

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 1, Report No. 30, of the Committee of the Whole (Public Hearing), which was adopted, as amended, by the Council of the City of Vaughan on June 29, 2010, as follows:

By receiving the following written submissions:

- 1) **Mr. Murray Evans, Evans Planning, 28 Ellery Drive, Richmond Hill, L4C 8Z6, dated June 14, 2010;**
- 2) **Mr. Ryan Guetter, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Vaughan, L4K 5K8, dated June 14, 2010;**
- 3) **Mr. Peter J. Smith, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Vaughan, L4K 5K8, dated June 14, 2010; and**
- 4) **Mr. Don F. Given, Malone Given Parsons Ltd., 140 Renfrew Drive, Suite 201, Markham, L3R 6B3, dated June 18, 2010.**

1

**OFFICIAL PLAN REVIEW - VOLUME 2
LANDS SUBJECT TO EXISTING SECONDARY PLAN POLICIES
AND SITE AND AREA SPECIFIC POLICIES
FILE: 25.1.1(b)
WARDS 1 TO 5**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 14, 2010, be approved;
- 2) That the following deputations and written submissions, be received:
 - a) Mr. James Kennedy, KLM Planning Partners Inc., 64 Jardin Drive, Suite 1B, Concord, L4K 3P3;
 - b) Mr. Victor Labreche, Labreche Patterson & Associates Inc., 330-A1 Trillium Drive, Kitchener, N2E 3J2, and written submission dated June 14, 2010;
 - c) Ms. Erlinda Insigne, Filipino Canadian Association of Vaughan, 581 Conley Street, Thornhill, L4J 6V2;
 - d) Mr. Vince Marchese, Glen Shields Soccer Club, 7894 Dufferin Street, Concord, L4K 1R6;
 - e) Mr. Ryan Guetter, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Vaughan, L4K 5K8, and written submission, dated June 14, 2010;
 - f) Ms. Deborah Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8;
 - g) Ms. Sandra Patano, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Vaughan, L4K 5K8, and written submission dated June 3, 2010; and
 - h) Mr. Savino Quatela, 134 Grand Valley Blvd., Maple, L6A 3K6; and
- 3) That the following written submissions be received:
 - a) Mr. Alan Young, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Vaughan, L4K 5K8, dated June 3, 2010;
 - b) Mr. Don F. Given, Malone Given Parsons Ltd., 140 Renfrew Drive, Suite 201, Markham, L3R 6B3, dated June 7, 2010;
 - c) Mr. David A. McKay, MHBC Planning, 230-7050 Weston Road, Woodbridge, L4L 8G7, dated June 8, 2010;
 - d) Mr. Ted Cymbaly, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Vaughan, L4K 5K8, dated June 8, 2010; and
 - e) Ms. Rosemarie L. Humphries, Humphries Planning Group Inc., 216 Chrislea Road, Suite 103, Vaughan, L4L 8S5, both dated June 14, 2010.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 1, CW(PH) Report No. 30 – Page 2

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing report for File 25.1.1(b) (City of Vaughan Official Plan – Volume 2) BE RECEIVED; and, that any issues raised at the public meeting and comments submitted in writing be addressed by the Policy Planning Department in a comprehensive report to the Committee of the Whole.

Contribution to Sustainability

The Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe in addition to the draft Region of York Official Plan (December 2009) have established a vision and policy framework that provides for more efficient growth management. The new policy directions included within the City's draft Official Plan will apply to these Amendments including policies such as, but not limited to, sustainability, natural heritage protection, built form, and transportation demand measures.

Economic Impact

The draft Official Plan, which includes Volume 2, establishes the planning framework for development throughout Vaughan to 2031. The draft Official Plan will have a positive impact upon the City of Vaughan in terms of managing growth and fostering employment opportunities while fulfilling the City's obligations to conform to Provincial policies and meet Regionally imposed targets for residential and employment growth.

Communications Plan

The project status, analysis and results of the new Vaughan Official Plan review were communicated to the public through an extensive public engagement and consultation process. The Secondary Plans that result from the focus area reviews (e.g. Vaughan Metropolitan Centre, Yonge-Steeles Corridor, West Vaughan Employment Area, North Kleinburg-Nashville and Woodbridge Centre) and which will ultimately form part of Volume 2 of the Official Plan, have all been subject to extensive consultation processes that have included discussions with stakeholders. Reports for each secondary plan are being considered at the same June 14, 2010 Public Hearing and the consultation process for each plan is outlined in the respective Public Hearing report.

With respect to the existing site and area specific policies that also form part of Volume 2, a Notice of the Public Hearing was published in the May 19, 2010 edition of the Vaughan Citizen and posted on the City's website through the City Page and on the Policy Planning Public Hearing page. A notice was also mailed to all individuals requesting notification of the Public Hearing. It is noted that the site and area specific policies in Volume 2 are approved Official Plan Amendments that are being retained and consolidated into one Volume and have already been through the planning approval process.

Purpose

The purpose of this report is to introduce Volume 2 of the draft Official Plan, which represents a consolidation of existing secondary plans and site and area specific amendments. The Official Plan will be produced in two volumes. Volume 1 will include the City-wide policies. Volume 2 will include approved site and area specific policies and secondary plans which are being carried forward into the new Official Plan. These policies are being maintained in the new Official Plan because either they are recent amendments that include policies consistent with the draft Official Plan (e.g. Carville Centre Secondary Plan), deal with specific land use issues (e.g. Heritage

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 1, CW(PH) Report No. 30 – Page 3

Districts, Keele Valley Landfill) or maintain recent Ontario Municipal Board decisions (e.g. Kipling and Highway #7). Specifically, the existing land use documents proposed to be maintained in Volume 2 are as follows:

i) Secondary Plans

- Carville Centre Secondary Plan (OPA #651)
- Steeles West Secondary Plan (OPA #620)
- Highway 400 Employment Lands (OPA #637)
- Kipling Avenue Secondary Plan (OPA #695)

ii) Site and Area Specific Amendments and Policies

- Heritage Conservation Districts (Kleinburg-Nashville, Woodbridge, Maple and Thornhill)
- Keele Valley Landfill Area (OPA #332 as amended by OPA #535)
- Kleinburg Core (OPA #633 and #703)
- Adult Entertainment Uses (OPA #265, #394 and #565)
- Vaughan Mills Mall (OPA #505 and OPA #510)
- Northeast Quadrant of Vellore Centre (OPA #713)
- Block 61 West “Nashville Heights” (OPA #699)
- Yonge Street Corridor in Thornhill (OPA #669)
- Bathurst and Centre Street (OPA #671)
- Centre Street Corridor (OPA #672)
- Southwest Corner of Kipling Avenue and Highway #7 (OPA #701)

Ultimately, all future amendments to the Official Plan, including the secondary plans that result from the current focus area review studies (e.g. Kleinburg-Nashville, West Vaughan Employment Area, Vaughan Metropolitan Centre, Woodbridge Centre, and Yonge-Steeles Secondary Plans) will form part of Volume 2 to the Official Plan. All other existing Official Plan Amendments will be repealed.

Background - Analysis and Options

Location

The lands subject to the existing secondary plans and site specific area policies are shown on Attachment #1 (City of Vaughan Official Plan Volume 2: A Plan for Transformation – May 2010 Draft).

Official Plan

Each secondary plan and the site or area specific policies that will form part of Volume 2 of the new Official Plan will be consolidated into the Official Plan with no change to its purpose and effect, but subject to such changes that will not affect the substance of the document, including the following:

- i) deletion of obsolete provisions;
- ii) changes or corrections to format, wording, reference errors; or,
- iii) alteration in the number and arrangement of any provisions.

However, policies from the new Official Plan (Volume 1) will apply to the Amendments that form Volume 2, as discussed later in this report. The draft Official Plan (Volume 1) includes a policy (Section 10.1.4.6) that would enable these administrative changes to be undertaken.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 1, CW(PH) Report No. 30 – Page 4

Zoning

The zoning provisions of By-law 1-88 will remain in effect until they are updated or replaced by zoning consistent with the new Official Plan including Volume 2. Following approval of the Official Plan, it is anticipated that work will begin on the preparation of a new zoning by-law to bring the City's zoning provisions into conformity with the draft Official Plan and that a budget and work schedule will be prepared for consideration by Council in the 2012 budget.

Applicability of draft Official Plan (Volume 1) Policies to Existing Secondary Plans and Site and Area Specific Amendments (Volume 2)

i) Policies

The draft Official Plan (Volume 1) contains current policy planning initiatives (e.g. sustainability and natural heritage policies) that conform to recent Provincial and Regional land use policy directions and are intended to apply to all lands within the City of Vaughan. The existing secondary plans and site and area specific amendments that form Volume 2 of the Official Plan are intended to be read and applied together with Volume 1 except where there is a conflict, in which case the policies in the Volume 2 documents will prevail. Therefore, if both Volumes 1 and 2 include a policy relating to the same issue and they conflict, the Volume 2 policy will prevail. However, if there is a policy in Volume 1 relating to an issue that is not included in Volume 2, then the policy in Volume 1 will apply to the lands subject to Volume 2.

For example, if a property is located adjacent to a valley, the new Official Plan (Volume 1) includes a policy requiring a minimum 10 metre buffer area adjacent to the top-of-bank of a valley. However, if a secondary plan or an area specific policy in Volume 2 permits a buffer area of 5 metres abutting a valley, then there would be a conflict in this policy and the Volume 2 policy would prevail and a 5 metre buffer area would be permitted. However, if the applicable Volume 2 Amendment is silent on this issue and does not include a policy respecting the minimum buffer requirement, then the 10 metre setback will be required for a development that abuts the valley.

A policy (Section 10.2.1.5) is included in Volume 1 of the new draft Official Plan to reflect the implementation of Volumes 1 and 2. The wording of this section may be modified in the final version of Volume 1 to ensure clear interpretation of this implementation issues as it relates to Volumes 1 and 2.

ii) Mapping

Currently, there are inconsistencies between the Land Use Schedules in the draft Official Plan (Volume 1) and Volume 2. Upon review of the comments received from Council and the public, the Policy Planning Department will revise the Land Use, and other schedules as necessary, prior to final adoption of either Volume by Council to eliminate any conflicts and ensure consistency between each Volume.

iii) Nomenclature

The documents that form Volume 2 (the secondary plans and site specific and area policies) as currently written do not utilize a nomenclature consistent with the draft Official Plan (Volume 1) as it relates to matters such as land use designations or road classifications. The Policy Planning Department will review each document in Volume 2 to ensure a consistency in terminology as may be required. In certain instances, where a Volume 2 document is written as a free-standing Amendment, it may be possible to retain the document in its current form since it does not rely on any current Official Plan documents that are being replaced by Volume 1 of the Official Plan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 1, CW(PH) Report No. 30 – Page 5

Relationship to Vaughan Vision 2020/Strategic Plan

The new Official Plan (Volumes 1 and 2) pertains to the section of Vaughan Vision 2020 dealing with “Plan and Manage Growth and Economic Vitality”, including the following specific components:

“Complete and implement the Growth Management Strategy (“Vaughan Tomorrow”)

“Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031”

“Review the Vaughan Corporate Centre Vision”

Regional Implications

The new Official Plan has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of the Regional Official Plan (December 2009) which is adopted and waiting for final approval by the Province. The new Official Plan conforms to the policies of the Regional Official Plan. The Region of York must approve the new Vaughan Official Plan.

Next Steps

Comments on this evening’s Public Hearing are requested no later than July 5, 2010. The Policy Planning Department will be submitting a report to a Committee of the Whole meeting in response to comments received at the June 14, 2010, Public Hearing, or in writing.

It is anticipated that the August 31, 2010 Committee of the Whole report will include a recommendation for adoption of the new Official Plan, including the City-wide policies, site-specific policies and secondary plans. With the direction of Committee of the Whole, the scheduled September 7, 2010 Council meeting is anticipated to be the date when Council will consider adoption of the draft Official Plan.

Conclusion

The new Vaughan Official Plan will consist of two Volumes including Volume 1 which will include the City-wide policies and Volume 2 that will include the site-specific policies, the secondary plans to be presented at the June 14, 2010 public hearing, and several other secondary plans completed and approved recently which are being carried forward into the new Official Plan. These policies are being maintained in the new Official Plan because either they are recent amendments that include policies consistent with the draft Official Plan, deal with specific land use issues, or maintain recent Ontario Municipal Board decisions. The comments from the public and Council expressed at this Public Hearing or in writing will be addressed in a comprehensive report to a Committee of the Whole meeting.

Attachments

1. City of Vaughan Official Plan Volume 2: A Plan for Transformation – May 2010 Draft

Report prepared by:

Diana Birchall, Director of Policy Planning, ext. 8411

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CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 1, CW(PH) Report No. 30 – Page 6

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, Report No. 30, of the Committee of the Whole (Public Hearing), which was adopted, as amended, by the Council of the City of Vaughan on June 29, 2010, as follows:

By receiving the written submission of Mr. Don F. Given, Malone Given Parsons Ltd., 140 Renfrew Drive, Suite 201, Markham, L3R 6B3, dated June 18, 2010.

**2 NORTH KLEINBURG-NASHVILLE SECONDARY PLAN
FILE: 12.5.12.3
WARD 1**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 14, 2010, be approved; and
- 2) That the following deputations and written submission, be received:
 - a) Mr. Aaron Hershoff, Malone Given Parsons, 140 Renfrew Drive, Markham, L3R 6B3;
 - b) Ms. Alexandra Hatfield, 232 Camlaren Crescent, P.O. Box 190, Kleinburg, L0J 1C0;
 - c) Ms. Deborah Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8;
 - d) Mr. Frank Greco, 10504 Islington Avenue, Kleinburg, L0J 1C0;
 - e) Mr. Ken Nieuwhof, KARA, P.O. Box 202, Kleinburg, L0J 1C0, and written submission, dated June 14, 2010;
 - f) Ms. Joy Dietrich, The Joy of Health, 855 Nashville Road, Kleinburg, L0J 1C0;
 - g) Mr. Robert Klein, KARA, 8 Daleview Court, Kleinburg, L0J 1C0; and
 - h) Mr. Victor Labreche, Labreche Patterson & Associates Inc., 330-A1 Trillium Drive, Kitchener, N2E 3J2.

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing Report for file 12.5.12.3 (North Kleinburg-Nashville Secondary Plan) be RECEIVED; and, that any issues raised at the public meeting and comments submitted in writing be addressed by the Policy Planning Department in a future report to a special evening meeting of the Committee of the Whole scheduled for August 31, 2010.

Contribution to Sustainability

Consistent with *Green Directions Vaughan*, the City's Sustainability and Environmental Master plan, the new communities created by the Secondary Plan will meet the Region of York's standards for complete communities, and requirements under Places to Grow (2005) for intensification while meeting the following key sustainability initiatives outlined by Green Directions Vaughan listed below.

- | | |
|-------------|---|
| Goal 1 & 5: | Demonstrating leadership through green building and urban design policies. |
| Goal 2: | To ensure sustainable development and redevelopment. |
| Goal 2: | Protecting green space and the countryside by establishing a Natural Heritage Network and limiting urban expansion. |
| Goal 3: | To ensure that Vaughan is a city that is easy to get around with low environmental impact. |
| Goal 4: | Mixed-use communities in the Vaughan Metropolitan Centre and other Primary and Local Centres, together with an emphasis on design excellence are to foster vibrant communities. |

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 2

Goal 5 & 6: An overall vision and policy structure that supports implementation of Green Directions Vaughan.

Economic Impact

The draft North Kleinburg-Nashville Secondary Plan establishes a framework for the development of the lands subject to the Plan Area. The draft Secondary Plan will have a positive impact upon the City of Vaughan in terms of managing growth and fostering complete communities while fulfilling the City's obligations to conform to Provincial policies and comply with Regionally imposed targets for residential and employment growth.

Communications Plan

Public notice for the statutory open house on April 22, 2010 and statutory public hearing on June 14, 2010 was mailed to landowners within the Kleinburg-Nashville Community Plan (OPA 601) area and all residents within 150 metres of its boundary. Notices were posted on various online web pages including the City of Vaughan website, Vaughan Tomorrow, City Page Online and the Planning Department Notice of Public Hearing(s) webpage. Notices were published in various local Vaughan newspapers including the Vaughan Weekly, Vaughan Liberal, and Vaughan Citizen.

Purpose

The purpose of this report is to introduce the "North Kleinburg-Nashville Secondary Plan (May 2010)" that establishes a comprehensive framework of planning policies to guide and manage growth and development for lands designated as "Rural Area" and "Nashville Core Area" in the former Kleinburg-Nashville Community Plan, as shown on Attachment #1. This report presents a summary of the Secondary Plan and the process of its preparation. Copies of the Secondary Plan have been provided to Council and are available on the City's website and at the Planning Department.

Background

Location

The North Kleinburg-Nashville Secondary Plan applies to the lands shown on Attachment #1. The subject lands comprise three (3) areas that were studied as part of the North Kleinburg-Nashville Study Area.

City of Vaughan Official Plan

The final City of Vaughan Official Plan document will be produced in two volumes. Volume 1 will introduce policies that will be generally applicable throughout Vaughan. Volume 2 will contain the secondary plans, including the draft North Kleinburg-Nashville Secondary Plan, which have required more detailed planning analyses and policies. Volume 2 will also include a limited number of site-specific policies applicable to individual properties in some parts of Vaughan. This public hearing deals with the policies specific to the North Kleinburg-Nashville Secondary Plan

Official Plan Designations

The draft Secondary Plan introduces a set of land use designations applicable to the Secondary Plan area as shown on Attachments #3, #4, and #5. The Secondary Plan also includes maps that illustrate the trails and parks system and street pattern on lands subject to the plan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 3

Zoning

The zoning provisions of By-law 1-88 will remain in effect until they are updated or replaced by zoning consistent with the City's draft Official Plan, including this Secondary Plan. Following approval of the Official Plan, it is anticipated that work will begin on the preparation of a new zoning by-law to bring it into the conformity with this Secondary Plan and that a budget and work schedule will be prepared for consideration by Council for the 2012 budget.

Secondary Plan Review Process and Community Consultation

The North Kleinburg-Nashville Secondary Plan is the result of an extensive public engagement and consultation process. The process incorporated three public workshops, a statutory open house and statutory public hearing with a full range of stakeholders including residents, landowners, developers and their agents. The consultation process to-date also included other City Departments, a monthly project status update to the Official Plan Review Committee, and consultation with required public agencies such as the School Boards, Region of York, and the Toronto and Region Conservation Authority.

The following provides a brief overview of the entire Secondary Plan process:

- May 7, 2007 – Vaughan Council approved the Terms of Reference for the New Vaughan Official Plan, which identified the “Rural Areas” and “Nashville Core” within the Kleinburg-Nashville Community Plan as one of four focused area reviews (studies) to be undertaken.
- March 31, 2008 – Vaughan Council approved the “Terms of Reference for a Focused Area Review of the Kleinburg-Nashville Community”.
- June 23, 2008 – Vaughan Council approved the revised “Terms of Reference for a Focused Area Review for the Kleinburg-Nashville Community” which were revised in response to Council's intention that Block 61 West be removed from the study area.
- March 23, 2009 – Vaughan Council adopted a recommendation from the Commissioner of Planning that the firm Planning Partnership be retained to conduct the Kleinburg-Nashville Focused Area Review. The Study Team was joined by sub consultants LGL Limited and Bray Heritage for the Environmental and Heritage components, respectively. The Policy Planning Department later approved a change from LGL Environmental to Plan B Environmental.
- June 18, 2009 Issues Workshop I - The purpose of the first stakeholder workshop was to: describe the study process for the Kleinburg-Nashville Focused Area Review; highlight initial directions revealed through the inventory and analysis of existing conditions; and, receive input from the public and stakeholders including landowners and developers.
- June 24, 2009 Issues Workshop II - The purpose of the second stakeholder workshop was to discuss options for the lands identified as "Rural Area" and "Nashville Core Area".
- January 6, 2010 Preferred Plan Workshop - Building on input received during the first two workshops held in June, 2009, this public workshop presented and discussed the preferred plans for the lands designated as "Rural Area" and "Nashville Core Area" by OPA 601.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 4

- March 8, 2010 - The following draft documents were submitted by the City's consultant for review and comment: "Kleinburg-Nashville Focused Area Review Background Report," "Kleinburg-Nashville Focused Area Review Design Options/Preferred Plan Report," "North Kleinburg-Nashville Secondary Plan" and Schedules; and the "Kleinburg-Nashville Focused Area Review Urban & Architectural Design Guidelines."
- April 22, 2010 – Ward 1, Statutory Public Open House.
- June 14, 2010 – Statutory Public Hearing.

Policy Context

i) Provincial Policy

The draft City of Vaughan Official Plan addresses the City's long-term planning requirements to the year 2031 in addition to consolidating all former Official Plan amendments into one document. This Secondary Plan provides area specific policies to implement the Kleinburg-Nashville Focused Study Area consistent with key policy directives of the Official Plan. The Secondary Plan conforms to recent Provincial and Regional land use policy directives by promoting more sustainable development of "complete communities" (Provincial Policy Statement, Region of York Official Plan) while fulfilling the requirement that unique and irreplaceable cultural and natural heritage resources in the area be conserved (Greenbelt Plan, 2005).

The Provincial Greenbelt Plan (2005) identifies within Kleinburg-Nashville those areas that are specifically protected from development and identified as Protected Countryside which contains a Natural Heritage System with the highest concentration of sensitive and/or significant natural features and functions.

ii) Regional Policy

The Region of York Official Plan (adopted December 19, 2009) identifies Kleinburg as a Local Centre that should have specific amenities including a commercial core, pedestrian environment and an appropriate focus on residential, commercial, institutional and community uses. The Plan further identifies the area of Nashville as a hamlet that should retain its rural character while permitting growth primarily through infilling. The policy directs new development away from the Greenlands System and identifies enhancement areas and linkage opportunities. Towns and Villages, the land use designation that applies to most of the focused areas, are identified in the Regional Official Plan as places to work, live and play.

iii) Kleinburg-Nashville Community Plan (OPA # 601, as amended)

The Kleinburg-Nashville Community Plan (OPA #601), as adopted by Council, provides a policy framework that directs and guides the development and redevelopment of land within the Kleinburg-Nashville area. OPA #601 includes policies to facilitate a Heritage Conservation District, which led to the designation of a Heritage Conservation District within the Community Plan. In 2004 Council adopted OPA # 610 which amends the Kleinburg-Nashville Community Plan (OPA #601) and introduces policies for the environmental area that was identified and designated as the "Regional Road 27 Valley Corridor Study Area" in OPA #601. Furthermore, policies were added for the enhancement, restoration and acquisition of natural areas in the valley corridor; and, define where limited development potential is appropriate. In 2006, OPA #633 (Kleinburg Core Area Policy Review) amended the Kleinburg-Nashville Community Plan by

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 5

incorporating: a new "Mainstreet Commercial" designation for the Kleinburg core area; recommendations and policies contained in the Heritage Conservation District Study and Plan; the removal of multiple family dwelling as a permitted use; and cash-in-lieu of parking policies. OPA #601, as amended by OPA#633 is being retained with no change to its purpose and effect, in Volume II of the draft City of Vaughan Official Plan. With regard to community boundary and growth, the Official Plan (4.2.2. 2) states: "Any consideration of urban uses to the north, west or east of the community shall explicitly consider the implications on the Kleinburg-Nashville community in terms of the maintenance of its residential and village character, and the impacts of traffic, noise, and their effect on community services."

Transportation

As part of the City's Transportation Master Plan (TMP) headed by AECOM, three areas with significant growth pressure were identified for more detailed transportation, planning and design analysis, among them Kleinburg-Nashville. It has been determined that the provision of efficient transportation infrastructure in the study area is constrained by the existing layout of roadways with jogs on Major Mackenzie Drive and at Nashville Road/Stegman's Mill Road and Islington Avenue as well as the existing dispersed land use patterns and the area's topography incised by deep river valleys.

Exacerbated by an Intermodal Terminal and the Petro-Pass site on Highway 50, major transportation issues within the Study Area include traffic operational concerns, traffic volumes and congestion at the intersections of Major Mackenzie Drive and Highway 50 and Highway 27 and heavy truck traffic, especially along Nashville Road. AECOM Consulting has proposed changes to the street network to mitigate these issues which are being reviewed. They include a reconfiguration of the Nashville/Huntington Roads intersection and a CP Rail grade-separated crossing on Huntington Road. Further to that end, on May 4, 2101, City of Vaughan Council approved a recommendation to transfer Nashville Road from the Region of York to the City of Vaughan in order to reduce truck traffic and promote a safe and vibrant countryside and main street environment through the heritage district.

According to AECOM, the developable areas and land use patterns proposed by the North Kleinburg-Nashville Secondary Plan are small in comparison to the total acreage of the Study Area; therefore, growth in traffic demand from the area is expected to be moderate and, as a result, the need for improvements for additional capacity related to these developments are expected to be modest.

Environmental

The proximity and interrelationship with areas of high natural value and function and the unique cultural heritage areas of Kleinburg-Nashville are a defining feature of the focused areas. A Natural Heritage System (NHS), consistent with the Natural Heritage Framework (i.e. Category 1 lands) identified in the City of Vaughan report, "Natural Heritage in the City - Background for the Official Plan" (AECOM 2009), was established as a framework for the preparation of land use alternatives for the North Kleinburg-Nashville Secondary Plan Area. The majority of the natural features within the study area are part of the Greenbelt Plan and Protected Countryside Natural Heritage System. The Natural Heritage System (Natural Heritage Network) defines the limits of the natural features (i.e. valley lands, woodlot, wetlands, and watercourses) plus a 30 metre buffer. Refinements to the Natural Heritage System boundary and buffers will be addressed during subsequent phases in the planning process when more detailed information is available.

The presence of environmental features combined with their buffer/setback requirements has precluded future development within Area 3 and 4, and Area 7 (See Attachment #2) is entirely located within the Greenbelt Plan Natural Heritage System, and includes natural areas associated with the Humber River valley and Purpleville Creek tributary.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 6

The predominant physical feature within the study area is the Main Branch and East Branch of the Humber River, which occupy well-incised valleys with steep side slopes and variable width floodplains. The East Humber River valley lands are designated as a Regionally Significant Life Science ANSI. The sugar maple and black maple forest associations that occur within the main Humber River valley system are considered to be regionally rare by the Ontario Ministry of Natural Resources (OMNR). The East Humber River valley lands are also identified by the Toronto and Region Conservation Authority (TRCA) as a Life Science Environmentally Significant Area #32 (Glassco) that fulfills 3 out of a possible 7 ESA designation criteria. The AECOM (2009) report identifies the East Humber River valley, as well as the main Humber River valley, as a Centre of Biodiversity. The forest communities associated with the Humber River valley lands are identified as Significant Woodlands in the Region of York Official Plan and are mapped as part of the Regional Greenlands System and Provincial Greenbelt.

A tributary of Purpleville Creek is located in the northeast portion of the study area and occupies a shallow but well defined valley. The wetlands associated with the Purpleville Creek system have been identified by OMNR as a draft Provincially Significant Wetland Complex (i.e. East Humber River Provincially Significant Wetland). Both the main Humber River and the East Humber River valley lands contain wetland communities that have not yet been evaluated by OMNR following the Ontario Wetland Evaluation System.

Commercial Land Use Study

As part of the Commercial Land Use Review, a report titled, "City of Vaughan Commercial Land Use Review" (2009) has been prepared that identifies several conclusions related to future commercial/retail requirements in Vaughan as a whole, as well as for the Kleinburg-Nashville Cores. The report suggests that the historic villages in Vaughan including Kleinburg-Nashville lend a special character to the surrounding neighbourhoods and that they represent "...authentic pedestrian precincts that are far easier to market and grow than attempting to recreate that experience in a planned retail development." The report concludes a small portion of new local retail and office space - likely no more than 9,300 m² - will be required to serve the local commercial needs of the new population primarily in the Nashville Community, approximately between 1.4 and 1.9 square metres per new resident. Also, future community scale retail in mixed use areas should be limited to a maximum of 15,000 m², and preferably below 10,000 square metres and that commercial space in Kleinburg-Nashville should be sensitive to the rural and heritage character of the area and should be limited to local serving facilities.

Block 61

In addition to this broader planning context, Vaughan Council's approval of a new development on Block 61 within the Kleinburg-Nashville Community Plan (See Attachment #1) was taken into consideration. This development plan is significant in scale, but, as required, substantially in conformity with much of the new planning policy regime required by Province and the Region. Further discussion and resolution of issues surrounding the integration of Block 61 with the "Nashville Core" area, in particular regarding the open space corridor at the north end of Block 61, will be addressed at the block plan level.

Secondary School

The York Catholic District School Board (YCDSB) requested on January 21, 2010 that a site be reserved for a secondary school within the Kleinburg-Nashville Community. The Secondary Plan does not provide for a secondary school site. A suitable site has been identified by Policy Planning Staff and YCDSB to the west of Block 61, on a site abutting the north side of the proposed community centre associated with the Block 61 development. However, at this time, this site is not owned by the City or school board and is not subject to any planning process that would facilitate securing the lands for the school board and is not within the urban boundary.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 7

Accordingly, the school board in consultation with the City must secure the lands for a secondary school at a later date.

Elementary School

The York Region District School Board was provided a site within the Huntington Road Community (Area 2) for an elementary school that met most of their criteria, as the presence of a hydro corridor and gas pipeline and related setback requirements within the Kipling Avenue Community (Area 5&6) made that area unsuitable. The site is bounded by Huntington Road and three local roads, and is accessible to students outside of the immediate community and within a 10 minute walking distance from most residences within the community.

The Secondary Plan

The North Kleinburg-Nashville Secondary Plan forms a Secondary Plan within Volume 2 of the City's Official Plan.

i) Ten Guiding Principles

The plan is predicated on the following guiding principles and objectives:

1. The protection and enhancement of natural heritage features and environmental resources.
2. New development will be balanced with the existing heritage features of the community.
3. All new development shall be designed to be compatible with the scale and character of the existing community.
4. All new development shall reinforce the role of Kleinburg-Nashville within the City as a rural village centre, while maintaining the integrity of the surrounding countryside area.
5. All new development shall be integrated with existing development with appropriate connections and interface treatments that manage the transition from the old to the new.
6. All new development shall combine with the existing villages to promote the creation of a complete community that is designed for all stages of life and includes a mixture of land uses providing a variety of employment, cultural and educational opportunities, places for active and passive recreation, health care facilities, commercial opportunities, meeting places and a full range of housing types.
7. Parks, natural heritage features, trails and stormwater management facilities shall form a connected and accessible open space system. Accessibility includes both physical access, as well as visual access and integration.
8. The achievement of the City's sustainability objectives under the Environmental Master Plan and City of Vaughan Official Plan shall be promoted.
9. A high quality of urban design for new development projects will be expected. LEED certified or other green building technologies are to be promoted.
10. Streetscaping that includes large street trees, street furnishings, and other landscaping features are to be included in all new development in order to enhance the urban forest and the pedestrian experience.

ii) Objectives

The North Kleinburg-Nashville Secondary Plan is based on achieving the policies of the Province and York Region with respect to:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 8

1. Sustainable, efficient, cost-effective development and land use patterns;
2. The conservation of natural, cultural and built heritage features;
3. The protection of public health and safety; and
4. The achievement of minimum development densities;

The Secondary Plan is also expected to achieve the goals and objectives of the City of Vaughan Official Plan.

iii) Additional Objectives

The following additional objectives shall be considered in the review of all public and private sector development applications within the North Kleinburg-Nashville Secondary Plan Area:

1. High quality urban design;
2. Complete, contextually-sensitive, sustainable and attractive neighbourhood development;
3. An interconnected greenlands system;
4. Comprehensive community facilities;
5. Active transportation that will serve all modes of transportation, pedestrians, cyclists, transit users and cars and is complemented by a linked trails system consisting of streets, lanes, parks and open spaces, sidewalks, single-loaded buffer roads abutting Natural Heritage Network areas, off street trails and bicycle lanes;
6. Cost-effective services/Infrastructure, aesthetically integrated into the connected greenlands system. The Secondary Plan also promotes alternative development standards and the use of green infrastructure.

Focus Areas

The Secondary Plan establishes policies for three areas recommended for development briefly described as follows:

i) Nashville Village (Area 1)

The Secondary Plan for the Village of Nashville (Focus Area 1) as shown on Attachment #3 supports the long-term evolution of the historic Nashville Road corridor, a constituent part of the Kleinburg-Nashville Heritage Conservation District, as a mixed-use main street, while ensuring appropriate interface and integration with planned adjacent greenfield residential development to the north and in Block 61 to the south. The Secondary Plan for North Nashville is based entirely on low-density single-detached residential uses, a pattern of development similar to the existing Nashville Core. Changes to the function of Nashville Road west of Highway 27 are also recommended to remove truck traffic and engender a main street condition attractive to pedestrians and cyclists; however, any changes to its function must be approved by the Region. The Plan for Nashville Main Street also includes measures to support its long-term evolution from a predominately residential corridor to a more mixed use main street. To achieve this desired evolution, rear lanes have been proposed on either side of Nashville Road in order to permit the future closure of front driveways and provide rear lane access to the existing residences. These proposed rear lanes also serve as a transitional interface between the existing development along Nashville Road and planned new development to the north and south.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 9

ii) Huntington Road Community (Area 2)

The Secondary Plan for the Huntington Road Community (Focus Area 2), as shown on Attachment #4, is typified by single-detached residential uses that also includes a small commercial/mixed use component fronting on Huntington Road, surrounded by semi-detached/townhouse residential uses and an apartment block. A component of semi-detached and townhouse residential uses are planned around a large park in the southern portion of the community. The Plan also includes a 2.3 hectare elementary school site fronting on Huntington Road and two stormwater management facilities on the eastern edge of the community Area. The preferred plan for the Huntington Road Community envisions a road pattern based on a relatively rigid grid with only slight modifications, particularly along the edges. Single-loaded roads are provided along the periphery of the focus area to ensure access and view to the surrounding natural features is maintained. Interspersed throughout the Focus Area is a series of smaller parks (ranging from approximately 0.06 to 1.3 hectares) connected by a system of trails and green streets as well as a larger 2.9 hectare park adjacent to the proposed Elementary School Site. An extension of the proposed north-south collector road parallel to Huntington Road to lands located to the south of the community was recommended, as well as the introduction of a curvilinear alignment or a roundabout on the north-south collector road to discourage speeding and traffic infiltration.

The parcel west of Huntington Road, across from Area 2 and east of the CP Rail tracks should be considered for residential development at some point in the future, in order to create a complete community as part of Area 2. The rail line acts as an effective boundary between residential and employment land uses. While it may be premature to designate this western parcel as part of an urban expansion at this time, consideration should be given to include a policy that would allow for an Official Plan amendment in the future. The appropriate land use would be determined based on a planning justification supported by technical studies and analysis.

iii) Kipling Avenue Community (Area 5 & 6)

The Secondary Plan for the Kipling Avenue Community (Focus Areas 5 & 6), as shown on attachment #5, is largely characterized by lower-density, single-detached residential uses. A small component of single-detached estate residential uses is provided at the northern limit of the community and a small commercial/mixed use designation is proposed along Kipling Avenue surrounded by higher density semi-detached and townhouse residential uses which serve as a focal point for the neighbourhood. The plan also includes provision for two stormwater management facilities. Interspersed throughout the community are a series of parks (ranging from 0.2 hectares to 2.6 hectares) connected by a system of trails and green streets, including a major trail along the hydro corridor. The road pattern is based on a modified grid bisected by a north-south collector that runs adjacent to the hydro corridor and that traverses the creek to connect the north and south portions of the community. Consistent with the other focused areas, single-loaded buffer roads are provided along the periphery to ensure access and view to the surrounding natural features.

The Kipling Avenue Community includes a 6.6 ha wedge of land, shown on Attachment #5 as “Special Study Area,” which is described later in this report.

iv) Densities

The proposed density for the Secondary Plan in each of the Focused Areas recommended for development is as follows:

.../10

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 10

	Nashville Village (Area 1)	Huntington Road Community (Area 2)	Kipling Avenue Community (Areas 5&6)	Total
Total Developable¹ Land Area (ha)	9.56	64.96	72.98²	148²
Total Number of Units	50	1,014	903	1,967
Total Number of People + Jobs	172	3,269	2,968	6,409
Persons + Jobs Per Hectare (p+j/h)	18	50	40	43

1. 'Developable Area' includes all land uses within the focus area boundary as defined on the mapping (i.e. includes residential land, roads, schools, ponds, parks, etc.), except environmental areas.
2. This figure is based on the assumption that the Special Policy Area (8.01 ha) in the Kipling Avenue Community is considered developable pursuant to further study.

v) Land Use Designations

Attachment #'s 3, 4 and 5 provide the general community structure and schematic location and distribution of the following land use designations:

1. Kleinburg-Nashville Low-Rise Residential (I, II and III)

The Kleinburg-Nashville Low-Rise Residential I, Kleinburg-Nashville Low-Rise Residential II and Kleinburg-Nashville Low-Rise Residential III designations conform to land use policies of the Low-Rise Residential designation (Section 9.2.2.1) of Volume 1 of the draft Official Plan.

However, the list of permitted building types in each designation is reduced as follows:

- Kleinburg-Nashville Low-Rise Residential I - detached houses
- Kleinburg-Nashville Low-Rise Residential II - detached and semi-detached houses
- Kleinburg-Nashville Low-Rise Residential III - townhouses and stacked townhouses

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 11

The intention is to feather out land use densities more gradually from higher to lower thereby reducing the visual and physical impact of new development on environmental and established cultural heritage areas. The lowest densities occur along edges that have interface with the Natural Heritage System.

2. Kleinburg-Nashville Low-Rise Mixed-Use Designation (I and II)

The Kleinburg-Nashville Low-Rise Mixed-Use I and Kleinburg-Nashville Low-Rise Mixed-Use II designations conform to the Low-Rise Mixed-Use designation (Section 9.2.2.2) of Volume 1 of the draft Official Plan.

However, the list of permitted building types in each designation is modified as follows:

- Kleinburg-Nashville Low-Rise Mixed-Use I - stacked townhouses and low-rise buildings
- Kleinburg-Nashville Low-Rise Mixed-Use II - low-rise buildings

The intention is to transition land use densities thereby reducing the visual and physical impact of new development on environmental and established cultural heritage areas. These mixed use areas revolve around and define the community's centre.

All development within the KN Low-Rise Mixed-Use II designation, with the exception of that area designated within Village of Nashville, is required to include a small scale, publicly accessible amenity space intended for passive use. In addition, all development on lands designated KN Low-Rise Mixed-Use II within the Nashville Heritage Conservation District shall conform to the Cultural Heritage Policies of the City of Vaughan Official Plan and the Design Guidelines within the Kleinburg-Nashville Heritage Conservation District Plan.

Development within the Kleinburg-Nashville Heritage Conservation District will be subject to additional policies pertaining to compatible scale, size, massing, setbacks, height and maintaining an FSI within the range of 0.2 to 1.0, depending upon the lot frontage, depth, proposed use, site constraints which would be outlined within the implementing Zoning By-law. Furthermore, achieving quality design is recognized as an important objective of the Secondary Plan and to this end, design policies are provided for: the development of public and private lands that provide for a clearly defined public realm; consistent, compatible built form; a safe, comfortable and accessible pedestrian realm; enhancement of the unique rural village heritage character of the community; maintenance of a consistent scale, rhythm and pattern of development where wide lots are concerned; appropriate siting and massing of infill development; and for the preservation of the unique built and landscape heritage character of the Heritage Conservation District consistent with the Kleinburg-Nashville Heritage Conservation District Vol. I Study and Plan. The policies of the Heritage Conservation District are strengthened by the addition of the requirement at the site plan stage for a report prepared by a qualified heritage architect to assess the suitability of any proposed project in context with the Heritage Conservation District policies.

3. Natural Heritage Network: Category I Designation

All lands identified within the Natural Heritage Network: Category 1 designation will be subject to the applicable policies of Section 3.2.4 of Volume 1 of the draft Official

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 12

Plan. All development abutting the Natural Heritage System shall provide a minimum 10, 15 or 30 metre vegetation protection zone, depending on the ecosystem habitat in accordance with policy 3.2.3.4 of the draft Official Plan.

4. Greenbelt Countryside Designation

All lands identified within the Greenbelt Countryside designation shall be subject to the applicable policies of Section 3.4.2 of Volume 1 of the draft Official Plan, the Greenbelt Act, 2005 and the Greenbelt Plan, 2005.

5. Special Study Area

A Special Study Area is identified on Attachment # 5 in the Kipling Avenue Community. This 6.6 ha wedge of land lies between the East Humber River and Purpleville Creek, whose headwaters and main tributary are in the Greenbelt Natural Heritage System, and may potentially play an environmental connectivity and restoration function. The intent of the Special Study Area designation is to recognize that the identified lands may have some development potential, subject to a detailed Environmental Impact Study prepared to the satisfaction of the City, the Conservation Authority, and any other agency having jurisdiction. Following the detailed definition of significant natural heritage features and their associated buffers, those lands within the Special Study Area designation that are identified as undevelopable by the Environmental Impact Study shall be designated Natural Heritage Network: Enhancement Areas whereas those lands within the Special Study Area that may be identified as developable by the Environmental Impact Study may be considered for development under the policies of the KN Low-Rise Residential I designation, without further Amendment to this Plan. Any development shall be subject to the completion of further studies to the satisfaction of the City, TRCA and any other agency with an interest.

6. Utility Corridor Designation

The lands designated as Utility Corridor shall be subject to Section 8.4.1 of Volume 1 of the draft Official Plan.

7. Stormwater Management Facility Symbol

Stormwater management facilities shall be designed and built in accordance with the policies of Section 3.7.2 of the City of Vaughan Official Plan. Stormwater management facilities including stormwater management ponds, may be permitted on lands in any land use designation, with the exception of the Natural Heritage Network: Category 1 designation, subject to approval by the City in consultation with any authority having jurisdiction. Stormwater management will be considered as a community amenity and resource and accordingly will be designed to meet required performance standards and to provide a net benefit to the environment.

8. Elementary School Symbol

The need for one elementary school within the Huntington Road Community has been identified; however, elementary schools may be permitted on lands in any land use designation, with the exception of the Natural Heritage Network: Core Features and Special Policy Area designations. The City, in consultation with the School Boards, will promote efficient, urban school site sizes. In the event that all or part of a planned school site is not required by a School Board, the alternate uses shall be

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 13

permitted without an Amendment to the Secondary Plan in order of priority: Compatible institutional uses which may include places of worship, government buildings, community and recreational facilities, housing for seniors and/or cultural buildings (e.g. museum, library art gallery); or residential uses, which shall be developed in accordance with the KN Low-Rise Residential II designation, as considered appropriate by the City. The City of Vaughan shall have first right of refusal to acquire all or part of the school site; government agencies and community groups with identified needs shall have the second right of refusal. The development of elementary schools shall conform to the policies of Section 7.2.3 of Volume 1 of the draft Official Plan, and shall be consistent with the Urban and Architectural Design Guidelines associated with this Secondary Plan.

9. Neighbourhood Park/Parkette Symbols

Neighbourhood Parks and Parkettes are shown symbolically on Attachment #'s 3, 4, 5, 6, 7 and 8. The locations, configuration and boundaries of these park features shall be confirmed through the required Block Plan, and may be revised, in accordance with the findings and recommendations of the Block Plan without further Amendment to this Secondary Plan. Generally, Neighbourhood Parks and Parkettes are located such that all residents are within a 5-minute walk of some component of the public parkland system. The Neighbourhood Parks are expected to form the primary recreational focus in each of the Huntington Road Community and Kipling Avenue Community. Neighbourhood Parks shall perform an array of functions within the community and can range in size from 2.5 to 3.5 hectares, depending upon their planned role and function. Neighbourhood Parks are required to have significant frontage, with a minimum of three sides of the park flanked by the public street or natural heritage network. Where possible the Neighbourhood Parks will be integrally connected to trails throughout the neighbourhoods and within the Natural Heritage Network. Neighbourhood Parks are expected to accommodate community and recreational facilities.

Parkettes are smaller components of the public open space network, ranging in size from 0.2 to 0.6 of a hectare. Parkettes are to be located throughout each neighbourhood. Parkettes shall have significant frontage onto public streets, with a minimum of two sides exposed to the public street network. Parkettes, if designed and built in accordance with City standards, may be accepted as part of the required parkland dedication. Attachment #'s 6, 7 and 8 identify lands as 'Trails and Connections' as potential enhancements to the overall Trails and Parks Network. These lands are not acceptable for parkland dedication under the Planning Act. Parkland dedication will occur in accordance with Policy 7.3.3.1 of Volume I of the Official Plan. The public park system within the North Kleinburg-Nashville Secondary Plan Area shall conform to the Policies of Section 7.3 of Volume 1 of the draft Official Plan, except where further refined by this Secondary Plan.

Other Policy Components

The Secondary Plan includes policies related to other development issues, including:

i) Active Transportation

Components of the Active Transportation System serving the Secondary Plan Area shall include streets, interconnected trails within the Natural Heritage System (See Attachment #'s 6, 7 and 8), transit, bicycle and pedestrian routes and facilities. All components of the transportation network shall conform to the policies of Section 4.2 of Volume 1 of the draft Official Plan and shall be consistent with the Urban and Architectural Design Guidelines appended to this Secondary Plan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 14

ii) Services and Utilities

All services and utilities shall be provided in accordance with the provisions of Section 8 of Volume 1 of the draft Official Plan. All new development within the North Kleinburg-Nashville Secondary Plan Area shall be on the basis of full municipal services. The North Kleinburg-Nashville Secondary Plan Area shall be developed on the basis of a Master Environmental Servicing Plan that shall determine the appropriate method of municipal servicing with respect to the provision of water, sewage treatment and stormwater management.

iii) Urban Design Policies

Comprehensive urban design policies will be provided to coordinate development and to promote an attractive, cohesive public realm that supports active multi-modal transportation, compatible, attractive and environmentally sustainable development. In the review of development applications, the City will ensure consistency with the Urban and Architectural Design Guidelines.

Relationship to Vaughan Vision 2020/Strategic Plan

The new Official Plan, of which the North Kleinburg-Nashville Secondary Plan is a constituent part, pertains to the section of Vaughan Vision 2020 dealing with “Plan and Manage Growth and Economic Vitality.

Regional Implications

This Secondary Plan and the new Official Plan has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of the Regional Official Plan (ROP) which is adopted and awaiting final approval by the Province. The new Official Plan relies upon the population and employment forecasts included in the ROP, and conforms to its policies.

Next Steps

Comments on this evening's Public Hearing are requested no later than July 5, 2010. The Policy Planning Department will be submitting a report to a Committee of the Whole meeting in response to comments received at the June 14, 2010, Public Hearing, or thereafter in writing.

It is anticipated that the August 31, 2010 Committee of the Whole report, presented at a special evening meeting of the committee, will include a recommendation for adoption of the new Official Plan, including the City-wide policies, site-specific policies and secondary plans including the North Kleinburg-Nashville Secondary Plan. With the direction of Committee of the Whole, the scheduled September 7, 2010 Council meeting is anticipated to be the date when Council will consider adoption of the draft Official Plan.

Conclusion

The comments from the public and Council expressed at this Public Hearing or in writing will be addressed in a comprehensive report to a Committee of the Whole meeting.

Attachments

1. Study Area & Block 61
2. Kleinburg-Nashville (Study Areas)
3. Nashville Village Land Use Plan
4. Huntington Community Village Land Use Plan

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 2, CW(PH) Report No. 30 – Page 15

5. Kipling Community Village Land Use Plan
6. Village of Nashville Trails and Parks
7. Huntington Community Trails and Parks
8. Kipling Community Trails and Parks
9. North Kleinburg-Nashville Secondary Plan – May 2010 (Mayor & Members of Council)

Report prepared by:

Ted Radlak, Senior Policy Planner, Ext 8237

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, Report No. 30, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on June 29, 2010.

**3 THE WOODBRIDGE FOCUSED AREA STUDY
DRAFT SECONDARY PLAN
FILE 25.3
WARD 2**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 14, 2010, be approved; and
- 2) That the following deputations and written submission, be received:
 - a) Ms. Carole Davies, 288 Veneto Drive, Woodbridge, L4L 8X8;
 - b) Mr. Allen Kershaw, 288 Veneto Drive, Woodbridge, L4L 8X8;
 - c) Mr. Nick Manno, 41 Coles Avenue, Vaughan, L4L 1L8;
 - d) Mr. Lorenz Schmidt, Balor Development Services Ltd., 8265 Islington Avenue, Vaughan, L4L 1W9;
 - e) Mr. Peter Smith, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Vaughan, L4K 5K8, and written submission dated June 14, 2010;
 - f) Mr. Nick Pinto, West Woodbridge Homeowners Association Inc., 57 Mapes Avenue, Woodbridge, L4L 8R1;
 - g) Ms. Carrie Liddy, 36 Humberview Drive, Woodbridge, L4H 1B1;
 - h) Mr. Louie Nimpo, 26 Mapes Avenue, Woodbridge, L4L 8R4; and
 - i) Mr. Victor Labreche, Labreche Patterson & Associates Inc., 330-A1 Trillium Drive, Kitchener, N2E 3J2.

Recommendation

The Commissioner of Planning recommends:

1. THAT the draft Woodbridge Centre Secondary Plan (Attachment #8), prepared by Office for Urbanism and the Policy Planning Department BE RECEIVED; and, that any issues identified by the public and Council, be addressed by the Policy Planning Department in a future report to a special evening meeting of the Committee of the Whole scheduled for August 31, 2010.

Contribution to Sustainability

Goal 2 of Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, directs that the new Vaughan Official Plan "ensure sustainable development and redevelopment". Consistent with this Goal, the draft Woodbridge Centre Secondary Plan (WCSP) is a sustainable approach to planning for the future of the WCSP Area, providing policies that reflect the application of environmental protection, sustainable community design, and economic vitality and growth.

Economic Impact

The proposed land use policy changes will permit new assessment to the local tax base, and have a positive impact upon the City of Vaughan through the efficient use of existing infrastructure, intensification, and the protection and enhancement of built and natural heritage features.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, CW(PH) Report No. 30 – Page 2

Communications Plan

The draft Woodbridge Centre Secondary Plan was posted on the City's web site on May 25, 2010, to allow for public review and comment. On May 20, 2010, a notice of the Public Hearing was sent to all residents/landowners within the study area, and to 150 metres outside of the study area boundaries, to ratepayer associations, and to individuals who had requested notification. The notice was also placed in the Vaughan Liberal and the Vaughan Citizen; posted in all City libraries and community centres; and, placed on both the City Page and Vaughan Tomorrow websites.

Purpose

The purpose of this report is to introduce the draft Secondary Plan for the Woodbridge Centre, replacing the existing Official Plan documents that apply to this area and establishing a comprehensive framework of planning policies to guide and manage growth and development. This report presents a summary of the draft Secondary Plan and the process of its preparation. Copies of the draft secondary plan have been provided to Council and are available on the City's website and at the Planning Department. A final report with recommendations, which takes into consideration input from the public hearing and any additional comments from public agencies, is expected to be presented at the August 31, 2010, special evening, Committee of the Whole meeting. The draft Secondary Plan is not final and may be subject to change with respect to its content and format.

Background - Analysis and Options

Location

The study area includes the area between Kipling Avenue to the west, the Humber Valley lands and Special Policy Area (SPA) east of Islington Avenue to the east, Langstaff Road to the north and Highway 7 to the south, and the SPA south of Highway 7 as shown on Attachment #1.

City of Vaughan Official Plan

i) The final City of Vaughan Official Plan document will be produced in two volumes. Volume 1 will introduce policies that will be generally applicable throughout Vaughan. Volume 2 will contain the secondary plans, including the draft WCSP, resulting from focused area studies that are applicable to a number of areas which require detailed planning analyses and policies. Volume 2 will also include a limited number of site-specific policies applicable to individual properties and small collections of properties in some parts of Vaughan. This public hearing deals with the policies specific to the Woodbridge Centre Secondary Plan area.

Official Plan Designations

ii) The Secondary Plan introduces a set of land use designations applicable throughout the Plan area as shown on Attachment #2, including detailed land use information related to the maximum permitted building heights and densities.

Zoning

The zoning provisions of By-law 1-88 applicable to the Secondary Plan area, will remain in effect until they are updated or replaced by zoning consistent with the new Official Plan including this Secondary Plan. Following approval of the Official Plan, it is anticipated that work will begin on preparation of a new zoning by-law to bring zoning provisions into conformity with the draft Secondary Plan and that a budget and work schedule will be prepared for consideration by Council in the 2012 budget.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, CW(PH) Report No. 30 – Page 3

The Policy Context

The study area is subject to Provincial, Regional and municipal policy as follows:

a) Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) supports efficient land use, a mix of housing types and densities, residential intensification, public transit ridership, and the protection of cultural heritage. The PPS focuses on development within settlement areas and away from sensitive resources. It encourages growth in built up areas by providing opportunity for mixed uses, housing and employment, parks and open spaces, transportation choices and pedestrian movement. Local centres, are identified as key areas for intensification and redevelopment.

b) Places to Grow Act (2006)

The Places to Grow Act provides a vision and growth plan for the Greater Golden Horseshoe in southern Ontario and is based on a set of principles for guiding decisions on how land is to be developed and public investments are managed. The Places to Grow Act supports the following principles:

- (i) Build compact vibrant neighbourhoods;
- (ii) Protect, conserve, enhance and wisely use valuable natural resources such as land, air and water for current and future generations;
- (iii) Optimize the use of existing and new infrastructure to support growth in a compact, efficient form;
- (iv) Provide for different approaches to managing growth that recognize the diversity of communities; and,
- (v) Promote collaboration among all sectors including government, private and non-profit, and community members to achieve the vision.

c) York Region Official Plan (ROP)

The York Region Official Plan (ROP) is the upper tier planning document, to which the City of Vaughan's Official Plan must conform with respect to goals, objectives and land use policies. The ROP provides the framework for the overall planning structure of the Region, including specific guidance and policies for the urban structure and regionally significant areas such as the Woodbridge Focused Area Study area, including:

- (i) Direct the majority of growth to the Urban Areas identified in the Regional Structure Plan: The Woodbridge Focused Study Area is located within the identified Urban Area;
- (ii) Protect and restore the Regional Greenlands System as a permanent resource of the Region: The Humber River and the Rainbow Creek corridors are identified as part of the Regional Greenlands System;
- (iii) Create employment opportunities across the Region and reduce the overall levels of travel;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, CW(PH) Report No. 30 – Page 4

- (iv) Provide rapid transit services linking the Regional Centres within the adjacent urban area: Highway 7 within the study area, is identified as a Regional Rapid Transit Corridor; and,
- (v) Promote healthy communities by providing employment opportunities; encouraging the use of public transit; promoting walking and cycling; providing a range of housing options; protecting the natural environment; and improving community partnerships.

d) The New City of Vaughan Official Plan

The “vision for transformation” for the new City of Vaughan Official Plan (VOP), is based on eight key principles or themes; seven of which relate directly to the Woodbridge Focused Area Study as follows:

- (i) **Strong and Diverse Communities:** The VOP seeks to maintain the stability of existing residential communities, direct well designed, sensitive growth to strictly defined areas, and provide for a wide range of housing choices, and a full range of community services and amenities within each community.
- (ii) **A Robust and Prominent Countryside:** A focus of the Plan is to maintain a prominent and accessible countryside within Vaughan.
- (iii) **A Diverse Economy:** Build on Vaughan’s economic success through policies which aim to diversify the local economy.
- (iv) **Moving Around without a Car:** The VOP focuses on planning and design policies that make walking, cycling and transit use realistic options for moving around.
- (v) **Design Excellence and Memorable Places:** The two river valley corridors, the historic village core, and the parks, are identifiable place making features in Vaughan. There is a focus on accommodating growth, in a manner that contributes to the overall beauty of the city.
- (vi) **A Green and Sustainable City:** The main principles of sustainable land-use planning relate to the protection of the natural environment and agricultural lands, and the ability for people to live in communities that minimize energy use, water consumption, and solid waste generation, and allow for alternative transportation choices.
- (vii) **Directing Growth to Appropriate Locations:** The VOP provides an appropriate balance in this regard by accommodating 45% of new residential growth through intensification. These areas are outlined through the “Where and How to Grow Report” prepared by Urban Strategies Inc. for the purpose of informing the VOP review.

The principles and objectives of the Woodbridge Focused Area Study are consistent with those of the draft VOP. Important objectives of the study were to maintain the low-rise residential character of the area, protect and enhance the natural and built heritage, and to permit intensification where appropriate and in a manner sensitive to the environment and heritage character.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, CW(PH) Report No. 30 – Page 5

The Study Process

The Terms of Reference for the Woodbridge Focused Area Study (WFAS) was approved by Council on May 4, 2009. The study, which was initiated later in May of 2009, was undertaken by City staff jointly with the firm of Office for Urbanism. The study included a review of Provincial, Regional, and existing City policies related to the study area. A comprehensive review of the Special Policy Area, provided as a separate report (as shown on Attachment #9), was also undertaken as part of the WFAS. The vision for the Woodbridge Centre Secondary Plan (WCSP) was developed with a focus on achieving key objectives of the draft VOP as described in the foregoing section of this report.

Community Consultation

The public consultation process for the Woodbridge Focused Area Study was addressed, in part, in association with the public engagement process for the new City Official Plan (draft City OP). In addition to the consultation which occurred at the draft City OP Public Open Houses of May 28 and November 18, 2009, the following community meetings were held:

- i) September 17, 2009 - To present emerging objectives/principles for future development in the study area, and to receive local community input.
- ii) February 11, 2010 – To present the draft Secondary Plan and draft urban design policies/guidelines for the study area; and, to receive Woodbridge Community input.
- iii) April 7, 2010 – To present an overview of the proposed Secondary Plan to the Ward 3 Community at a Statutory Public Open House; and, to respond to residents' questions and receive comments.
- iv) April 14, 2010 – To present an overview of the proposed Secondary Plan to the Ward 2 Community at a Statutory Public Open House; and, to respond to residents' questions and receive comments.

In addition to the public consultation meetings, a half day charrette was held with City staff and Council, as well as members of the Sora Delegation, in May of 2009. The purpose of the charrette was to explore design development alternatives for the Market Lane area.

Special Policy Area (SPA) Working Group Meetings

An SPA Review Working Group including representatives from the Ministry of Municipal Affairs and Housing, the Ministry of Natural Resources, the Toronto and Region Conservation Authority (TRCA), and the Region of York, together with City of Vaughan staff, met twice to discuss the information requirements for the SPA Justification Report. The SPA Review Working Group meetings were held on August 28, 2009 and April 8, 2010. The City of Vaughan was represented by staff from Development/Transportation Engineering, Fire and Rescue (Emergency Planning), Information and Technology Management, Development Planning, and Policy Planning Departments.

Key Principles and Objectives of the Study

The key principles/objectives of the study, some of which are contained in the existing Official Plan policies for the WFAS lands are summarized below. These principles were critical in guiding the development of the land use and design policies for the WCSP.

- i) To Foster a Sense of Place: Development shall contribute to a defined identity and “a sense of place” for the Woodbridge Centre, and it shall be planned as a destination in its own right, defined by a strong pedestrian realm and a healthy mix of land uses.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, CW(PH) Report No. 30 – Page 6

- ii) **Protect Heritage Resources:** All new development shall respect the area's natural and cultural heritage assets and shall contribute to its heritage character, including its forests and river valleys, its landscapes and streetscapes, and its buildings and structures. These environmental features and natural and built heritage have shaped the identity and character of Woodbridge and should be preserved.
- iii) **Provide a Mix of Uses:** The Woodbridge Centre shall accommodate and encourage a mix of uses to support a vibrant community and healthy economy.
- iv) **Achieve a Critical Mass:** Islington Avenue, and Woodbridge Avenue should provide the opportunity for residential and employment intensification where appropriate, and support their role and function as vibrant neighbourhoods within the City of Vaughan.
- v) **Achieve a High Quality Built Form:** New development shall contribute to the defined identity of the area and ensure high quality design for buildings and all other elements in the public realm.
- vi) **Establish a Central Community Amenity within the Core:** Strengthen Market Lane as the core public amenity area and community focus where pedestrians can gather for social functions and community events.
- vii) **Create a Supportive Transportation Network:** The design of the transportation network should support the expected levels of development and a range of users, including pedestrians, cyclists, public transit, and private vehicles.
- viii) **Enhance and Expand the Green Environment:** Parks and open spaces shall be connected, and additional park land/trails introduced where appropriate.
- ix) **To provide updated mapping and policies for the Special Policy Area (SPA) in accordance with current Provincial, Regional, and City policies.**

General Land Use Recommendations

The WCSP area has a distinct character within the larger Woodbridge context in that it is defined by its heritage features and mixed uses, including commercial, institutional, residential and open spaces. The study area can be described by its distinct parts (see Attachment #5) including:

- (1) **The Kipling Avenue Corridor Study Area (OPA #695):** The WFAS included the OPA #695 area within its boundaries, however, lands within the Kipling Avenue Corridor Study area will remain subject to the policies of the Kipling Avenue Corridor Secondary Plan.
- (2) **The Established Low-Rise Residential Neighbourhoods:** These are the stable low density residential neighbourhoods located at the interior of the study area boundary, and away from arterial and collector roads, as shown on Attachment #5. The draft WCSP maintains the low density residential character of these neighbourhoods, reflecting only the change in the name of the designation from Low Density Residential to be consistent with the draft VOP.
- (3) **The Woodbridge Commercial Core:** This is the local centre of the Woodbridge community providing retail, business, and commercial services to the local residents; and, was also identified as an area of intensification in the "Where and How to Grow" report for the VOP review. The draft WCSP provides for an intensification of approximately 200 units, beyond what the current OPA permits, in the Woodbridge Commercial Core. The development meets the urban design

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, CW(PH) Report No. 30 – Page 7

principles of the Woodbridge Heritage Conservation District Plan, while also addressing re-development within the TRCA regulated area. The intensification is considered appropriate and beneficial to the vitality and economic health of the local centre. The draft WCSP includes as policy the recommendation of the recent Woodbridge Heritage Conservation District Plan (2009), that development facing the Woodbridge Avenue and Market Lane Square frontages must include commercial uses at grade level. This land use policy will reinforce the historical function of the Woodbridge Commercial Core as a commercial and social focus of the community. The Secondary Plan also designates a public square in Market Lane. The introduction of the public square will be critical in establishing the Commercial Core as a prominent community gathering place.

- (4) The Islington Avenue Corridor: This area along Islington Avenue, generally between Langstaff Road and Highway 7 is to retain its primarily low density character, with pockets of established higher density residential. The draft Secondary Plan provides for an intensification of approximately 30 residential units on Islington Avenue, beyond what the current OPA permits. This potential increase in residential unit yield is a result of re-designating the lands on Islington Avenue between Gamble Street and Davidson Drive from “Low-Rise Residential” to “Low-Rise Residential (2)”, permitting 0.5 FSI on these lands (with the possibility for an additional 0.5 FSI bonus density to achieve a maximum total FSI of 1.0). The re-designation of these lands is considered appropriate in the context of the existing adjacent Low Rise Residential lands in this section of the street corridor which are currently permitted an FSI of 0.5.

The WCSP re-designates the Hayhoe Mills site from its long standing industrial use to Commercial Mixed-Use and Public Park as shown on Attachment #2. Through the study process, the City was advised that the new landowner was not interested in continuing the mill operation, and requested that the City consider alternative uses for the site. Since the lands are located partially within an SPA, and below top of bank, alternative uses must comply with the policies related to these environmental conditions, and are therefore limited to commercial and parkland uses. It is considered appropriate in the context of the surrounding residential uses to permit a re-designation of the westerly portion of the lands to Commercial Mixed-Use, which would permit small scale grade related retail and business office, cafes and small restaurant uses; and, cultural and recreational facilities on the lands. The easterly part of the lands are located in the more sensitive portion of the SPA, and given the need for parkland in the Secondary Plan area, provide a good opportunity for a public park use. The public park at this particular location, permits ideal trail connections between the established Pine Grove Road trail and the valley trails of the Humber River.

The Special Policy Area (SPA) review component of the Woodbridge Focused Area Study, concluded no further intensification should be permitted in SPAs located in the Islington Avenue corridor due to associated flood risks. As a result, the draft WCSP proposes that where the Islington Avenue Corridor Study (OPA #597) permits proposed increases in density within the SPAs, that these areas be redesignated back to a Low-Rise Residential designation as follows (see Attachment #7):

- i) immediately north of Davidson Drive on the west side of Islington Avenue;
- ii) between Hartman Avenue and Willis Road, on the east side of Islington Avenue; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, CW(PH) Report No. 30 – Page 8

- iii) at the intersection of Woodbridge Avenue and Islington Avenue on the east side of Islington Avenue.

Permitting the higher densities in this part of the SPA would add a further 187 units along Islington Avenue. This increase in risk to life is not justified according to the results of the comprehensive SPA review. It should also be noted that the increases in the SPAs included in the previous Islington Avenue Corridor OPA #597, were deferred by the Region of York, awaiting the results of the comprehensive SPA review.

General Environmental Principles and Objectives

Two principles form the basis of the environmental policies in the draft WCSP. The first principle is the protection of environmental features and ecosystem functions. As Volume 1 of the draft City of Vaughan Official Plan identifies a Natural Heritage Network and related policies, the environmental protection policies in the WCSP refer to Volume 1.

The Special Policy Area (SPA) policies are specific to the WCSP area and are included as a component of the environmental policies of the Plan. The SPA boundaries, policies, and land use designations affecting the SPA follow from the results of a comprehensive SPA review and flood risk assessment. The new SPA boundaries in the WCSP contain fewer properties as a result of flood limit reductions. Only one part of the SPA located generally at the northwest corner of Woodbridge Avenue and Clarence Street has the potential to re-develop for modest intensification since it is identified as a low risk area. The reduction in the SPA boundaries and modest intensification in one part of the SPA results in an overall reduction in the potential number of new dwelling units in the SPA over the time horizon of the Plan and, hence, an overall reduction in risk. The SPA review demonstrates overall consistency with the SPA policies in the PPS and with the provincially approved City Terms of Reference for the SPA review. The results of the comprehensive SPA review require approval from the Ministry of Municipal Affairs and Housing and the Ministry of Natural Resources.

The second principle, upon which environmental policies for the Secondary Plan are based, is that of sustainable built form. These policies are intended to reduce the ecological footprints of development and identify measures to use resources more efficiently including energy and water conservation strategies for new development, and the promotion of active transportation and transit use.

The Urban Design Framework

A key objective of the WCSP is to provide an overall urban design policy framework for the plan area. The urban design policies included within the draft WCSP will also form the basis for a more detailed set of urban design guidelines which have been prepared and will be contained in a separate document. Key design policies from the Woodbridge Heritage Conservation District Plan have been included within the draft WCSP, and in addition, site specific policies have been developed for the different character areas identified on Attachment #5. The latter are summarized as follows:

- a) The Stable Residential Neighbourhoods

Stable residential neighbourhoods are characterized by old and new single detached houses, with deep front yard setbacks. Urban design policy included within the draft WCSP seeks to respect and conserve adjacent heritage buildings, features and landscapes; improve the green character by providing for additional tree planting and landscaping; maintain the distinct setbacks; improve connectivity to new parks and trails; and, protect views to the Humber River Valley.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, CW(PH) Report No. 30 – Page 9

b) The Woodbridge Commercial Core

Woodbridge Avenue within the Woodbridge Commercial Core, as shown on Attachment #5, has a mixed-use main street character with commercial primarily located at grade level, and buildings with zero or minimal front yard setbacks. Urban design policies for the Commercial Core include, but are not limited to the following:

- (i) Woodbridge Avenue will function as a connecting link in the urban recreational open space system, and as a focus for beautification of the public realm, with key pedestrian nodes at the Woodbridge Avenue / Kipling Avenue intersection, and the Woodbridge Avenue / Clarence Street intersection, as the main focal points of social activity;
- (ii) the Woodbridge Avenue road allowance should accommodate enhanced landscaping, street furniture, a comfortable walking pedestrian zone, and a zone for retail and café spill-over;
- (iii) the established rhythm of minimal front yard setbacks shall be maintained;
- (iv) storefronts should be oriented to the street and experienced as a collection of small scaled retail, with operable doors.
- (v) the existing Woodbridge Avenue paved road width shall remain at its current 10 metres (at the most narrow point) to 14 metres (at the widest point), to conserve and protect the historic location and front yard setbacks of heritage properties; and,
- (vi) the existing Clarence Street paved road width shall remain at its current 9 metres between Woodbridge Avenue and Mounsey Street, to conserve and protect the location and setback of heritage contributing properties.

c) Market Lane and Market Lane Public Square

Design policies established for the Market Lane area are the result of site specific analysis undertaken for this prominent community gathering place. These policies focus on the provision of a fine network of pedestrian connections to Woodbridge Avenue, Clarence Street, Arbor's Lane, and the Woodbridge Fairgrounds; careful design of the proposed Public Square; and the creation of a pedestrian priority zone.

d) Islington Avenue Corridor Area

The Islington Avenue corridor has a suburban street character with a mix of house forms, densities and uses. Urban design policies for the corridor maintain the existing deep front yard setbacks adjacent to Islington Avenue, provide for additional street tree canopy, and introduce wide pedestrian walkways on either side of the street.

In addition to the foregoing site specific design policies, a general urban design policy included within the draft WCSP directs that a detailed streetscape design be undertaken for Islington Avenue, Woodbridge Avenue, Clarence Street, and the Highway 7 / Islington Avenue intersection to complete a detailed Streetscape Master Plan for the entire WCSP area.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, CW(PH) Report No. 30 – Page 10

The Parks and Open Space Framework

As part of the WFAS, a parks and open space review was undertaken to assess the current service levels for parkland in response to the recommendation of the Active Together Master Plan (2008), and the demands of population intensification in the study area. The draft WCSP recognizes not only the long-term goals of the Active Together Master Plan, but also that a diversity of park types will be required to service the growing urban community.

The draft WCSP provides a parks and open space framework which maintains the parkland service requirements of the Provincial Planning Act, maximizes the potential for increased use of trails, provides for improved trail and park connections, provides for a more even distribution of park types throughout the community, creates a green streetscape environment, and introduces more urban public gathering places. The proposed Market Lane Public Square is envisioned as the central hub of the community. The location of proposed new parkland and open spaces are shown on Attachment #6.

Transportation

The draft WCSP supports the transportation objectives and policy direction of the draft Vaughan Official Plan for a sustainable, balanced, transportation system which focuses on strengthening the pedestrian, bicycle, and transit network systems. Transportation policies included within the proposed Woodbridge Centre Secondary Plan require: Travel Demand Management (TDM) strategies for new major developments; public transit enhancements; priority consideration for frequent all day transit services on Woodbridge Avenue and Islington Avenue; improved transit facilities; and, pedestrian enhancements to the identified transit node at Islington Avenue / Highway 7.

Relationship to Vaughan Vision 2020/Strategic Plan

The draft WCSP is consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular with the City's commitment to "plan and manage growth and economic vitality".

Regional Implications

The draft WCSP has been prepared pursuant to the policy requirements and provisions of the draft Vaughan Official Plan and Region of York Official Plan. Accordingly, it includes policies addressing the identified intensification area within the Secondary Plan, environmentally significant areas, and protection of natural and built heritage.

Next Steps

Comments on this Public Hearing are requested no later than July 5, 2010. The Policy Planning Department will be preparing a report for consideration by the Committee of the Whole in response to comments received at this Public Hearing, or in writing. It is anticipated that the August 31, 2010 Committee of the Whole report agenda will include a report with a recommendation to adopt the Woodbridge Core Secondary Plan. With the direction of the Committee of the Whole, the scheduled September 7, 2010 Council meeting is anticipated to be the date when Council will consider adoption of this Secondary Plan.

The Official Plan will be produced in two volumes. Volume I will include the City-wide policies. The Woodbridge Centre Secondary Plan will form part of Volume 2 of the VOP, which includes other secondary plans resulting from various focused area review studies and site-specific policies.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 3, CW(PH) Report No. 30 – Page 11

Conclusion

The draft Woodbridge Centre Secondary Plan is the result of a comprehensive review of current Provincial, Regional, and City land use policy, the study of the natural and built features of the Plan area and surrounding lands, and an interactive public consultation process. Comments on the draft Plan received from the public and Council at this Public Hearing or in writing, will be addressed in a comprehensive report to the August 31, 2010 Committee of the Whole meeting.

Attachments

1. Location Map
2. Proposed Land Use Plan
3. Building Height Maximums Map
4. Density Map
5. Distinct Character Areas Map
6. Proposed Parks and Open Space
7. Special Policy Area Map
8. Draft Woodbridge Centre Secondary Plan (MAYOR AND MEMBERS OF COUNCIL ONLY)
9. Special Policy Area Justification Report (MAYOR AND MEMBERS OF COUNCIL ONLY)

Report prepared by:

Anna Sicilia, Acting Senior Planner, ext. 8063
Tony Iacobelli, Senior Environmental Planner, ext. 8630

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, Report No. 30, of the Committee of the Whole (Public Hearing), which was adopted, as amended, by the Council of the City of Vaughan on June 29, 2010, as follows:

By receiving the following written submissions:

- 1) ***Mr. Jeffrey E. Streisfield, Land Law, 662 Briar Hill Avenue, Toronto, M6B 1L3, dated June 15, 2010; and***
- 2) ***Mr. David Matthews, Matthews Planning & Management Ltd., 1470 Hurontario Street, Mississauga, L5G 3H4, dated June 22, 2010.***

4

**OFFICIAL PLAN REVIEW
YONGE STREET CORRIDOR SECONDARY PLAN
CITY OF VAUGHAN
FILE NO. 25.5.12.4
WARD 5**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 14, 2010, be approved;
- 2) That the following deputations, written submissions, and aerial map, be received:
 - a) Mr. John Bousfield, Bousfields Inc., 3 Church Street, Suite 200, Toronto, M5E 1M2, and written submission dated June 14, 2010;
 - b) Mr. Jeffrey E. Streisfield, Land Lawyer, 662 Briar Hill Avenue, Toronto, M6B 1L3, and written submission dated June 10, 2010;
 - c) Mr. James Kennedy, KLM Planning Partners Inc., 64 Jardin Drive, Suite 1B, Concord, L4K 3P3;
 - d) Mr. Paul Stagl, Opus Management Inc., 62 Fairholme Avenue, Toronto, M6B 2W6;
 - e) Mr. Carmine Marando, 9 Dorian Place, Thornhill, L4J 2M3, and aerial map;
 - f) Ms. Deborah Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8;
 - g) Ms. Gila Martow, 70 Coldwater Court, Thornhill, L4J 7S4;
 - h) Mrs. Marion Matthias, 33 Colborne Street, Thornhill, L3T 1Z4;
 - i) Ms. Erlinda Insigne, Filipino Canadian Association of Vaughan, 581 Conley Street, Thornhill, L4J 6V2;
 - j) Mr. Stephen Roberts, 95 Bentoak Crescent, Vaughan, L4J 8S8;
 - k) Mr. Jeffrey Stone, 7601 Bathurst Street, Suite 304, Thornhill, L4J 4H5;
 - l) Mr. Savino Quatela, 134 Grand Valley Blvd., Maple, L6A 3K6; and
 - m) Mr. Victor Labreche, Labreche Patterson & Associates Inc., 330-A1 Trillium Drive, Kitchener, N2E 3J2; and
- 3) That the following written submissions be received:
 - a) Mr. Mitchell R. Salz, Salz & Son Limited, 25 Evita Court, Suite 100, Thornhill, L4J 8K6, dated June 1, 2010;
 - b) Mr. Michael J. Wren, Miller Thomson, Scotia Plaza, 40 King Street West, Suite 5800, P.O. Box 1011, Toronto, M5H 3S1, dated June 8, 2010; and
 - c) Ms. Rosemarie L. Humphries, 216 Chrislea Road, Suite 103, Vaughan, L4L 8S5, dated June 14, 2010.

Recommendation

The Commissioner of Planning recommends:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, CW(PH) Report No. 30 – Page 2

THAT the Public Hearing report for File 25.5.12.4 (Draft Yonge Street Corridor Secondary Plan) BE RECEIVED; and, that any issues raised at the public meeting and comments submitted in writing be addressed by the Policy Planning Department in a comprehensive report to the Committee of the Whole.

Contribution to Sustainability

The policies in the Secondary Plan are consistent with the policies in the Region of York Official Plan and Places to Grow: Growth Plan for the Greater Golden Horseshoe (2005) for intensification in built-up areas, economic vitality, conservation of heritage areas and providing for multiple modes of safe and efficient transportation. The Secondary Plan is also consistent with *Green Directions Vaughan, Community Sustainability and Environmental Master Plan* and meets the following specific goals and objectives:

Goal 2: To ensure sustainable development and redevelopment

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

Economic Impact

The draft Secondary Plan will have a positive impact upon the City of Vaughan in terms of managing growth and fostering employment opportunities. The Secondary Plan will also benefit the City in terms of investments and tax assessments through new development, redevelopment and the planned infrastructure along Yonge Street and Steeles Avenue West.

Communications Plan

The consultation process for the Secondary Plan included community information and workshop meetings which are outlined in more detail later in this report.

The draft Yonge Street Corridor Secondary Plan was posted on the City's web site on May 25, 2010 for public review and comment. On May 20, 2010, a notice of the Public Hearing was sent to all residents/landowners within the study area and within 150 metres outside of the study area boundaries, to ratepayer associations, and to individuals who had requested notification. The notice was also placed in the Vaughan Liberal and the Vaughan Citizen; posted in all City libraries and community centres; and, placed on both the City Page and Vaughan Tomorrow websites.

Purpose

The purpose of this report is to introduce the draft Yonge Steeles Corridor Secondary Plan (the Secondary Plan - Attachment # 6) and to provide a brief summary and highlight key policies being proposed that will establish the vision for growth in this area. The draft Secondary Plan will replace the City's existing Official Plan documents as they relate to the Plan area, and establish a comprehensive framework of planning policies to guide and manage growth and development. Copies of the draft Official Plan have been provided to Council and are available on the City's website and at the Planning Department.

Background - Analysis and Options

Location

The lands subject to the draft Secondary Plan are generally located along the west side of Yonge Street (between Steeles Avenue West and one lot depth north of Longbridge Road) and on the north side of Steeles Avenue West (between Yonge Street and Palm Gate Boulevard) as shown on Attachment #1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, CW(PH) Report No. 30 – Page 3

Official Plan

i) City of Vaughan Official Plan

The final City of Vaughan Official Plan document will be produced in two volumes. Volume 1 will introduce policies that will be generally applicable throughout Vaughan. Volume 2 will contain the secondary plans, including the draft Yonge Street Corridor Secondary Plan, resulting from focused area studies that are applicable to a number of areas which require detailed planning analyses and policies. Volume 2 will also include a limited number of site-specific policies applicable to individual properties and small collections of properties in some parts of Vaughan. This public hearing report deals with the policies specific to the Yonge Street Corridor Secondary Plan area.

ii) Official Plan Designations

The Secondary Plan introduces a set of land use designations applicable throughout the Plan area as shown on Attachment #2 and Attachment #3 (Schedules 2 North and South of the Secondary Plan) including detailed land use information related to the maximum permitted building heights and densities.

Zoning

The zoning provisions of By-law 1-88 applicable to the Secondary Plan area will remain in effect until they are updated or replaced by zoning consistent with the new Official Plan including this Secondary Plan. Following approval of the Official Plan, it is anticipated that work will begin on preparation of a new zoning by-law to bring zoning provisions into conformity with the draft Secondary Plan and that a budget and work schedule will be prepared for consideration by Council in the 2012 budget.

Purpose of the Study

In October 2007, Young & Wright/IBI Group was retained by the City of Vaughan to undertake a Yonge Street Area Study. The study area is located in the southern corner of the City of Vaughan, bordered by the Town of Markham to the east and the City of Toronto to the south. The Yonge Street Corridor Secondary Plan area resulting from the Study consists of two sections, the North and South Study Areas identified in Attachment #2 and Attachment #3 respectively. The two sections are divided by the area covered by the Thornhill/Yonge Street Corridor Plan, OPA#669.

The general purpose of the Yonge Street Area Study includes:

- create a sustainable development framework;
- develop community character, form and height for future development;
- determine a land use and urban design policy framework;
- guide and direct development on private lands, the public realm and on streetscape improvements;
- introduce a variety of mixed-uses and built form in mid-rise and tall buildings where appropriate;
- create a public open space network and improving existing parks; and,
- optimize the use of the road network and enhance transit, walking and cycling.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, CW(PH) Report No. 30 – Page 4

Existing Conditions and Characteristics

The study area is characterized by a variety of land uses and built form. The North Study Area is primarily a low density residential neighbourhood, with some higher density commercial uses towards the southerly portion. The South area is a mixture of commercial uses along Yonge Street and Steeles Avenue, with some high rise residential uses at Clark Avenue. Low density residential uses abut both the north and south areas. The 1.25 km stretch that separates the North and South areas includes areas identified as part of the Thornhill Heritage Conservation District and the Don Valley protected watershed zone and as a result was excluded from the study.

Several planning and transportation studies that have been recently undertaken or are underway were taken into consideration during the study process including:

- i) The new Vaughan Official Plan review which will include planning policies to bring the City and the Yonge Street and Steeles Avenue West area into conformity with the Province's Growth Plan and the York Region Official Plan.
- ii) A planning study was conducted by the Town of Markham to examine the impacts of a proposed high density development on the east side of Yonge Street, opposite the south section of the Yonge Street Corridor Secondary Plan area. The study provides the policy framework to guide the development of a mixed-use, lower to high density, pedestrian and transit supportive community between Yonge Street and the existing residential community to the east.
- iii) A transit study undertaken by Metrolinx, the Toronto Transit Commission, York Region and other relevant authorities to construct an extension of the Yonge Street subway line from Finch Avenue to Highway 407 along the entire distance of the North and South Study Areas. This proposal would incorporate subway stations along Yonge Street and proposed transit stops at:
 - Steeles Avenue;
 - Clark Avenue;
 - Royal Orchard Avenue; and
 - Langstaff Road.

The policies contained in the Secondary Plan provide for either the extension of the Yonge subway to Highway 407 or the introduction of Bus Rapid Transit along Yonge Street.

The Policy Context

The draft Secondary Plan together with the Official Plan addresses the City's long-term planning requirements to the year 2031. The draft Secondary Plan brings the City into conformity with recent Provincial and Regional land use policy direction.

i) Provincial Policy

The Provincial Policy Statement (PPS) came into effect on March 1, 2005 and establishes the policy foundation for regulating development and land uses in Ontario. The PPS supports efficient land use, a mix of housing types and densities, residential intensification, transit-supportive land use patterns and the protection of cultural heritage. It also encourages growth in built up areas and identifies transit corridors as key areas for intensification and redevelopment.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, CW(PH) Report No. 30 – Page 5

The Growth Plan for the Greater Golden Horseshoe (2006) (“the Growth Plan”) sets growth targets to guide planning and growth management across the region and emphasizes intensification of already built-up areas; conservation of natural heritage areas; and multiple modes of safe and efficient transportation to move around. The Growth Plan provides a vision and guiding principals on how land and public investments are to be developed and managed. Some of the key principals include:

- promote and build compact and vibrant neighbourhoods;
- efficient use of existing and new infrastructure to support growth in a compact form;
- recognize the diversity of communities and provide for different approaches to managing growth; and,
- promote collaboration among all sectors including government, private and non-profit and community members to achieve the vision.

ii) York Region Official Plan (YROP)

The York Region Official has been updated to recognize recent Regional initiatives and to bring it into conformity with the changes in Provincial Policies. The Regional Official Plan provides a framework for coordinated and detailed planning affecting municipalities in the Region of York. The Regional Official Plan must also adhere to the Provincial policies articulated in the Growth Plan. The policy initiatives focus strongly on sustainability and the intensification of already built up areas. Some of the key polices that relate to Vaughan include:

- the overall intensification target of minimum 40% residential intensification in built up areas;
- growth must be concentrated along Yonge Street as this area is designated as a Regional Corridor in the York Region Official Plan;
- local municipalities are required to complete a comprehensive secondary plan for areas designated Regional Corridors;
- transit-supportive densities are required via intensification along the designated Regional Corridors of Highway 7 and Yonge Street; and,
- the Yonge Street subway extension between Steeles Avenue West and Highway 407 is identified in the Regions Transit Network Map.

iii) City of Vaughan Official Plan

The Thornhill Vaughan Community Plan (OPA#210) is the key municipal policy document to provide the larger context of the Yonge Street Corridor Secondary Plan area. It provides detailed land uses designations and policies for the Thornhill community, including the lands subject to the Secondary Plan. The Thornhill/Yonge Street Corridor Plan (OPA #669) establishes the urban design framework to guide the physical renewal and evolution of the Yonge Street corridor to a more mixed-use, pedestrian and transit supportive main street while recognizing the historic community of Thornhill.

iv) Town of Markham Official Plan and the Markham Yonge Street Study

The Town of Markham Official Plan was consolidated in July of 2005, including secondary plans that provide direction for land use planning. Lands in the town of Markham that lie opposite the Yonge Street Corridor Secondary Plan are generally designated for commercial, urban residential and institutional uses under the official plan. Lands designated as urban residential are intended to be used primarily for housing with accessory complementary uses. In 2008 the Town of Markham completed the Markham Yonge Street Study which implements a policy regime that permits mixed-use

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, CW(PH) Report No. 30 – Page 6

development at transit supportive densities along Yonge Street, while providing transition to stable existing residential communities. Density policies provide for: an average density of 2.5 Floor Space Index (FSI); an additional 1.0 FSI is permitted for commercial buildings or commercial floor space within existing mixed residential/commercial buildings (maximum density for a mixed-use building is 3.5 FSI); restrictions of 1.5 FSI closest to established low density neighbourhoods; and, a minimum density of 1.0 FSI required on all development sites.

v) City of Toronto Official Plan

The existing land use designations on the south side of Steeles Avenue West in the City of Toronto include Apartment Neighbourhoods and Mixed-Use areas adjacent to the Yonge/Steeles intersection. Further west, surrounding Palm Gate Boulevard, lands are designated as Neighbourhoods reflecting the low density residential character of the area. Yonge Street is designated as an Avenue in the City of Toronto Official Plan which is an area identified to absorb growth through incremental development. The City intends to carry out Avenue Studies to develop a framework for change that is tailored to the particular circumstance of each Avenue.

Community Consultation

The public consultation process for the Yonge Street Corridor Secondary Plan was addressed, in part, in association with the public engagement process for the new City Official Plan (draft City OP). In addition, the project status, results and analysis of the draft Yonge Steeles Corridor Study was communicated to the public through an extensive public consultation process that included 4 public meeting or open houses, a design charette workshop, consultation with land property owners from Crestwood Road whose properties back onto the proposed extension of Royal Palm Drive and a recent statutory public open house. The public consultation process included:

- June 5, 2008: a Public Open House introducing the project and team members;
- September 16, 2008: a Public Meeting to present the results of the SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis;
- November 4, 2008: a Public Design Charette Workshop;
- March 12, 2010: a Public Consultation with land owners to discuss the Royal Palm Drive extension east of Hilda Ave;
- March 30, 2009: a Public Meeting/Open House to provide a project status update;
- March 2, 2010: a Public Information Meeting to gather public input on the Background Report (February 2010); and,
- April 12, 2010: a Statutory Public Open House to provide an overview of the draft Yonge Steeles Secondary Plan.

All public notices, presentation handouts, and the background report were also made available on the City's growth management website, Vaughan Tomorrow.

The consultation to-date included regular meetings with the Region of York, the members of the Yonge Steeles Corridor consulting team Young & Wright/IBI Group, other public agencies, and with the neighbouring municipalities of the Towns of Markham and Richmond Hill and the City of Toronto.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, CW(PH) Report No. 30 – Page 7

The Yonge Street Corridor Secondary Plan: Proposed New Vision

The Yonge Street and Steeles Avenue West area of the City has been identified as a Primary Centre in the new draft Official Plan. The area is intended to evolve as a vibrant mixed-used community planned around transit improvements and a comprehensive parks and open space system. The Secondary Plan was prepared to provide detailed policy framework to guide development for this area of the City. The vision and principles for the Secondary Plan area include:

- promote well-designed intensification to help maximize existing land uses and planned infrastructures such as transit and servicing;
- protect stable residential neighbourhoods;
- encourage a wide range of housing choice;
- encourage a mix of uses including employment and housing in an efficient and compact built form;
- conserve land; and
- minimize ecological footprint of any development or redevelopment.

In order to achieve this vision the corner of Yonge Street and Steeles Avenue West has been identified as the focal area for intensification with the most concentrated heights and densities. The North Area of the Secondary Plan consists of shallow lots that are not conducive for high density development. Therefore, building heights and densities will gradually decline as the distance away from the Yonge Street and Steeles Avenue West intersection increases. An area of transition is provided between the existing low density residential areas and the proposed intensification along Yonge Street and Steeles Avenue West in the South Area that takes into consideration, shadow impacts, access to sunlight, wind conditions and sky views. These transitional areas include lower density residential and a network of parks and open spaces. In addition, a 45 degree angular plane as measured from the property line of dwellings in the existing low-rise residential area is included as a policy tool to provide a further transition between existing and future development.

Land Use Recommendations

The land use recommendations from the Yonge Street Corridor Secondary Plan provide the policy basis for the Yonge Steeles Corridor Secondary Plan. It is the intention of the Yonge Steeles Secondary Plan to develop transit supportive neighbourhoods that are pedestrian friendly and can accommodate a range of height, densities and housing types. The land use recommendations are based on the vision, key planning principles, goals and analysis and conclusions from the Yonge Street Area Study. The land use designations are shown on Attachment #2 and Attachment #3. The following is a summary of the proposed policies for each land use designation in the Secondary Plan.

i) High-Rise Mixed-Use

The High-Rise Mixed-Use designation is intended to provide for a mix of uses and appropriate densities to support transit use and promote walking and cycling. This area will be designed with the highest possible quality to reflect the importance of the Yonge Steeles intersection as a transit hub and gateway into the City. Permitted uses include a mix of residential, retail, community and institutional uses. The proposed building heights range from 18-30 storeys and a density between 2.5-5.0 FSI (floor space index) with the highest heights and densities at the intersection of Yonge/Steeles and gradually dropping to just west of Hilda Avenue along Steeles Avenue West and up to Clark Avenue West along Yonge Street.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, CW(PH) Report No. 30 – Page 8

ii) Mid-Rise Mixed-Use

The Mid-Rise Mixed-Use designation provides for a mix of residential, retail, community and institutional uses that will reflect a more residential character while supporting the importance of sites along the Steeles Avenue and Yonge Street. The proposed building heights range from 12-18 storeys and a maximum density of 2.0 FSI. The Mid-Rise Mixed-Use designation is primarily provided on lands that have frontage on Yonge Street and Steeles Avenue West and are located to the west and north of those lands designated High-Rise Mixed-Use.

iii) Mid-Rise Residential

The Mid-Rise Residential designation permits primarily residential buildings that are intended to provide a transition from the higher densities and taller buildings along Yonge Street and Steeles Avenue West and the existing low-rise residential uses to the west and north respectively. The proposed building heights range from 3-5 storeys and a maximum density of 1.5 FSI.

iv) Parks and Publicly Accessible Open Space

The Parks and Open Space designations include a variety of parks and publicly accessible open spaces that create a series of linked passive and active recreation areas. The parks and open space system provides a safe environment for pedestrians and cyclist and completes a continuous circuit within the larger planning area which is accessible to all people and provides year round usage.

A pedestrian system connecting the lands and providing access to transit along the arterial streets is also shown on Attachment #5.

The proposed parkland dedication policy will require that all new residential development dedicate parkland at the rate of 5% of the total gross land area or one hectare of parkland per 300 dwellings units, or a combination, whichever is greatest. Cash-in-lieu of parkland may be considered by the City where such contributions may be effective in achieving parkland targets. Any parkland required to achieve the parkland system, which is over and above the amount that can be secured through parkland dedication, may be subject to agreements secured under Section 37 of the Planning Act.

Draft City of Vaughan Official Plan – Volume 1

The draft Secondary Plan forms part of Volume 2 of the new draft Official Plan for the City of Vaughan. The Secondary Plan is intended to be read together with Volume 1 which includes policies that will also apply to the Secondary Plan area, including but not limited to the following:

- sustainability policies intended to promote more efficient building and site development;
- up-to-date environmental policies;
- urban design policies intended to achieve quality building design including the requirement that all development be reviewed by a design review panel;
- the requirement to incorporate travel demand measures into all development proposals; and,
- the provision of public art.

Planning for the Community and Infrastructure

The Secondary Plan includes community and infrastructure related policies to support the land use recommendations as follows:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, CW(PH) Report No. 30 – Page 9

i) Heritage Conservation

Heritage preservation in the Secondary Plan area is an important aspect of the plan. The Provincial Policy Statement protects against the development and redevelopment and/or the alteration of significant built cultural heritage landscapes. It is the intention of the Yonge Steeles Secondary Plan to respect the valuable heritage components identified in the Thornhill Heritage Conservation District Plan.

ii) Public Transit and Road Networks

The City will work with the York Region, the Toronto Transit Commission and other relevant agencies to plan and implement the introduction of rapid transit services by either Bus Rapid Transit Service or the extension of the Yonge subway line.

A new local road network is being proposed in the Secondary Plan area, as shown on Attachment #4. The new road system reflects a block system that will allow for permeability and improves access to Yonge Street and Steeles Avenue West. These connections will form an integral part of the overall street system to accommodate not only vehicular use, but also facilitate pedestrian and cycling movement. The street network in the South Area has been designed to connect with the more fine-grained block structure in the Town of Markham. It has also been designed to not prohibit but limit traffic infiltration into the existing residential neighbourhood.

iii) Sustainability and Infrastructure

The Secondary Plan includes policies designed to achieve environmentally sustainable buildings. Some of the key policies require development to address principals such as high-level of efficiency in energy consumption, high albedo surface roof materials, maximizing solar gains and natural light penetration and incorporating green roofs.

Stormwater management shall be designed to minimize stormwater run-off and water wastewater services will be planned in a comprehensive manner and phased accordingly. The Secondary Plan also recommends that the City explore opportunities with Hydro One, Powerstream Inc. and developers and businesses to bury existing aerial hydro lines with within the Secondary Plan where practical and feasible and to potentially develop a district energy plan.

iv) Community Services and Facilities

The proposed intensification to the area will require further investments in community services and facilities. In order to assess future needs, land owners proposing to develop more than 50 units or 5,000m² of floor space (whichever is less) within lands that are designated as High-Rise, Mid-Rise or Low-Rise Mixed Use areas, shall prepare a Community Services Impact Statement for submission to the City. Details of the requirements can be found in the draft Yonge Steeles Secondary Plan.

Implementation

The draft Secondary Plan outlines the various policies and planning tools that will be used to implement the policies of the Plan including Draft Plan of Subdivision and Site Development Applications, use of the Holding Symbol, Development Blocks, Block Plans, Phasing of Development and Community Improvement Project Areas. These implementation policies build on those found in Volume 1 of the Official plan. The Yonge Steeles Corridor Secondary Plan is one area of the City where density bonusing will be utilized pursuant to the provisions of Section 37 of the Planning Act and Volume 1 of the Official Plan in order to achieve public benefits.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, CW(PH) Report No. 30 – Page 10

Policies also facilitate the City's ability to purchase or expropriate lands for planned infrastructure in order to provide for orderly development in the Secondary Plan area. Lands identified for local roads and parks will be subject to dedication requirements as a condition of approval of a development application. Further details of these planning mechanisms are outlined in the draft Secondary Plan.

Relationship to Vaughan Vision 2020/Strategic Plan

The Yonge Steeles Corridor Secondary Plan is consistent with the Vaughan Vision 2020 Strategic Plan, through the following initiatives, specifically,

Service Excellence:

- Lead & Promote Environmental Sustainability
- Preserve Our Heritage & Support Diversity, Arts & Culture

Management Excellence:

- Enhance Productivity, Cost Effectiveness & Innovation
- Plan and Manage Growth & Economic Vitality

Regional Implications

The new Official Plan, including the Yonge Street Corridor Secondary Plan has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of the Regional Official Plan which is adopted by Regional Council and is awaiting final approval by the Province.

Regional implications include:

- changes to servicing and road transportation requirements for future higher densities;
- enhanced YRT service requirements; and,
- increased investments to cycling network within Vaughan and connection to neighbouring municipalities.

The York Region Official Plan also identified Yonge Street as a "Regional Corridor" and requires that a comprehensive secondary plan be prepared by local municipalities. The Yonge Steeles Corridor Secondary Plan satisfies this requirement.

Next Steps

Comments on this evening's Public Hearing are requested no later than July 5, 2010. The Policy Planning Department will be preparing a comprehensive report for the consideration of the Committee of the Whole meeting in response to comments received at this Public Meeting, or in writing.

It is anticipated that the report will be considered by the Committee of the Whole on August 31, 2010, at a special evening meeting, and the report will include a recommendation for adoption of the draft Secondary Plan. With the direction of Committee of the Whole, the scheduled September 7, 2010 Council meeting is anticipated to be the date when Council will consider adoption of the draft Secondary Plan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 4, CW(PH) Report No. 30 – Page 11

Conclusion

The Policy Planning Department recommends that the draft Yonge Steeles Corridor Secondary Plan for the Yonge Street Area Study prepared for the City by Young & Wright/IBI Group be received, and that any issues identified by the public and Council, be addressed by the Policy Planning Department in a final report to the Committee of the Whole.

Attachments

1. Location Map
2. Land Use, Height and Density Map (North)
3. Land Use, Height and Density Map (South)
4. Proposed Local Road Network Map (South)
5. Proposed Parks and Publically Accessible Open Space Map
6. Draft Yonge Steeles Corridor Secondary Plan, May 2010 (Mayor and Members of Council ONLY)

Report prepared by:

Clement Chong, Acting Planner, ext: 8214

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, Report No. 30, of the Committee of the Whole (Public Hearing), which was adopted, as amended, by the Council of the City of Vaughan on June 29, 2010, as follows:

By receiving the written submissions from Mr. Jay Claggett, IBI Group, 5th floor, 230 Richmond Street West, Toronto, M5V 1V6, dated June 14, 2010 and June 15, 2010.

**5 THE VAUGHAN METROPOLITAN CENTRE STUDY
DRAFT SECONDARY PLAN
FILE: 25.5.12.1
WARD 4**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 14, 2010, be approved;
- 2) That the following deputations and written submissions, be received:
 - a) Mr. Jean Roy, Canadian Petroleum Products Institute, 20 Adelaide Street East, Suite 901, Toronto, M5C 2T6, and written submission dated June 7, 2010;
 - b) Ms. Paula Bustard, SmartCentres, 700 Applewood Crescent, Vaughan, L4K 5X3;
 - c) Mr. Michael Mendes, Rice Commercial Group, 15 Gormley Industrial Avenue, Box 215, Gormley, L0H 1G0, and written submission dated June 11, 2010;
 - d) Ms. Deborah Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8;
 - e) Mr. Sony Rai, 143 Vaughan Mills Road, Woodbridge, L4H 1K2;
 - f) Mr. David Brown, David Brown Associates, 1900 Dundas Street West, Suite 245, Mississauga, L5K 1P9, and written submission dated June 14, 2010; and
 - g) Mr. Victor Labreche, Labreche Patterson & Associates Inc., 330-A1 Trillium Drive, Kitchener, N2E 3J2; and
- 3) That the written submission from Mr. Jay Claggett, IBI Group, 5th Floor, 230 Richmond Street West, Toronto, M5V 1V6, dated June 14, 2010, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT the draft Vaughan Metropolitan Centre (VMC) Secondary Plan (Attachment #9), prepared by Urban Strategies Inc. BE RECEIVED; and, that any issues raised at the public meeting, be addressed by the Policy Planning Department in a future report to a special evening meeting of the Committee of the Whole scheduled for August 31, 2010.
2. THAT the Policy Planning Department prepare a draft Terms of Reference and a budget for a City Public Art Policy Study, and bring this item forward to Council as part of the 2011 Capital Budget deliberations.

Contribution to Sustainability

Consistent with Green Directions Vaughan, the City's Sustainability and Environmental Master Plan, the Vaughan Metropolitan Centre (VMC) created by this Secondary Plan will conform to the Region of York's policies for complete communities, providing policies that reflect the application of environmental protection, sustainable community design, and economic vitality and growth. More specifically, the draft VMC Secondary Plan addresses the following goals outlined by Green Directions Vaughan:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 2

- Goal 2: Ensures sustainable development and redevelopment.
- Goal 3: Ensures that the VMC is easy to get around with low environmental impact.

Economic Impact

Development of the lands subject to the VMC Secondary Plan will have a positive impact upon the City of Vaughan in terms of new development, and tax assessment and job opportunities. It will also fulfill the City's obligations to conform with Provincial policies and meet regionally imposed targets for residential and employment intensification, with respect to policies specific to Regional Centres.

Communications Plan

The draft VMC Secondary Plan was posted on the City's web site on May 25, 2010, to allow for public review and comment. On May 20, 2010, a notice of Public Hearing was sent to all residents/landowners within, and to 150 m of the study area boundary; to ratepayer associations; and to individuals who had requested notification. The notice was also placed in the Vaughan Liberal; the Vaughan Citizen; all City libraries and community centres; and, posted on both the City Page and Vaughan Tomorrow websites.

Purpose

The purpose of this report is to introduce the draft Secondary Plan for the Vaughan Metropolitan Centre (the Secondary Plan), which will replace the existing Official Plan documents that apply to this area. It will establish a comprehensive framework of planning policies to guide and manage growth and development to 2031. This report presents a summary of the draft Secondary Plan and the process followed for its preparation. Copies of the draft Secondary Plan have been provided to Council and are available on the City's website and at the Planning Department. A final report will be prepared with recommendations, which takes into consideration input from the public hearing, comments in writing thereafter, and any additional comments from public agencies. It is anticipated that the report will be presented at the August 31, 2010, special evening, Committee of the Whole meeting. The draft Secondary Plan is not final and may be subject to change with respect to its content and format.

Background - Analysis and Options

Location

The VMC is generally located between Highway 400 to the west, Creditstone Road to the east, Portage Parkway to the north, and Highway 407 to the south (see Attachment 1).

Existing Uses

The VMC is located within a major regional employment area which is served by a multi-modal transportation network. Black Creek is located just east of Jane Street. It flows parallel to the arterial road, and through the VMC area adding a natural heritage complement to the site. There are a scattering of buildings, including an 8-storey office building, three mid-rise hotels and a number of low-rise, low-density use buildings in the VMC Secondary Plan area; however, much of the VMC Plan area remains vacant.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 3

City of Vaughan Official Plan

- i) The final City of Vaughan Official Plan document will be produced in two volumes. Volume 1 will introduce policies that will be generally applicable throughout Vaughan. Volume 2 will contain the secondary plans, including the draft VMC Secondary Plan, resulting from focused area studies that are applicable to a number of areas which require detailed planning analyses and policies. Volume 2 will also include a limited number of site-specific policies applicable to individual properties and small collections of properties in some parts of Vaughan.

Official Plan Designations

- ii) The Secondary Plan introduces a set of land use designations applicable throughout the Plan area as shown on Attachments #3 and #4, including detailed land use information related to the maximum permitted building heights and densities.

Zoning

The zoning provisions of By-law 1-88 applicable to the Secondary Plan area will remain in effect until they are updated or replaced by zoning consistent with the new Official Plan including this Secondary Plan. Following approval of the Secondary Plan, it is anticipated that work will begin on the preparation of a new zoning by-law.

The Planning Context

The study area is subject to Provincial, Regional and municipal policy as follows:

- (i) The Provincial Policy Statement (PPS)

The PPS supports efficient use of land, resources and infrastructure. It promotes land use patterns, densities and mixes of uses that minimize vehicular trips, and supports the development of plans and viable choices for public transportation. All Official Plans must be consistent with the PPS.

- (ii) Growth Plan for the Greater Golden Horseshoe: The Places to Grow Plan (2006)

Places to Grow identifies the VMC as one of 25 Urban Growth Centres (UGCs). UGCs are strategic focal points for growth and intensification. The VMC is to be planned as a focal area for investment in institutional and region-wide public services, as well as commercial, recreational, cultural, and entertainment uses. UGCs like the Vaughan Metropolitan Centre, have been assigned a growth target of 200 people and jobs per hectare by 2031. The VMC density which was approximately 20 people and jobs per hectare in 2006, is expected to achieve, and possibly exceed, the assigned density target by 2031.

- (iii) The Regional Transportation Plan (The Big Move)

Metrolinx, an agency of the Ontario government, designates the VMC as an Anchor Mobility Hub in the Regional Transportation Plan. This designation reflects the fact that the VMC will be the site of convergence for two rapid transit lines; the Spadina Subway Extension and VIVA's Highway 7 Bus Rapid Transit line will intersect and converge with the regional bus network. Anchor Mobility Hubs are envisioned as the "anchors" of a successful regional transportation network and are recommended to achieve a density of 200-400 people and jobs per hectare. They are to evolve as vibrant places of activity and major regional destinations.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 4

(iv) The Region of York Official Plan (ROP)

The ROP identifies the VMC as one of four Regional Centres, which are to “contain a wide range of uses and activities, and be the primary focal points of intensive development, including residential, employment, live-work, mobility, investment, and cultural and government functions”. The Region’s Official Plan calls for the preparation of secondary plans for Regional Centres that include, but are not limited to:

- Minimum density requirements and targets;
- A fine-grained street grid;
- Urban built form massed, designed and oriented to people;
- A concentration of the most intensive development and greatest mix of uses within a reasonable and direct walking distance of rapid transit stations;
- A minimum requirement of 35% affordable new housing units;
- Policies that sequence development in an orderly way;
- Policies to ensure excellence in urban design and sustainable construction methods;
- Requirements to reduce and/or mitigate urban heat island effects;
- Policies that establish urban greening targets;
- Provisions for an urban public realm;
- Public art policies;
- Policies to ensure connections and enhancements to local and Regional Greenlands systems;
- Policies to require innovative approaches to urban stormwater management;
- A mobility plan;
- Requirements for new school sites to be constructed to an urban standard; and,
- Provisions for human services.

The VMC Secondary Plan is expected to conform to the aforementioned Regional policies.

(v) The Draft Vaughan Official Plan (VOP)

The draft VOP establishes the boundaries for the VMC, removing the lands west of Highway 400, and the lands east of Creditstone Road from the former District Area of the Vaughan Corporate Centre. It also states that the VMC Secondary Plan area (larger area as shown on Attachment #2), will comprise distinct development precincts, and that the VMC Secondary Plan will establish growth targets of 12,000 residential units and 6,500 new jobs by 2031. The VOP also calls for the development of tall building guidelines, and the creation of a Design Review Panel, to advise on development applications for the VMC.

The Study Process

The Terms of Reference for the VMC Study was approved by Council on May 12, 2008. The Study which was initiated in November of 2008, with the lead consultant, Urban Strategies Inc. involved three phases of work:

- Review of Background materials and analysis of issues and opportunities;
- Development of a long-term vision, principles and structural framework; and,
- Preparation of the Secondary Plan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 5

Community Consultation

The VMC Study involved extensive consultation. The City, Region of York, transit agencies, School Boards and Toronto and Region Conservation Authority (TRCA) were engaged throughout the process. Landowners in the study area were involved through a series of interviews at the beginning of the study process and again in November and December of 2009 as the structural framework and policy direction were taking shape. In addition to the consultation which occurred at the City Official Plan Open Houses of May 28, and November 18, 2009, the following meetings and workshops were held:

- (i) Visioning Workshop 1- Setting the Stage for a New Downtown, May 7, 2009:
 - a. With Industry and Stakeholders (afternoon)
 - b. Residents' workshop and Open House (evening)
- (ii) Workshop 2- Exploring Development Concepts for the New Downtown, September 30, 2009:
 - a. With Stakeholders (afternoon)
 - b. Community Open House (evening)
- (iii) Public Information Meeting - March 8, 2010
- (iv) Statutory Public Open House - April 19, 2010

Key Principles and Objectives of the Study

The long-term vision for the Vaughan Metropolitan Centre is described below under seven general principles:

- (i) Transit-oriented: The highest development densities will be concentrated around the future subway and VIVA stations.
- (ii) Walkable: A fine-grain network of streets and pathways will minimize walking distances and provide route options for vehicular traffic.
- (iii) Accessible: The road network and transit system will facilitate easy access to and from the downtown by transit, car, bicycle, and other modes of active transportation.
- (iv) Diverse: The VMC will accommodate a variety of housing forms and display a diversity of architecture.
- (v) Vibrant: Key streets and open spaces will be lined with commercial and other active ground floor uses, and civic and cultural facilities will enliven the area and attract people from across the City and Region.
- (vi) Green: The downtown will be a model of sustainable development served by efficient energy systems through a Community Energy Plan. Civic buildings will utilize the highest green building standards and private development will be encouraged to do the same.
- (vii) Beautiful: The architecture of buildings, and the design of streetscapes will be of a high standard and complement the planned surroundings.

In accordance with the principles for the VMC the draft Secondary Plan seeks to achieve the following primary objectives:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 6

- (i) Establish a distinct downtown for Vaughan by 2031, containing a mix of uses, civic attractions and a critical mass of people.
- (ii) Employment Diversity: The VMC is slated to be a central business district containing a range of employment types including corporate and government offices, retail and services, and businesses of all sizes.
- (iii) University or College Presence: The presence of a university, college or other institution of higher learning has beneficial economic spin-offs, giving a downtown a competitive and cultural advantage.
- (iv) High Transit Usage: Use of the Spadina Subway Line Extension, and the Region's bus network must be optimized. Greater development densities close to subway and VIVA stations, and the careful design of these facilities for user comfort are essential in this respect.
- (v) Grid of Streets: The establishment of a hierarchical, fine-grain network of streets and pathways linked to the larger road system will be fundamental to encouraging walking, which in turn promotes transit use. A hierarchy of interconnected arterial, collector and local streets will disperse traffic and help ensure it moves efficiently.
- (vi) Neighbourhoods: Establish complete neighbourhoods containing a variety of housing.
- (vii) Generous Open Space System: Develop a generous and remarkable open space system that includes gathering places, neighbourhood parks, naturalized spaces, public squares and private amenity spaces.
- (viii) Natural Features: Make natural features and functions a prominent part of development.
- (ix) Green Development: Ensure development incorporates green infrastructure and green building technologies.
- (x) Design Excellence: Ensure all development exhibits a high quality of urbanity, materials, and design.

General Land Use and Urban Design Policies

The VMC larger boundary area is intended to accommodate a minimum of 11,500 jobs, including 5,000 new office, and 1,500 new retail and service jobs, by 2031, and a minimum of 12,000 residential units. In the interim phase of build-out to 2021, the employment numbers are projected to be approximately 7,000 jobs, and 4,800 new residential units (a population of approximately 10,000 people).

To achieve the critical mass of a downtown and meet the density target of 200 people and jobs per hectare, a population of approximately 17,000 residents and total of 6,500 jobs are planned for the Urban Growth Centre within the larger VMC boundary area, as identified on Attachment #2. The population target for the larger VMC area, including the Urban Growth Centre, is 25,000 residents and 11,500 jobs by 2031. Residential uses shall not be permitted outside the Urban Growth Centre until 8,000 residential units have been built or are under construction in the Urban Growth Centre, or until the City is otherwise satisfied the density target will be achieved. While the density targets for the VMC, and larger VMC area, are 200 people and jobs/ha by 2031, the plan's flexible land use, density, and height policies allow for a density of 400-500 people and jobs in the fullness of time.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 7

Provisions for bonusing, in addition to those included in the VOP, are also provided in the draft Secondary Plan to secure a range of public benefits in the VMC, such as a secondary subway entrance in Millway Park, emergency service facilities, and below-grade public parking.

The Precincts

The VMC lands have been organized into four different precincts with different land uses/policies, and density / height ranges. The precincts are described briefly as follows:

(i) The Station Precinct

A broad mix of uses are encouraged in the Station Precinct shown on Attachment #3, with a concentration of office and retail uses around the subway station. A mix of commercial/residential high-rise and mid-rise buildings shall also be encouraged. The primary commercial streets and majority of the secondary and tertiary commercial streets are located within this precinct. The greatest densities are proposed in the Station Precinct, with a minimum and maximum floor space index (FSI) ranging from 2.5 - 6.0, and heights ranging from a minimum of 5 to a maximum of 35 storeys, to take advantage of the close proximity of planned subway/VIVA stations.

(ii) The South Precinct

A mix of uses are encouraged in the South Precinct shown on Attachment #3, with a high proportion of office uses overall and retail on Interchange Way. This is also the preferred location for a post-secondary institution. A mix of commercial/residential mid-rise and low-rise buildings shall be encouraged in the South Precinct, as well as high-rise buildings up to a potential 15 storeys. The minimum and maximum densities within this precinct range from 1.5 - 3.0 FSI.

(iii) The Neighbourhood Precincts

The Neighbourhood Precincts, one of which is located in each quadrant of the VMC area (see Attachment #3), shall be developed primarily with residential uses, complemented by community amenities such as schools, parks, community centres and daycare facilities, as required. A mix of high-rise, mid-rise and low-rise buildings are encouraged. The density and building height ranges proposed for the Neighbourhood Precincts are 1.5 - 3.0 FSI, and 4 - 10 storeys. However, for the lands in close proximity to Highway 7, the density and height ranges are greater at 2.5 - 4.5 FSI, and 5 - 25 storeys.

A minimum of 10% of the residential units on each development block or combination of development blocks in the Neighbourhood Precincts on either side of Highway 7 are required to be grade-related units, integrated in the bases of apartment buildings, or in the form of town houses or stacked townhouses.

Development is not be permitted in Special Study Area A (west) on Attachment 3, located in Neighbourhood 1, until the final road alignments in the area have been determined. The area shown as Special Study Area B (east), located partially within Neighbourhood 4, includes sites within the Black Creek floodplain. Special policies will be needed to permit development in the floodplain.

(iv) The Technology Precincts

The Technology Precincts which are located at the east and west limits of the proposed built area of the VMC (see Attachment #3), are to include a mix of office and other non-

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 8

noxious employment uses in mid-rise and low-rise buildings. In addition to office uses, research and development facilities, light industrial uses, and institutional uses are permitted. Hotels and conference facilities are also permitted provided they are located on development blocks adjacent to Highway 7. The density and building height ranges within the Technology Precincts are 2.5 - 4.5 FSI, and 5 - 25 storeys, in blocks adjacent to Highway 7, and 1.5 - 3.0 FSI, and 4 - 10 storeys, in the remainder of the Technology Precinct blocks.

The Urban Design Framework

The urban design and architecture of the VMC lands must be of the highest quality. In addition to the design policies which follow, to ensure that high design standards for the area are achieved, the draft VMC Secondary Plan includes a policy that all development in the VMC shall be subject to review by a City Design Review Panel prior to Council approval. Any proposed development that may proceed prior to the establishment of the Design Review Panel shall be the subject of a peer review process to be defined by the City.

(i) Built Form

- A wide variety of building types are encouraged across the VMC including low-rise (2 - 4 storeys), mid-rise (5 - 10 storeys), and high-rise (above 10 storeys) buildings. The following policies apply to buildings within the VMC:
- The perceived mass of mid-rise buildings should be reduced through vertical articulation of the façade and building step-backs of the upper floors.
- To maintain a human scale street wall and mitigate shadow impacts, high-rise buildings should take a podium and tower form.
- Buildings should be built at a consistent build-to line defined in the corresponding Zoning-By-law for the VMC and form a street wall.
- Buildings shall be located and massed to define the edges of streets, and massed to minimize the extent and duration of shadows on parks, public and private amenities space, and retail streets in the spring, summer, and fall.
- Longer buildings shall break up their perceived mass with evenly spaced vertical recesses or other articulation and/or changes in material.
- There should be variation in the building materials and design treatments on lower floors or podiums of buildings on a block.
- Mechanical penthouses/elevator cores shall be screened and integrated in the design of buildings.
- Balconies shall be recessed and/or integrated in the design of the building façade.
- Finishing materials for buildings in the VMC should be high quality, using materials such as stone, brick and glass.

(ii) Parking and Servicing Facilities

Parking policies included in the Secondary Plan speak primarily to location and integration of parking lots and structures with their surroundings. The policies are summarized as follows:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 9

- Entrances to parking and servicing areas generally shall be on local streets and/or laneways and should be consolidated.
- Loading and service areas should be located in the interior of a block, preferably enclosed within a building.
- Parking for residential uses generally shall be located underground. Parking for public and commercial uses may be provided in above grade or below grade structures in the interior of development blocks.

Criteria to ensure that parking structures are well integrated with the VMC's built fabric are also provided within the draft Secondary Plan.

The Transportation Network

The transportation network and policies of the VMC Secondary Plan have been developed to support the growth projections and facilitate the envisioned downtown. A Traffic Impact and Mobility Study will be required for significant development submissions to ensure good access and circulation by transit users, cyclists and pedestrians. Development applications will also be required to include Travel Demand Management Plans (TDM) to reduce single occupant vehicle trips.

(i) Public Transit

The draft VMC Secondary Plan is predicated on the extension of the Spadina Subway Line and on planned improvements to York Region Rapid Transit facilities along Highway 7. Attachment #7 identifies the general alignment of the Spadina Subway Extension through the VMC, and the proposed subway and VIVA stations. Direct underground pedestrian connections to the subway station from adjacent development shall be encouraged. The central pedestrian entrance to the subway station will be located within an open space adjacent to Millway Avenue, north of Highway 7.

The Station Block which is to be located on the east side of Millway Avenue, north of Highway 7 (identified on Attachment #7), is intended to be the location for a York Region Transit bus station directly linked to the planned subway station and integrated with high-density development. Prior to development on the Station Block, including development of transit facilities, a Station Block Master Plan shall be prepared that satisfies specific site plan criteria including, but not limited to, location of a bus station, phasing conditions, bus access to the station, a direct underground connection to the subway, integration with adjacent development, provision of an east-west midblock connection, and required design elements. In addition, a VIVA Bus Rapid Transit Station is planned for the centre of Highway 7 at Millway Avenue, with a direct connection to the subway.

(ii) Street Network

A fine-grain grid of streets is fundamental to this draft Secondary Plan. Attachment #6 identifies the public street network planned for the VMC. The hierarchy of streets identified on the Public Street Network Plan includes the following classifications and standard right-of-way widths:

- Highway 7 - 55-65 metres (varies)
- Jane Street (arterial road) - varies
- Minor arterial street - 33 metres
- Millway Avenue (special collector) - 33 metres
- Major collector street - 28-33 metres

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 10

- Minor collector street - 23-26 metres
- Local street - 20-22 metres
- Mews street - 20 metres (includes 6.0 – 7.5 m roadway, and boulevards with sidewalks on either side of roadway)

Highway 7 should be designed to evolve into a grand avenue that accommodates rapid transit, vehicular, and pedestrian functions. Millway Avenue will function as a special collector recognizing its role as a primary commercial street.

A bypass route to permit cars and trucks travelling through the VMC to divert from Highway 7 and Jane Street before entering the area, is proposed along the north and east edges of the VMC. Creditstone Road and Portage Parkway shall be linked to each other and to Highway 7 and Jane Street as shown on Attachment #6 to establish the bypass.

In addition to the public streets identified on Attachment #6, public or private laneways and / or private streets may be required to service development within a block. The draft Secondary Plan directs that the need and location of these laneways and/or private streets shall be determined during the preparation and review of Block Master Plans.

(iii) Bicycle Network

All streets in the VMC will be designed for the safety and convenience of cyclists. Attachment #8 identifies the bicycle network for the VMC. The bicycle network is intended to link directly to the planned City-wide Bicycle and Pedestrian Network. Policies within the Plan provide that Highway 7, Jane Street, Creditstone Road, and all major collector streets should include on-street bicycle lanes. In addition, major parks and open spaces are to include multi-use recreational trails linked to the street network to increase connectivity for cyclists. Policies are also included in the VMC Secondary Plan requiring bike lock-up facilities at transit stations, parks, schools, community centres, cultural facilities, public institutions, retail streets, and at all office and apartment buildings.

(iv) Streetscaping

All streets within the VMC are to be built with pedestrian zones on both sides, street trees, and vehicular and pedestrian scale lighting. Street furnishings and lighting should be low maintenance and of a family of furnishings/lighting to be consistent in distinguishing the VMC as a special place. The Secondary Plan provides that detailed streetscape standards and guidelines shall be developed to address the design of streets in the VMC.

Trees are intended to be a distinguishing visual element in the VMC's identity. All streets in the VMC should generally be lined with native trees resistant to salt, disease, drought and pests. Public art will also be an important element of the VMC's public realm, adding beauty and interest to streetscapes as well as parks, open spaces and buildings.

The Parks and Open Space Framework

Attachment #5 identifies the major parks proposed to be developed in the VMC. It is the goal of the Secondary Plan to develop a minimum of 20 hectares of parkland in the VMC. Outdoor amenity spaces associated with major office or institutional developments shall generally be located and designed to complement the public park system and be publicly accessible. All parks in the VMC shall be designed to high standards and built with high quality materials. Parks should also provide locations for permanent or temporary public art installations and the designs should consider opportunities to incorporate public art in landscaping elements such as benches, bicycle parking facilities, and paving. Parks in the VMC should provide for a range of recreational activities and passive enjoyment, including central neighbourhood gathering and recreational

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 11

spaces, civic open spaces capable of accommodating city-wide events, public squares, courtyards, gardens and naturalized spaces.

Millway Park, adjacent to Millway Avenue, and the major public squares or green spaces north and south of Highway 7 will form the VMC central gathering places.

(i) Environmental Open Spaces

The environmental open spaces identified on Attachment #5, are intended to be developed and managed as naturalized open spaces that perform four primary functions:

- protect existing natural heritage features and functions;
- accommodate additional vegetation and landscaping that support ecological functions and enhance the setting and image of the VMC;
- accommodate stormwater management facilities; and,
- accommodate municipal parkland where appropriate.

The environmental open space proposed adjacent to Black Creek, north and south of Highway 7, and on the east side of Jane Street, will require a further design study to ensure that it functions effectively as both a stormwater management pond and an open space amenity.

Sustainable Development Policies

Environmental sustainability is a core principle of the vision for the VMC and therefore policies in the Secondary Plan are formulated to ensure the VMC is serviced by highly efficient energy, water, and wastewater infrastructure. The City has undertaken three important studies related to energy and water servicing infrastructure:

- (i) VMC Servicing and Stormwater Management Master Plan Class EA Study;
- (ii) Black Creek Stormwater Optimization Master Plan Class Environmental Assessment Study; and
- (iii) the Vaughan District Energy Feasibility Study.

The draft VMC Secondary Plan provides that the City study the feasibility of a district energy system for the Plan area. In the absence of a district energy system, or to complement district energy, the generation and use of on-site renewable energy, such as solar, wind and geo-thermal energy is encouraged. The Secondary Plan also provides policies that all new development shall include or make provision for the installation of solar capture equipment, that public buildings in the VMC, with the exception of schools, shall be designed to achieve at least a LEED Gold rating, and that all private development shall be encouraged to do the same. The draft Secondary Plan also provides for green roofs, and the requirement for Sustainable Development Reports with all new development applications in the VMC.

Community Services, Cultural Facilities and Public Art

The timing and development of most community services will be dependent on the pace and nature of development within the VMC. A landowners' agreement among property owners in the VMC, the City, and public agencies regarding community services, including schools, will be required to ensure that the land costs for community facilities are equitably distributed. The Secondary Plan provides policies encouraging School Boards to develop alternative standards for new schools in high density neighbourhoods which optimize the use of land such as multi-storey buildings, minimized parking and pick-up/drop off areas, and arrangements between School Boards and developers that result in compact schools, and integrate school parking with adjacent developments. To implement the facility objectives of the City's Active Together Master Plan, the VMC will include a resource library of approximately 3,300 m².

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 12

The VMC Secondary Plan policies require that the City undertake a Cultural Facilities and Public Art Plan to:

- (i) identify appropriate cultural facilities for the VMC;
- (ii) develop an implementation strategy for priority cultural facilities;
- (iii) identify sites for major public art installations; and,
- (iv) inform the development of a city-wide Public Art Program.

Implementation

The draft VMC Secondary Plan acknowledges the need for ongoing co-ordination among the City, Region of York, TRCA, Provinces and the relevant transit providers, as well as landowners to successfully implement the plan. The Secondary Plan also requires the preparation of an Economic Development and Marketing Plan to promote office, institutional, educational and other development. A fiscal impact analysis of planned development within the VMC to inform capital planning, and the preparation of a Community Improvement Plan, is recommended. The following implementation policies are proposed to ensure orderly development of the VMC:

- (i) development applications for properties comprising one or more planned city blocks shall include a Development Concept Report.
- (ii) development shall be phased based on the existence of, or commitment to construct planned transit facilities, components of the road network and community services.
- (iii) A legal agreement among all property owners in the VMC will be required to co-ordinate development and equitably distribute the costs of shared infrastructure, including but not limited to roads and road improvements, water and wastewater services, parkland, stormwater management facilities, and land for schools and other community services. Development agreements among property owners, the City, and potentially other public agencies, shall be required to ensure that the necessary approvals, and the required contributions of funds, lands, and commitments for services will be in place and operative as required.
- (iv) Following completion of the Spadina Subway Line Extension, the Secondary Plan provides that the City, in partnership with the Region of York, will establish a biennial program to monitor and report on the level of development in the Secondary Plan. In addition, the VMC Secondary Plan shall be reviewed and updated every five years.

Relationship to Vaughan Vision 2020/Strategic Plan

The draft VMC Secondary Plan is consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular with the City's commitment to "plan and manage growth and economic vitality". The following components of the Vaughan Vision 2020 Plan relate directly to the VMC Secondary Plan:

- (i) "Support and co-ordinate land use planning for high capacity transit at strategic locations in the City"; and,
- (ii) "Review the Vaughan Corporate Centre Vision".

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 13

Regional Implications

The draft VMC Secondary Plan has been prepared pursuant to the policy requirements and provisions of the draft Vaughan Official Plan and Region of York Official Plan. Accordingly, it includes the minimum density requirements and targets for Regional Centres, urban design, phasing, and sustainability policies prescribed by the Regional Official Plan.

Next Steps

Comments on this Public Hearing are requested no later than July 5, 2010. The Policy Planning Department will be preparing a report for consideration by the Committee of the Whole in response to comments received at this Public Hearing, or in writing. It is anticipated that the August 31, 2010 Committee of the Whole report agenda will include a report with a recommendation to adopt the VMC Secondary Plan. With the direction of the Committee of the Whole, the scheduled September 7, 2010 Council meeting is anticipated to be the date when Council will consider adoption of this Secondary Plan.

The Official Plan will be produced in two volumes. Volume 1 will include the City-wide policies. The Vaughan Metropolitan Centre Secondary Plan will form part of Volume 2 of the VOP, which includes other secondary plans resulting from various focused area review studies and site-specific policies.

Conclusion

The draft VMC Secondary Plan is the result of a comprehensive review of current Provincial, Regional, and City land use policy, the study of the natural and built features of the Plan area and surrounding lands, and an interactive public consultation process. It provides the framework and policies intended to result in a downtown for Vaughan within the next 20 years. Comments on the Plan received from the Public and Council at this Public Hearing or in writing, will be addressed in a comprehensive report to the August 31, 2010 Committee of the Whole meeting.

Both the Vaughan Metropolitan Centre Study and the Cultural Built Heritage And Public Art Study/Plan have strongly recommended that a Public Art Policy be developed for the City of Vaughan. Given that development within the VMC is expected to begin in the near future following the approvals of the VMC Secondary Plan and co-corresponding zoning by-law, it is important to ensure that the Public Art Policy be in place to address this aspect of development in the City Centre. It is therefore a recommendation of this report that the Public Art Policy Study be initiated in the coming year.

Attachments

1. Location Map
2. Vaughan Metropolitan Centre Boundaries
3. Land Use Precincts
4. Height and Density Parameters Map
5. Parks and Open Spaces
6. The Street Network
7. The Transit Network
8. The Bicycle Network
9. Draft Vaughan Metropolitan Centre Secondary Plan (Mayor and Members of Council Only.)

Report prepared by:

Anna Sicilia, Acting Senior Planner, Policy Planning

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 5, CW(PH) Report No. 30 – Page 14

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 6, Report No. 30, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on June 29, 2010.

**6 WEST VAUGHAN EMPLOYMENT AREA
SECONDARY PLAN
FILE 25.5.19
WARDS 1 & 2**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 14, 2010, be approved;
- 2) That the following deputations and written submissions, be received:
 - a) Mr. James Kennedy, KLM Planning Partners, 64 Jardin Drive, Concord, L4K 3P3;
 - b) Mr. Michael Mendes, Rice Commercial Group Limited, 15 Gormley Industrial Avenue, Box 215, Gormley, L0H 1G0, and written submission dated June 11, 2010;
 - c) Mr. Tony Mauti, 133 Anthia Drive, Toronto, M9L 2T7;
 - d) Ms. Deborah Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8;
 - e) Mr. Alan Young, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Vaughan, L4K 5K8, and written submission dated June 14, 2010;
 - f) Mr. Stephen Roberts, 95 Bentoak Crescent, Vaughan, L4J 8S8;
 - g) Mr. Jeffrey Stone, 7601 Bathurst Street, Suite 304, Thornhill, L4J 4H5; and
 - h) Mr. John Silvestri, 25 Silverton Avenue, Toronto, M3H 3E7; and
- 3) That the written submissions from Mr. Roy Mason, KLM Planning Partners, 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, dated June 8 and June 14, 2010, be received.

Recommendation

The Commissioner of Planning recommends:

THAT the draft Official Plan Amendment (Attachment #5) for the West Vaughan Employment Area Secondary Plan BE RECEIVED; and that any issues raised at the public hearing and comments submitted in writing be addressed in a report by the Policy Planning Department in a future report to a special evening meeting of the Committee of the Whole scheduled for August 31, 2010.

Contribution to Sustainability

Consistent with *Green Directions Vaughan, Community Sustainability and Environmental Master Plan*, the new development created by the Secondary Plan will meet the Region of York's policies for economic vitality, and requirements under Places to Grow: Growth Plan for the Greater Golden Horseshoe (2005) respecting employment lands while meeting the following specific goals and objectives outlined by *Green Directions Vaughan*:

Goal 2: To ensure sustainable development and redevelopment

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

Economic Impact

The draft West Vaughan Employment Area Secondary Plan (the Secondary Plan) establishes a framework for development in the Plan area. The draft Secondary Plan will have a positive

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 6, CW(PH) Report No. 30 – Page 2

impact upon the City of Vaughan in terms of managing growth and fostering employment opportunities. The Secondary Plan will also fulfill the City's obligations to conform to the policy framework set out by the Province and the Region of York for managing growth and to achieve efficient land use.

Communications Plan

On April 22, 2010, the Policy Planning Department held a Public Open House for the Secondary Plan. A presentation was made by the consultants, Urban Strategies Inc., discussing the background work, and proposed transportation, environmental and land use policies. The notification process for the public hearing includes notices mailed to surrounding residents and landowners 150 metres from the study area, postings on the electronic City Page, the City's website, local newspapers, and postings in public facilities (e.g. community centres and libraries).

The Public Hearing is scheduled for June 14, 2010 to consider amendments to the Official Plan. The notification process used is same as above.

Purpose of this Report

The purpose of this report is to introduce the draft West Vaughan Employment Area Secondary Plan and to provide a brief summary and highlight key policies being proposed that will establish the future vision for growth in this area. The draft Secondary Plan will replace the City's existing Official Plan documents as they relate to the Plan area, and establish a comprehensive framework of planning policies to guide and manage growth and development. Copies of the draft Secondary Plan have been provided to Council and are available on the City's website and at the Planning Department.

Background

Location

The lands subject to the draft Secondary Plan comprises approximately 975 gross hectares of land and are the northerly extension of the existing Vaughan Enterprise Zone employment area. The lands are located north of Langstaff Road, between Huntington Road and Highway 27, extending north to Major Mackenzie Drive between the Intermodal Facility and the CP MacTier Rail line and, the lands between Highway 50 and the hydro corridor between Major Mackenzie and Nashville Road as shown on Attachment #1.

Official Plan

i) City of Vaughan Official Plan

The new City of Vaughan Official Plan document will be produced in two volumes. Volume 1 will introduce policies that will be generally applicable throughout Vaughan. Volume 2 will contain the secondary plans, which have required more detailed planning analyses and policies, including the draft West Vaughan Employment Area Secondary Plan. Volume 2 will also include a limited number of site-specific policies applicable to individual properties and small collections of properties in some parts of Vaughan. This public hearing report deals with the policies specific to the West Vaughan Employment Area (WVEA) Secondary Plan.

ii) Official Plan Designations

The Secondary Plan introduces a set of land use designations applicable throughout the Plan area as shown on Attachment #4 (Schedule 3-Land Use) including detailed land use policies related to land use issues such as built form, transportation, the environment, and sustainable development.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 6, CW(PH) Report No. 30 – Page 3

Zoning

The zoning provisions of By-law 1-88 applicable to the Secondary Plan area will remain in effect until they are updated or replaced by zoning consistent with the new Official Plan including this Secondary Plan. Following approval of the Official Plan, it is anticipated that work will begin on the preparation of a new zoning by-law to bring it into conformity with the draft Secondary Plan and that a budget and work schedule will be prepared for consideration by Council in the 2012 budget.

Purpose of the Study

On February 14, 2005, Council approved a Terms of Reference to prepare a secondary plan for the lands identified as the “Highway 427 Employment Area and Secondary Plan Study Area”. The Terms of Reference originally included lands within Block 64, however, these lands are not included in the Secondary Plan because they have been included as part of a separate Block Planning process.

In 2007, the City initiated the Vaughan Tomorrow, growth management strategy which included a new Official Plan. Given that the Highway 427 Extension was near completion, the preparation for the Secondary Plan for the WVEA lands was included as part of the Vaughan Tomorrow Official Plan initiative.

The study was initiated in January 2010, with consultant Urban Strategies Inc. as an extension of their contract for the Official Plan. The intent of the Secondary Plan is to provide further detailed policies, in addition to the policies in the new Official Plan, for the subject lands, including direction regarding land use, built form and urban design, and other planning considerations.

Existing Characteristics and Conditions

The subject lands mainly contain rural/agricultural uses with some small-scale non-agricultural uses which have been permitted through site specific amendments such as a truck terminal and recycling facility. The lands also contain significant aspects of the Natural Heritage Network including tributaries of the Humber River, and a hydro corridor as shown on Attachment #3 (Schedule 2 - Natural and Cultural Heritage).

The subject lands are surrounded by existing and planned employment uses that form the southern portion of the Vaughan Enterprise Zone to the south, the Canadian Pacific (CP) Intermodal Facility and the City of Brampton with a concentrated business corridor at Castlemore Road and Highway 50 intended for office uses to the west, the Woodbridge community to the east, and the Kleinburg-Nashville Community to the north as shown on Attachment #1 (West Vaughan Employment Area Location Map).

Analysis and Options

Provincial Policy Statement (2005)

The policies in the Secondary Plan are consistent with the PPS in encouraging the promotion of efficient land use and development patterns to support strong, liveable and healthy communities, protection of environment and public health and safety, and to facilitate economic growth through intensification.

Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The Growth Plan was approved in 2006 and provides more refined policies that build on the Provincial Policy Statement requiring prescribed intensification targets and for the identification and protection of employment lands.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 6, CW(PH) Report No. 30 – Page 4

Under the Growth Plan, population and employment will be accommodated through compact development, intensification and directing growth within built-up areas, and identification and protection of employment lands. Density targets in employment areas (and non-employment areas) are also defined. The policies in the Secondary Plan conform to the Growth Plan.

Region of York Official Plan

The “in force” Region Official Plan (2005) designates this site as “Urban Area” and identifies portions of the lands as part of the “Regional Greenlands System”. Regional Greenlands Systems are to be identified, protected and restored where possible.

The lands are also subject to Regional Official Plan Amendment No. 19 (ROPA 10), re-designating the lands into “Urban Area” in the Regional Official Plan. ROPA 19 also requires the preparation of local secondary plans to identify detailed land use, infrastructure, and environmental requirements prior to development.

York Region Council adopted its new Official Plan in December 2009; approval from the Province is pending. The subject lands are designated as “Urban”. The Region of York Official plan requires that Regional Greenlands Systems within Urban Areas, be identified specifically in local official plans and secondary plans and, integrated in community design (s. 2.1.9). Plans shall contain policies that support system remediation and enhancement opportunities.

Figure 2 of the Regional Official Plan identifies the Secondary Plan area as “strategic employment lands”, which are to be protected for employment use. The policies in the Secondary Plan conform to the Regional Official Plan.

Highway 427 Transportation Corridor Environmental Assessment

A technically preferred route for the extension of Highway 427 has been identified and is reflected in the Secondary Plan. The Highway 427 Transportation Corridor Environmental Assessment is near completion, and a timeline for construction is pending with the Province.

City of Vaughan Official Plan

Official Plan Amendment #600 identifies these lands as “Employment Secondary Plan Study Area”, with a portion the lands designated as “Major Open Space & Valley Lands”. The lands continue to be subject to Agriculture Area and Rural Use Area policies of OPA 600 until a Secondary Plan is adopted and approved by the City. The Secondary Plan process for these lands was pending completion of the Highway 427 Transportation Corridor Environmental Assessment as discussed above.

Vaughan’s draft Official Plan establishes the City’s urban structure and identifies the subject lands as an “Employment Area” (Schedule 1, Vol. 1). In addition, a secondary plan is required for these lands to address specific planning considerations pertaining to these employment lands. Details regarding proposed land use designations will be discussed further in this report.

Draft West Vaughan Employment Area Secondary Plan

A draft Secondary Plan for the West Vaughan Employment Area forms Attachment #5 to this report. The intent of the Secondary Plan is to implement policies of the draft Official Plan and provide additional direction for development.

Synopsis of the Draft West Vaughan Employment Area Secondary Plan

The policies of the draft West Vaughan Employment Area (WVEA) Secondary Plan are summarized below:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 6, CW(PH) Report No. 30 – Page 5

Policy Objectives

a) General Policies

- i) Accommodate significant portion of Vaughan's employment growth in industrial, manufacturing and warehousing to 2031 by taking advantage of proximity to the airport, existing and planned railway infrastructure, supply of vacant employment lands, and open space and natural heritage features.
- ii) Establish a minimum of 40 jobs per hectare for the WVEA in accordance with the York Region Official Plan.
- iii) Provide opportunities to accommodate and attract industrial, manufacturing, warehousing and limited office employment.
- iv) Attract industries to the WVEA that will take advantage of the CP Intermodal Facility.
- v) Require comprehensive transportation network to facilitate access to, through and within the WVEA.

b) Transportation

- i) Identify a new local street network connected to arterial roads, providing efficient access to the highway network. This is intended to reduce the need for local traffic to extensively travel on area arterials.
- ii) Support early implementation of the planned Highway 427 Corridor (including Highway 427 corridor transit way) as identified in the Highway 427 Transportation Corridor Environmental Assessment.
- iii) Develop a grid-like street network with north-south and mid-block collectors. Provide opportunities to identify "secondary" travel routes through the Block Plan process, subject to transportation analysis and justification.
- iv) Identify opportunities for the expansion of bicycle and pedestrian infrastructure consistent with the City's Pedestrian and Bicycle Masterplan and support facilitation of bicycle and pedestrian activity.
- v) Alignment of streets and feasibility of crossings across the Natural Heritage Network will be developed through the Block Plan process.
- vi) Additional studies should be undertaken to identify appropriate GO station locations and land use permissions on the surrounding lands within the vicinity of the station.
- vii) Support the long-term protection of employment-related uses, goods movements and future commuter rail opportunities.
- viii) Work with landowners and other appropriate agencies to identify appropriate locations for grade separated crossings for the rail corridor where appropriate.
- ix) Ensure appropriate coordination with the City of Brampton and the Region of Peel to identify street connections to Highway 50 in Block 66.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 6, CW(PH) Report No. 30 – Page 6

c) Environment

- i) Preserve and enhance ecosystem functions and natural heritage resources through new development, with minimal impact to local features, by on-site environmental enhancement (e.g. naturalized stormwater management and landscaping) and urban design and built form initiatives.
- ii) Provide opportunities to enlarge and enhance two “Enhancement Areas” in the WVEA located in portions of the hydro corridor and proposed east-west natural heritage linkage across the rail corridor, south of Major Mackenzie Drive connecting two tributaries of the Humber River.
- iii) Sustainable development policies (Section 9.1.3) and Green Development elements of the draft Official Plan - Volume 1 (Section 9.1.3.2) shall be considered in addition to green development approaches respecting stormwater management, stormwater runoff, water quality and on-site energy production. The design and location of stormwater management facilities shall be determined at the Block Plan stage.
- iv) Identification of natural heritage features as an asset in attracting businesses and supporting the City’s trail network. Where development is planned adjacent to the natural Heritage Network, it shall complement natural heritage features and provide views and pedestrian access.
- v) Determine appropriate development limits against all natural heritage features and hazards through the Block Plan process.
- vi) Support eco-industrial networks and sustainable physical design approaches to maximize resource efficiency to support financial and environmental performance.
- vii) Protection of the lands located within the Wellhead Protection Area designation through conformity with the policies in Volume 1 of the draft Official Plan and the Region of York Official Plan.

d) Parks

- i) Enhance and serve the local recreational needs of area employees, visitors and residents with parkland. Where possible, new parkland will be directed to areas adjacent to existing open spaces and hydro corridors, natural and cultural heritage resources including existing and planned trails.
- ii) Secure at minimum, one District Park (of approximately 10 ha) east of the Highway 427 corridor or alternatively one smaller District Park and one Neighbourhood Park acquired through combined parkland dedication requirements of the Secondary Plan area and secured through land owner agreements.

f) Cultural Heritage

- i) Recognition and conservation of cultural heritage resources, including those under the Ontario Heritage Act and City’s Heritage Register.
- ii) Retention of existing structures and identification of opportunities for adaptive re-use should be explored.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 6, CW(PH) Report No. 30 – Page 7

- iii) Conservation and integration of existing cultural and built heritage features and landscapes within the overall design strategy and structure of any area development.
- iv) Identification of opportunities and evaluation for cultural heritage significance as development occurs according to the processes identified in Volume 1 of the draft Official Plan.

g) Land Use and Built Form

- i) Detailed land use permissions and building types are identified in Volume 1 of the draft Official Plan. The West Vaughan Employment Area Secondary Plan includes two of the employment area land use designations from Volume 1 as follows:

- a) General Employment

The General Employment designation accommodates employment uses such as industrial, manufacturing and warehousing potentially requiring outside storage and where otherwise are not generally compatible with other land uses. These uses are generally located to the interior of the employment lands where they are not visible from major streets.

- b) Prestige Employment

The Prestige Employment designation accommodates light industrial, manufacturing and warehousing uses, which do not require outside storage. It is intended that the areas designated as “Prestige Employment” acts as an interface and transition between other, more sensitive, community areas of the City and designated General Employment areas. These uses are located in highly visible and accessible areas including major streets (e.g. highways, arterial street) and subject to higher built form and urban design criteria.

To protect lands for employment uses, the draft Official Plan restricts non-employment uses in Employment Areas. Small-scale retail uses, supportive of employment uses and serve the daily needs of employees, visitors and area businesses will be permitted, subject to locational criteria. The draft Official Plan also permits offices uses up to a maximum of 7,500m² per lot within the Prestige Employment designation. Ancillary offices, directly associated with another employment use, are permitted throughout the Employment Areas. The draft Official Plan permits only limited and ancillary retail uses throughout Employment Areas. Large scale retail uses (e.g. retail warehouses) are not permitted in any employment areas.

- ii) Existing and planned commercial-retail uses are situated immediately north and south of the Secondary Plan area, which will serve the retail needs of business within the WVEA.
- iii) Support the retention of large consolidated parcels of land that can accommodate large scale employment uses and support expansion of intermodal uses in the Intermodal Priority Area.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 6, CW(PH) Report No. 30 – Page 8

- iv) Require property line setbacks for development north of Major Mackenzie Drive, west of Highway 427 to provide a landscaped area berm sufficient to screen activities on site. This will be further implemented through the zoning by-law and Urban Design Guidelines.
- v) Require that development in high visibility areas, and those abutting arterial roads, Highway 427, rail corridors and natural heritage features respond with a high quality approach to a design and appropriate building orientation. This will be further implemented through the Zoning By-law and Urban Design Guidelines.
- vi) Require parking areas to be paved with hard surfaces to promote dust control and air quality, while also encouraging permeable paving alternatives to address stormwater run-off.

h) Implementation

The Secondary Plan requires that Block Plans for all areas of the WVEA be used to implement the policies of the Secondary Plans identified in Chapter 10, Volume 1 of the draft Official Plan.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with Vaughan Vision 2020's Strategic Initiatives respecting planning and managing growth and economic vitality, specifically "Plan and Manage Growth and Economic Vitality".

Regional Implications

The Secondary Plan has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of both the "in-force" Regional Official Plan and recently adopted Regional Official Plan, which is awaiting final approval by the Province.

Next Steps

Comments on this evening's Public Hearing are requested no later than July 5, 2010. The Policy Planning Department will be preparing a comprehensive report for the consideration of the Committee of the Whole meeting in response to comments received at this Public Meeting, or in writing.

It is anticipated that the report will be considered by the Committee of the Whole on August 31, 2010, at a special evening meeting, and the report will include a recommendation for adoption of the draft Secondary Plan. With the direction of Committee of the Whole, the scheduled September 7, 2010 Council meeting is anticipated to be the date when Council will consider adoption of the draft Secondary Plan.

Conclusion

The above issues, but not limited to, will be considered in the technical review of the application, together with comments from the public and Council expressed at the Public Hearing or in writing and will be addressed in a comprehensive report to a future Committee of the Whole meeting.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2010

Item 6, CW(PH) Report No. 30 – Page 9

Attachments

1. Location Map
2. Transportation Network Map
3. Natural and Cultural Heritage Map
4. Land Use Map
5. Draft West Vaughan Employment Area Secondary Plan (MAYOR AND MEMBERS OF COUNCIL ONLY)

Report Prepared By:

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