residential, as paragraph 2:

"A Floor Space Index (FSI) is a ratio of the amount of permitted development (measured as gross floor area) in relation to the size of the development lot."

5. Redesignating the lands located on the north side of Centre Street between Vaughan Boulevard and Concord Road from "Low Density Residential" under OPA #210 to "Office Commercial", as shown on Schedule A attached hereto, and adding a new subsection, Subsection 2.2.3.7.1:

"2.2.3.7.1 Office Commercial

The following policies apply within the "Office Commercial" designation:

- a) Permitted Uses shall include:
 - i. small scale office uses; and,
 - ii. religious institutions, day care centres, schools, and libraries
- b) The maximum height for any building within the "Office Commercial" designation shall be two and one-half storeys (11 metres). The one-half storey is permitted in the roof of the building, and its floor area may be up to 50% of the GFA of the second storey. The one-half storey shall be incorporated in a peaked-roof design, with the roof having a minimum pitch of 45° and maximum of 60° off the horizontal.
- c) To encourage operational compatibility any development within the "Office Commercial" designation will be required to proceed by way of site-specific zoning by-law amendment, and site development applications shall have specific regard to operational matters, including but not limited to parking, lighting, loading and service areas. Also, a consolidation of individual driveways is required wherever possible within this designation."

6. Amending OPA #210, Section 2.2.3.5 Service Stations, by adding the following subsections c), d), and e):

"c) OPA #672: The following policies shall apply to the lands subject to OPA #672:

- i. Convenience Retail uses are permitted on the same site as an automobile gas bar, provided that such uses are sensitively designed and integrated on the site, and in particular, are compatible with surrounding development.
 - ii. Outside storage shall be limited in any future implementing zoning by-laws.
- d) The properties located at 1102 and 1500 Centre Street are redesignated from "Service Station" to General Commercial" pursuant to the policies of OPA #210, Subsection 2.2.3.5 b).
- e) On the property at 1030 Centre Street, where an automobile service station is located, the permitted uses shall be the sale of auto fuel, oil and lubricant and other related products, the provision of repair and maintenance services for vehicles, and the existing car wash and convenience retail use as listed on the property. Any future redevelopment of this site shall be subject to the following compatibility criteria.
 - i. The site shall be developed pursuant to an approved site plan which demonstrates proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with the adjacent lands.
 - ii. The design, appearance and scale of development on the site shall be consistent with the existing and intended character of the surrounding community, with utmost consideration given to aesthetic design."

7. Amending OPA #210, Section 2.2.3.6, General Commercial Areas, by adding the following paragraph to subsection d):

"Notwithstanding the paragraph above, the noted uses shall not be permitted within the lands subject to Amendment #672."

8. Amending OPA #210, Section 2.2.3.6, General Commercial Areas, by adding the following paragraph to subsection b):

"Council consideration should be given to broadening the permitted retail and service commercial uses within an implementing Zoning By-law and definitions to allow a greater range of commercial uses which reflect evolving consumer needs without imposing negative impacts on neighbouring residential areas."

9. Amending OPA #210, Section 2.3.6 by adding the following paragraph as 2.3.6.F:

“That the Region of York recognize the importance of maintaining full movement access to the existing commercial centres on the north side of Centre Street between Vaughan Boulevard and New Westminster Drive, and reflect this in the planning for any transit facilities in the Centre Street Corridor between Bathurst and Dufferin Street.”

10. Amending OPA #210, by adding a new Section 2.3.9, and amending OPA #450, 9.5, by adding a new subsection, Subsection 8, providing:

- “a) Sharing of parking will be encouraged within the Amendment Area, subject to evaluation by the City.
- b) Within the Amendment Area, parking underground and in structures shall be encouraged.
- c) To assist with the reduction in large surface parking areas within the Amendment Area, a reduction to the current parking standards for commercial development shall be applied to all surface and/or structured parking provided. The following parking standard will be used in calculating the required parking spaces for retail commercial development in any designation within the Amendment Area:
 - (i) For all Retail Commercial uses – a minimum of 4.0 spaces/100 sq.m.

11. Amending OPA #450, as amended by OPA #555, by:

Adding the following recreational and institutional uses to those uses permitted in subsection 9.5, 1.;

- “a. The following recreational and institutional uses shall also be permitted:

Recreational Uses

- i. community facilities
- ii. arenas (private or public)
- iii. swimming pools (private or public)

Institutional Uses

- i. greenway systems, linear parks

- ii. places of worship
- iii. public health facilities
- iv. cultural and social facilities
- v. day care centers
- vi. non-profit clubs and organizations
- vii. Branch Colleges”

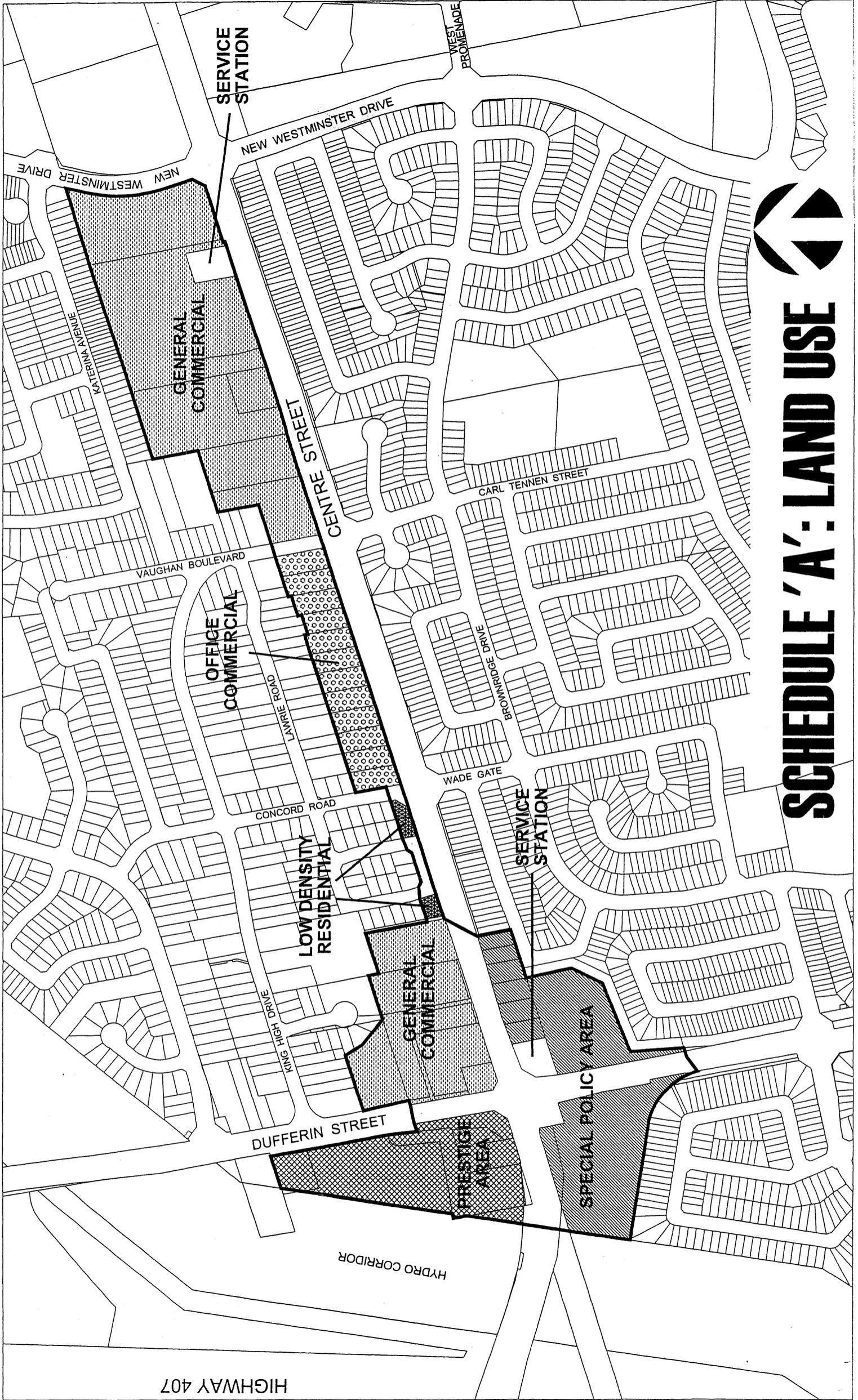
Adding the following three paragraphs to subsection 9.5, 1.:

- “b. i. The lands subject to OPA #672, shall be limited to a maximum overall density of 1.0 FSI.
- ii. Any site-specific rezoning application must be based on a Council-approved comprehensive plan addressing the location of local roads, street access points, pedestrian connections, buildings, etc.
- iii. Notwithstanding the “Service Node” policies of OPA #450, a “service station/gas bar” use shall not be permitted within the subject lands.”

FIGURE 1

CENTRE STREET STUDY AREA





SCHEDULE 'A': LAND USE