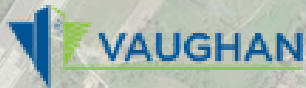


Dufferin Street and Centre Street Intersection Study

Public Open House
June 28, 2016



The Planning Partnership

Background/Purpose of the Study

- To develop land use and urban design policies for the Dufferin Street and Centre Street intersection area to guide its evolution to 2031;
- To consider:
 - existing conditions;
 - current Provincial, Regional and City planning policies;
 - transportation initiatives;
 - development applications;
 - public input into the plan; and
- To prepare a Secondary Plan for consideration by Council.

Purpose of Today's Public Open House

- To introduce the Study;
- To provide background information on:
 - existing conditions and uses;
 - planning policies;
 - infrastructure plans;
- To respond to questions and seek input and ideas and your views on the long term future of the intersection area; and
- Set out the plan for going forward.



Background

March
2009

Report to Council on potential Highway 407 Interchange Options at Centre Street. Council supported an alternative partial interchange option that would free-up the two southerly quadrants of the Dufferin St. – Centre St. Intersection for alternative uses. Council supported the completion of a Feasibility Study of the options that would be completed by 2015

September
2010

The Vaughan Official Plan 2010 was adopted by Council and on June 23, 2013, received partial approval that included Schedule 14-A “Areas Subject to Secondary Plans” showing the area at Dufferin Street and Centre Street as one of the “Required Secondary Plan Areas”

April 23,
2013

Council directed the initiation of the Dufferin – Centre Street Intersection Secondary Plan Study

September
2013

Consulting Team retained to conduct the study

2014 –
2015

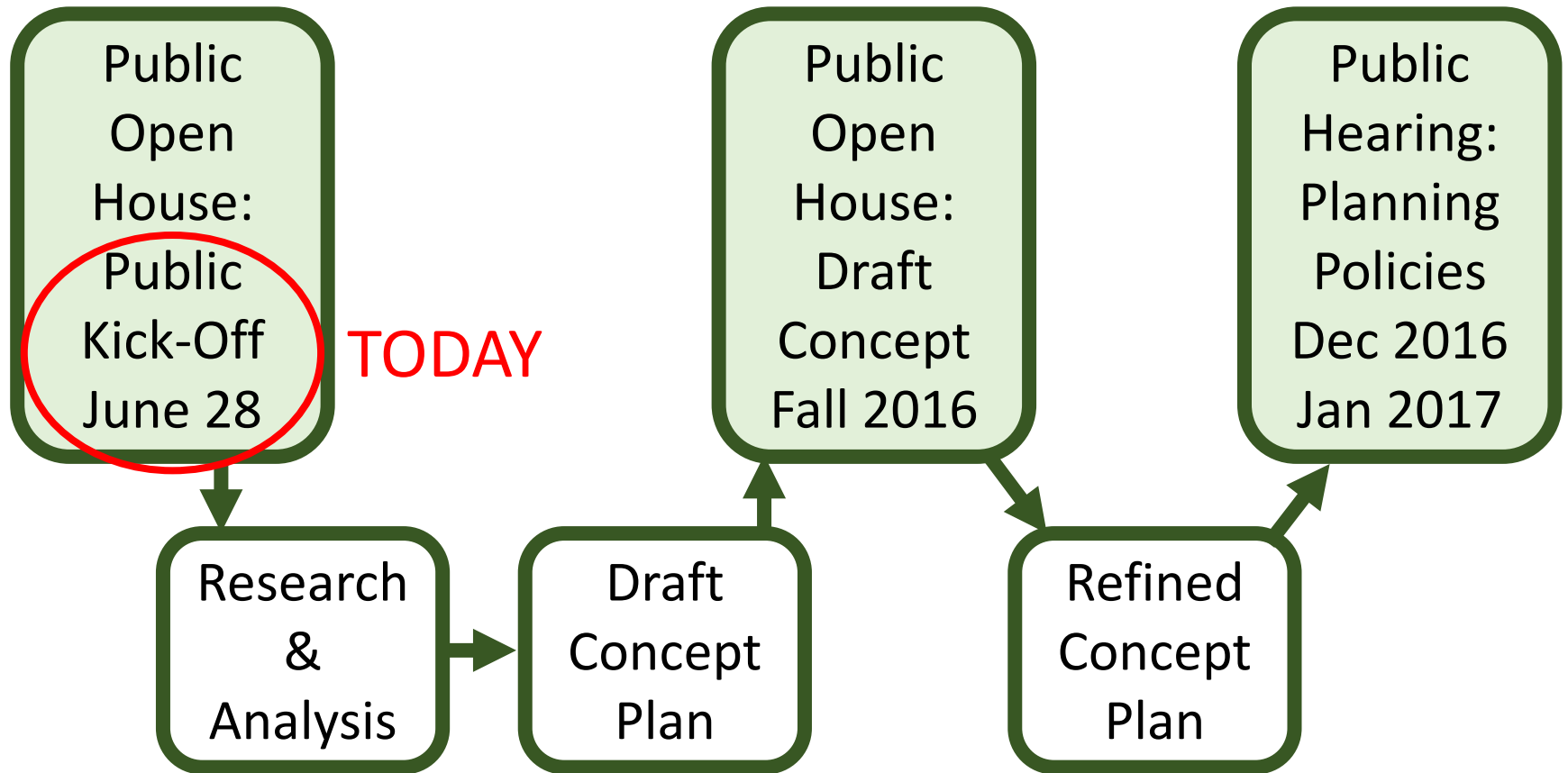
Preliminary background work was undertaken by the Consulting Team to understand the opportunities and constraints. Indication was received that the feasibility study for the partial interchange would not be available in 2015

2016

Development applications submitted. First public open house scheduled for June 28. Received advice that the Feasibility Study for the intersection options may be available by the end of the year

Process

Provisional Study Timelines





Patricia Kemp
Community
Centre

Study Area

Regional Road 7

407

Hydro Corridor

Creek

Fisherville

Centre Street

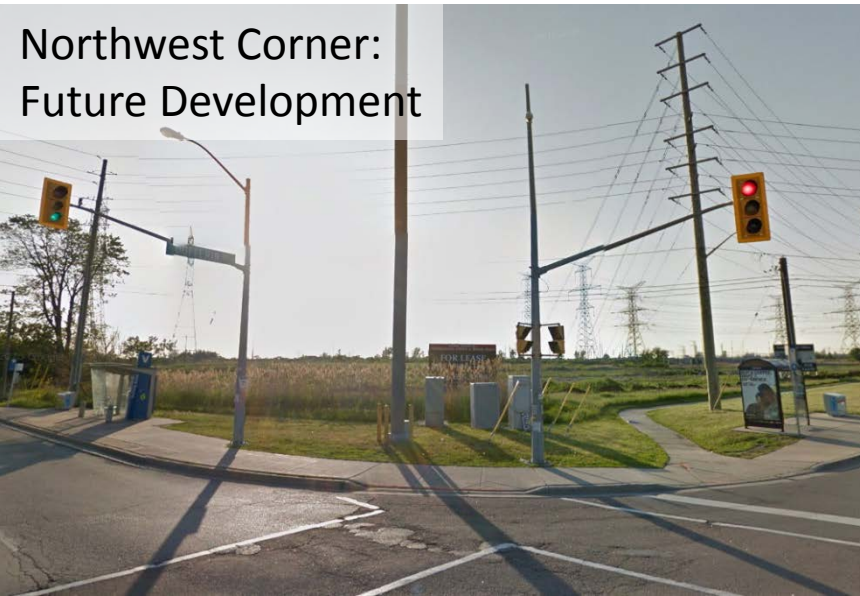
Dufferin Street

Surrounding Area: Existing Conditions

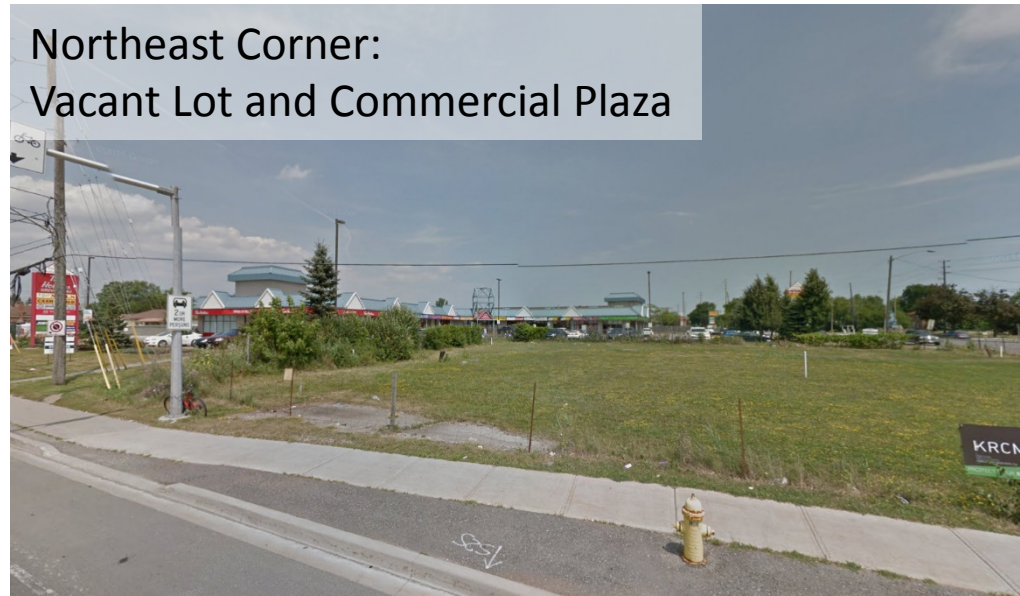


Site: Existing Conditions

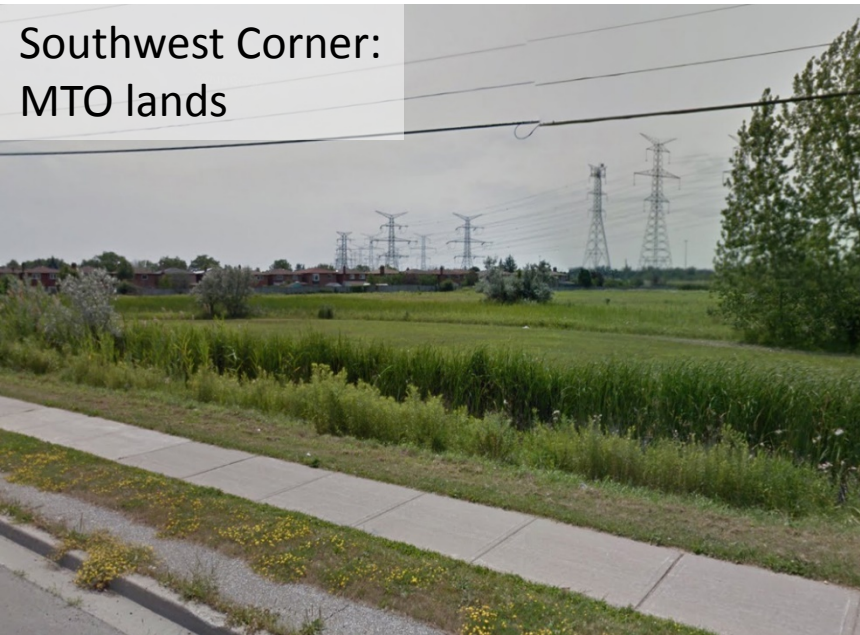
Northwest Corner:
Future Development



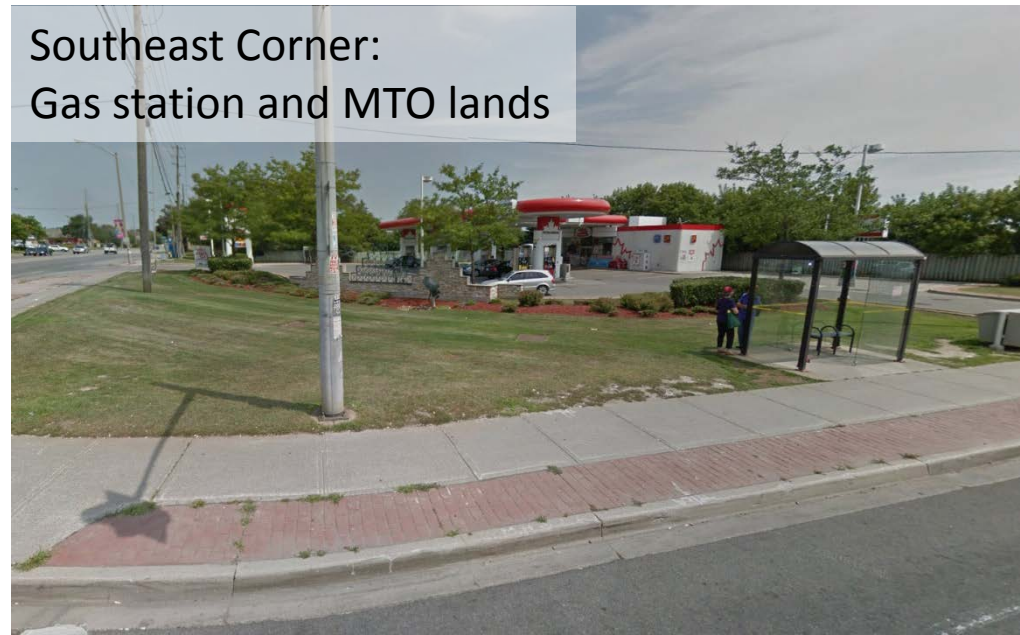
Northeast Corner:
Vacant Lot and Commercial Plaza



Southwest Corner:
MTO lands



Southeast Corner:
Gas station and MTO lands



Opportunities

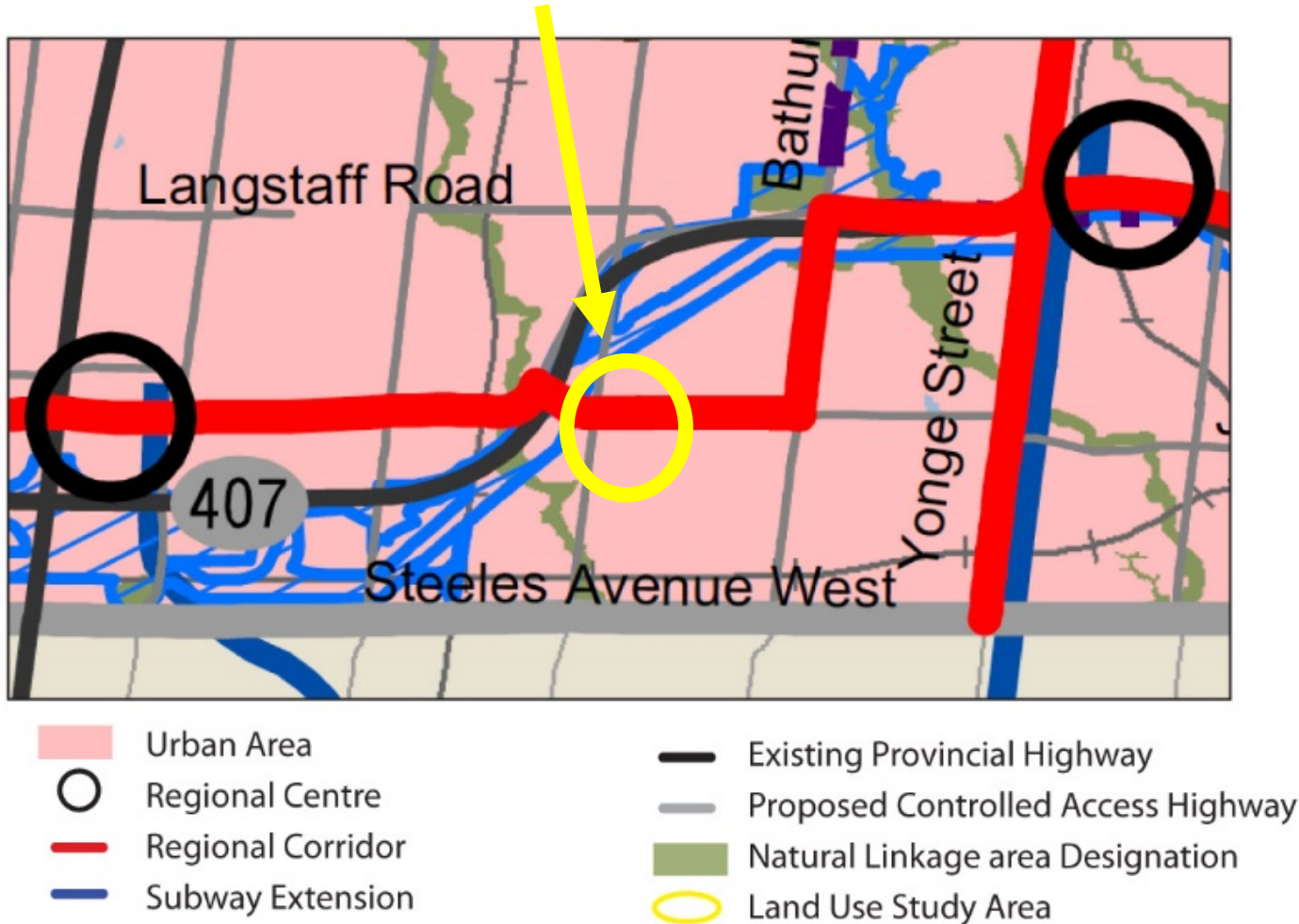
- Gateway location from the north and west into the Thornhill-Concord Community;
- Close proximity to Highway 407;
- At a high profile arterial road intersection;
- Served by the Viva Bus Rapid Transit Station;
- 4km from the Vaughan Metropolitan Centre and the Spadina York Subway Station; and
- Vacant lands and low intensity development;
- Secondary Plan provides opportunities to develop internal road network and to achieve full movement access to serve potential development sites.

Constraints

- Traffic congestion in peak periods;
- Site access constrained by the Dufferin-Centre intersection location (minimum 215m to a signalized intersection) and the Bus Rapidway along Centre Street;
- Results in limited opportunities for full-movement signalized accesses to Dufferin and Centre, limiting accesses mainly to right-in right-out movements;
- Multiple land ownerships in some areas may require land assemblies to coordinate development and access locations;
- Development applications may affect the ability to optimize access locations;
- Uncertainty remains over the status of the lands in the south quadrant.

Planning Context: York Region Official Plan

The lands are part of a Regional Corridor, adjacent to significant infrastructure (Viva BRT, 407, hydro corridor)



Planning Context: York Region Official Plan

The York Region Official Plan directs that Regional Corridors be intensified and be “attractive and vibrant” with:

- mixed use;
- A compact, street facing urban character that is pedestrian and cycling friendly: urban mainstreets; and
- A comprehensive approach to planning and intensification.

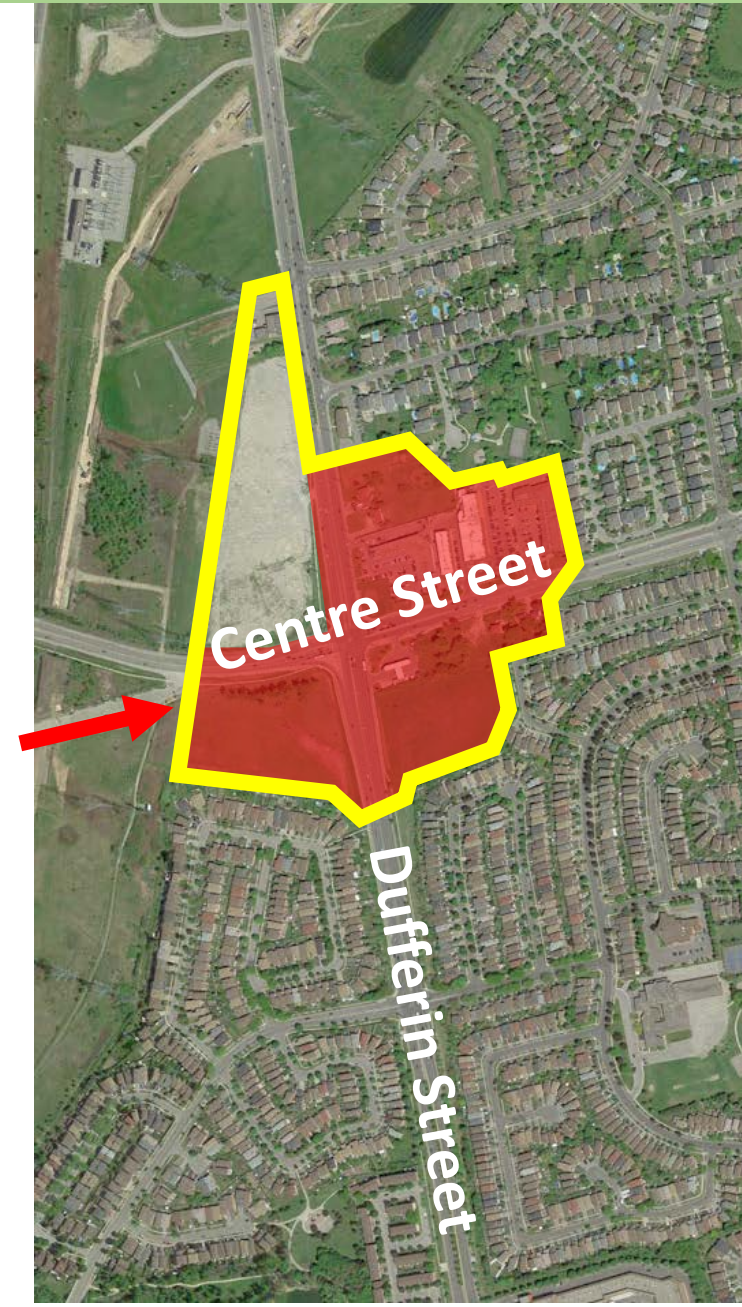
Regional Corridor: What Does It Mean?

- Connected streets and pedestrian/cycle routes;
- On-street parking;
- High quality streets and urban squares;
- Buildings that address streets;
- Mixed use buildings (shops at ground level, apartments/office above);
- Mid-rise buildings; and
- Compatible transition to surrounding low-rise neighbourhood.



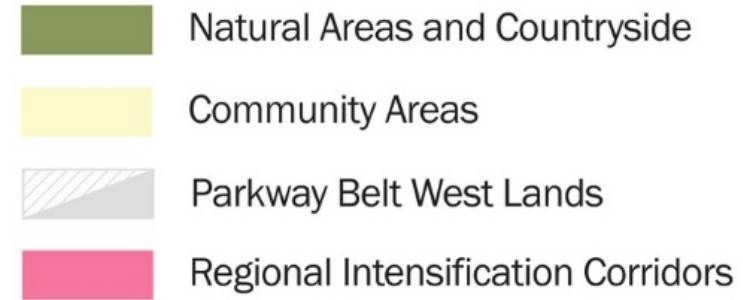
Planning Context: City of Vaughan

- The current Vaughan Official Plan reflects the existing conditions in the area, and must be updated to conform with the York Region Official Plan and the Vaughan Official Plan 2010 (VOP 2010) requirements for Regional Corridors; and
- The VOP 2010 provides that a Secondary Plan is required for this area, specifically the 3 quadrants of the intersection to provide more detailed guidance.

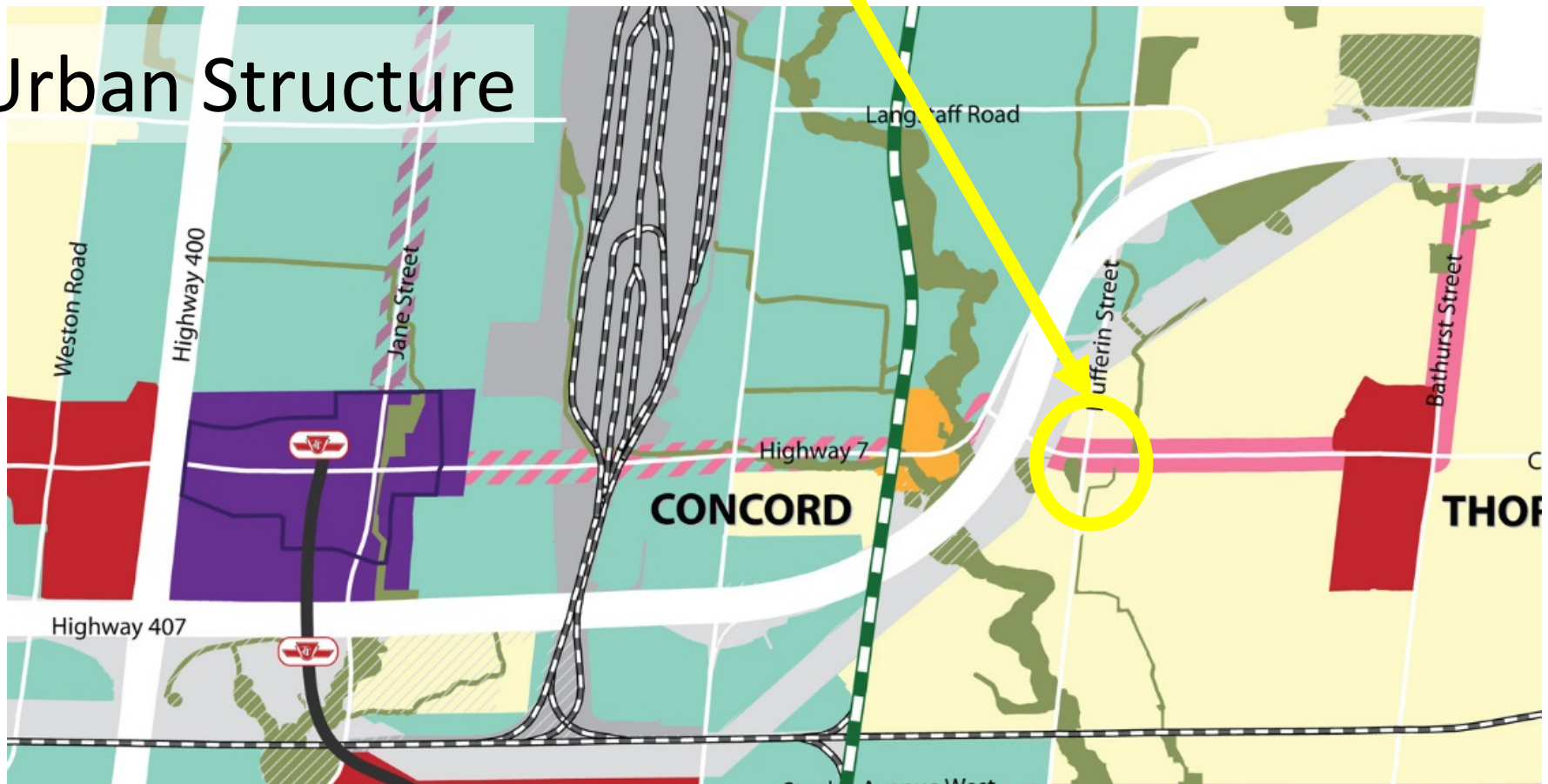


Planning Context: City of Vaughan

- The VOP 2010 conforms with the Regional Official Plan
- There are many similarities in planning policies



Urban Structure








Planning Context: City of Vaughan

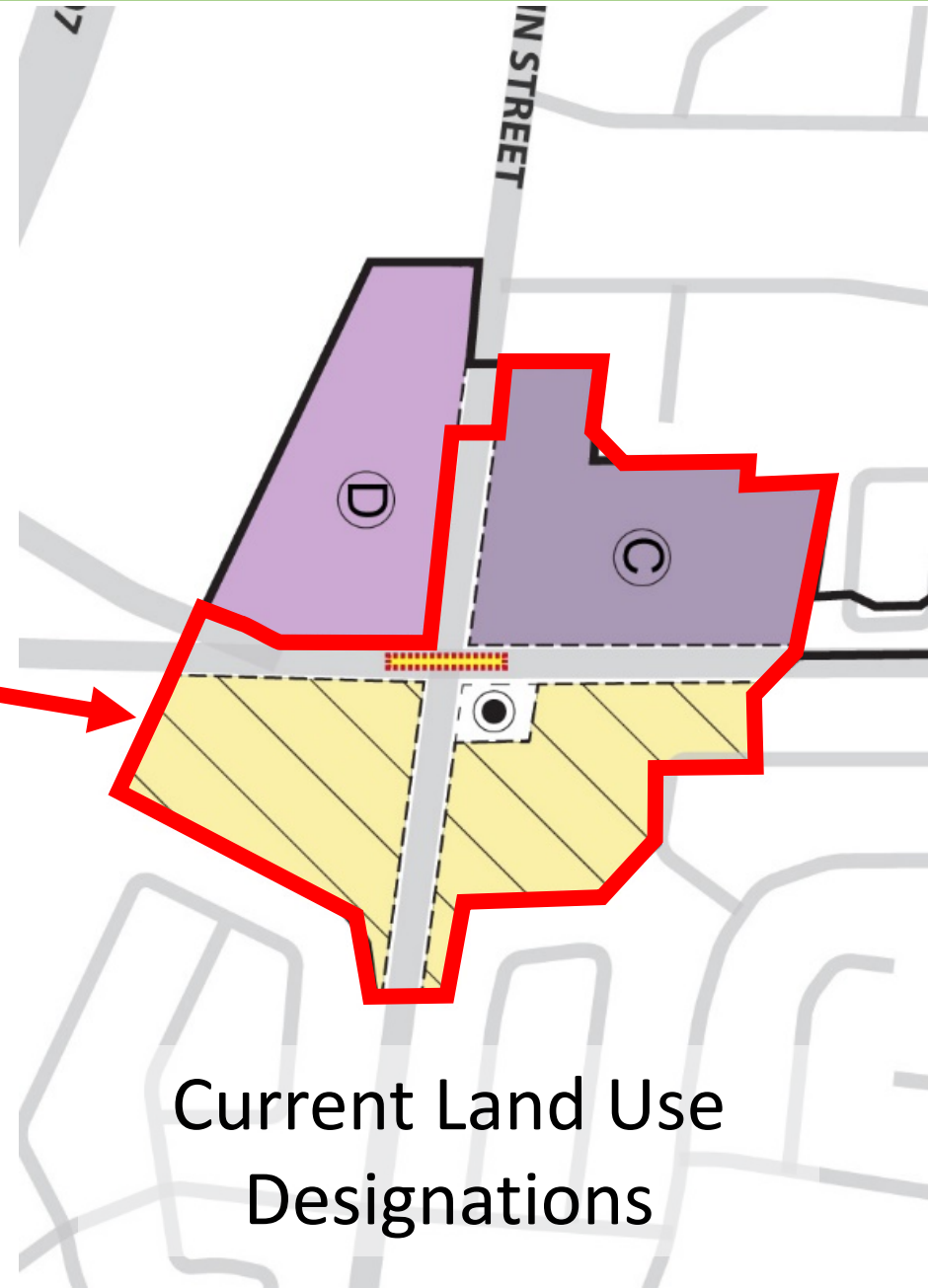
- VOP 2010 Section 2.2.5.11 policies for Regional Intensification Corridors include:
 - Most intensive and greatest mix of uses in the City (along with Vaughan Metropolitan Centre);
 - Development will support transit investments by creating urban main streets connecting other Regional Centres and Intensification Corridors;
 - Safely and comfortably accommodate pedestrians and cyclists along with vehicles; and
 - Will evolve over time for mixed use and employment intensification.

Planning Context: Site Specific

The lands are subject to site specific policies in Volume 2 of VOP 2010 (Section 12.9) which designate the lands “Low Density Residential and Special Policy Area”, Commercial Mixed Use “C” and “D” and Gas Station

Required Secondary
Plan Area

-  Low-Rise Residential and Special Policy Area
-  Commercial Mixed-Use “C”
-  Commercial Mixed-Use “D”
-  Gas Station
-  Rapidway Station



Current Land Use
Designations

Transportation Context: City of Vaughan

- The VOP 2010 transportation schedule is consistent with the Regional Official Plan
- It identifies the Regional Rapid Transit Corridor along Centre Street in this area



Transportation Context: vivaNext

- The Region of York is now building the Highway 7 Rapidway, which will run along Centre Street in this area; and
- It will connect to the Spadina Subway and the Vaughan Metropolitan Centre, and to and Yonge Street and the Richmond Hill Centre.



Transportation Context: vivaNext

There is a planned **transit stop** at Dufferin Street



Transportation Context: 407

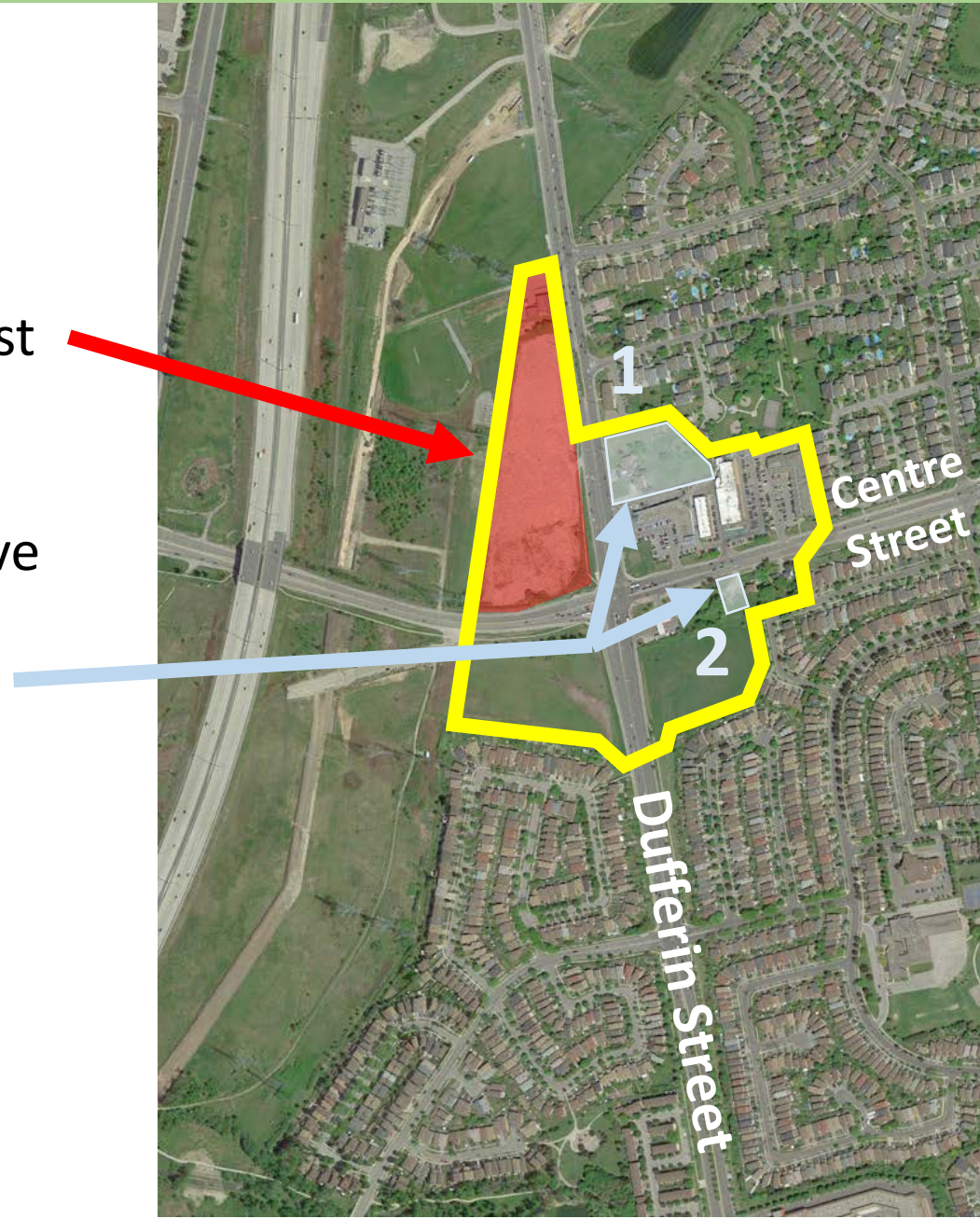
- The Ministry of Transportation Ontario is undertaking a study to determine the viability of constructing ramps at Centre Street and Highway 407;
- The study is in parallel with this study, and should be completed before the end of the year; and
- The lands south of Centre Street, on both sides of Dufferin Street, are currently owned by the Province. If they are declared to be surplus (not needed for 407 ramps), they can be integrated with this study or independently.



Development Applications & Approvals

Council has approved a development on the northwest corner

Development applications have been received for two sites within the study area

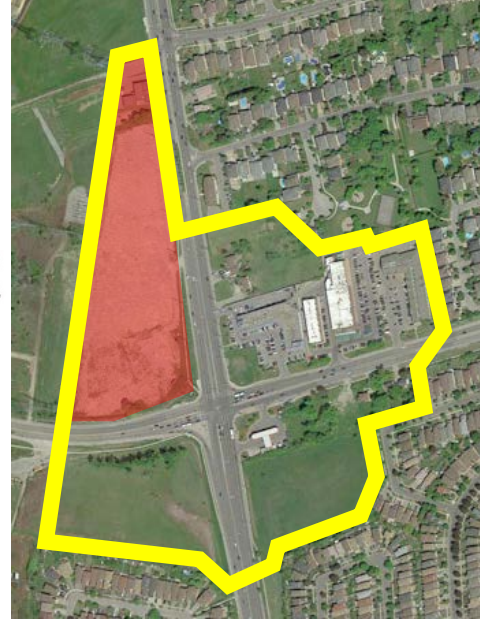


Development Approval



Mixed Use Office and Retail

Approved by Council on June 24,
2015



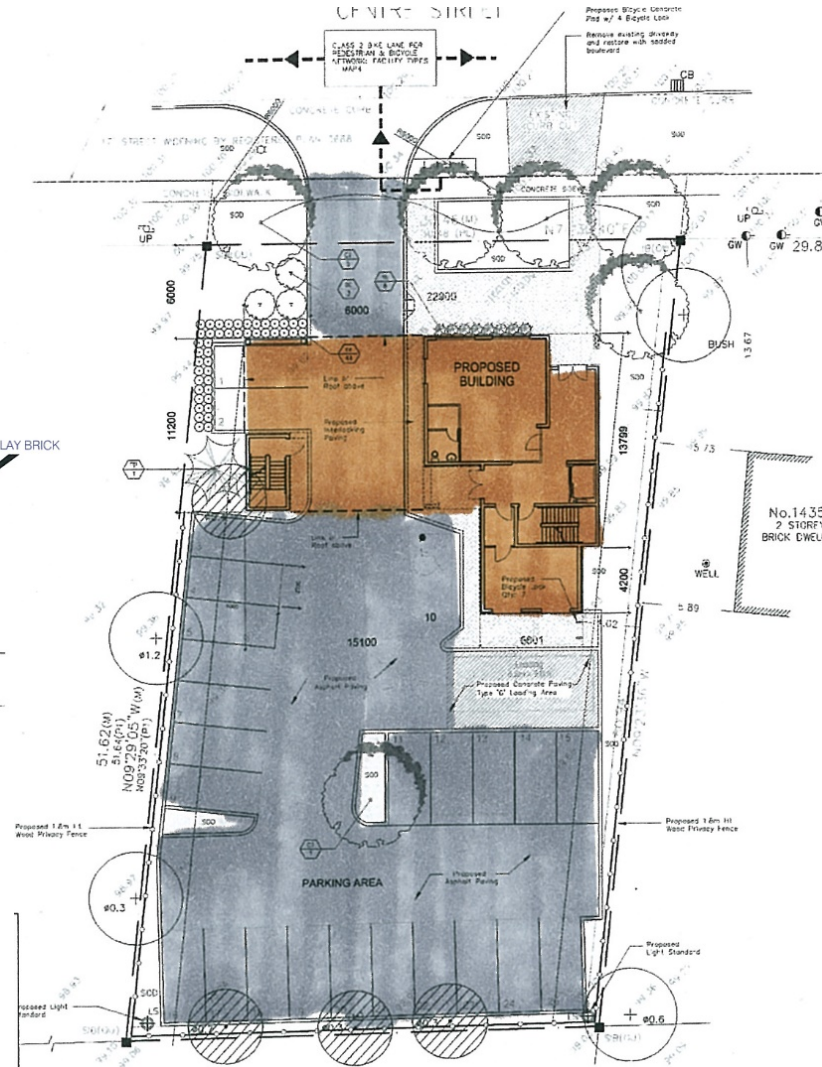
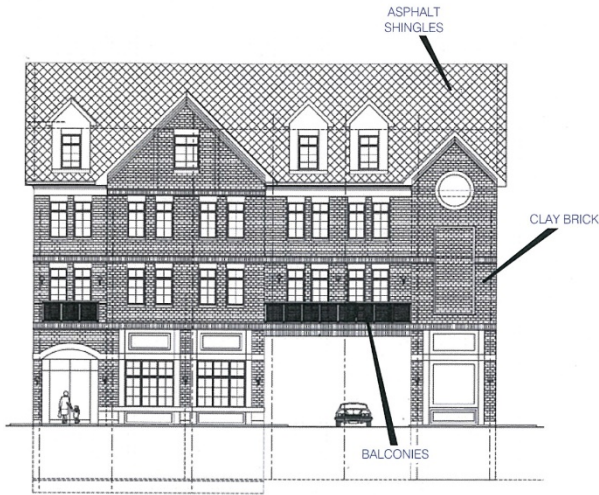
Development Applications

1. Townhouse Development



Development Applications

2. Four Storey Office Building



No.1435
2 STOREY
BRICK DWELL

Questions & Comments

In consideration of what you heard:

1. What would you like this intersection to look like in 20 years?
2. What type of uses would you like to see?
3. What do you think would be the biggest obstacle to achieving your vision?

Next Steps

- Review comments from public;
- Confer with other City departments and external agencies on the issues;
- Conduct further research and analysis; and
- Draft a conceptual plan for presentation at a Public Open House in the Fall.