

**COMMITTEE OF THE WHOLE MAY 15, 2006**

**DRAFT OFFICIAL PLAN AMENDMENTS NO. 660, 661, 662, 663 AND 664  
HIGHWAY 7 POLICY REVIEW  
FILE NO. 15.87**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT draft Official Plan Amendments 660, 661, 662, 663 and 664(pursuant to the Highway 7 Land Use Futures Study and Jane/7 Employment Area Redevelopment Study) BE ADOPTED;
2. THAT the Region of York be requested to rename Highway 7 to "Avenue Seven" in keeping with its intended urban, transit-supportive future role in Vaughan;
3. THAT Staff be directed to initiate discussions with the Region of York respecting preparation and implementation of streetscaping requirements to complement transit objectives to the satisfaction of the City; and
4. THAT the Commissioner of Economic/Technology Development and Communications in consultation with the Commissioner of Planning be directed to undertake a marketing strategy to guide and promote the 'Avenue Seven' initiative and that the funds required for the marketing strategy be addressed through the budget process.

**Economic Impact**

The economic impact to the City will be strongly positive in terms of the value of investment and assessment which will ultimately result from the implementation of the final plan for the Highway 7 corridor via new development and redevelopment.

**Purpose**

The purposes of this report is to submit the draft Official Plan Amendments #660, 661, 662, 663 and 664, implementing the recommendations of the City-initiated Highway 7 Land Use Futures Study for the consideration of Committee of the Whole.

**Background – Analysis and Options**

**Location**

The Study Area for the Highway 7 Land Use Futures Study traversed the entire length of the Highway 7 corridor in the City of Vaughan, from Brampton in the west to Richmond Hill in the east and extended approximately 400 metres on both the north and south sides of the Highway 7 right-of-way. The draft Official Plan amendments amend six current plans (OPA's #450, 240, 345, 500, 467 and 4). The lands subject to the amendments are shown conceptually on Attachment 1.

The Jane/7 Employment Area Redevelopment Study is located within the Vaughan Corporate Centre, and extends from the north side of Highway 7 to Highway 407 on the south, and from Jane Street on the west to the CN Rail Yard on the east.

**Public Consultation Process**

The following is a brief record of the public process and associated Council meetings on this file to date:

- On May 14, 2001, Council approved the Terms of Reference for the Highway 7 Policy Review.
- On October 15, 2001, Council approved selection of a consulting team led by the firm 'The Planning Partnership' to be retained to conduct the review. The team included: duToit Allsopp Hillier (urban design); Sterling Finlayson Architects (urban design); Oleson Worland Architect (urban design); Royal LePage Advisors (market intelligence and development feasibility); Poulos & Chung (transportation); Cosburn Patterson Mather (engineering/stormwater management); and DCS (environmental site remediation).
- On February 27, 2002, a Technical Advisory Committee was established to assist in conducting the review. The Committee included staff representation from:
  - Region of York
  - York Region Transit
  - York Region Transit Plan
  - Toronto and Region Conservation Authority
  - City of Vaughan Development Planning, Engineering, Economic and Technology Development, and Real Estate departments.
- On May 13, 2002, Council received the Phase I Background Reports for both the Highway 7 Land Use Futures Study and the Jane/7 Employment Area Redevelopment Study; endorsed the criteria for selecting candidate Demonstration Plan sites for the Jane/7 study; and, forwarded the Phase I reports to the Region of York as input to their emerging initiatives.
- On June 18, 2002, a Public Open House was held to provide an overview of the studies and obtain comments from the public on the evolving vision for Highway 7.
- On October 15, 2002, a Committee of the Whole Working Session was held on the Phase II reports.
- On November 26, 2002, a second Public Information Meeting was held.
- On June 23, 2003, Council directed that Official Plan Amendments be prepared to implement the land use changes identified in the Phase II reports.
- Both the Highway 7 Land Use Futures Study and the Jane/7 Employment Area Redevelopment Study were largely completed in early 2004. However, York Region's initiatives on both the YRTP Transitway corridor, and ROPA #43 (Centres and Corridors policies) had progressed to the point where it became prudent to delay finalizing the Highway 7 Policy Review until these Regional initiatives were concluded.
- On November 22, 2004, Council directed the scheduling of a statutory Public Hearing on the Highway 7 Policy Review.
- On December 17, 2004, Regional Official Plan Amendment No. 43 was adopted and, there being no appeals, came into effect on January 7, 2005.
- On March 1, 2005, amendments to the Provincial Policy Statement were approved and came into effect replacing the Provincial Policy Statement issued May 22, 1996, and amended February 1, 1997.
- On June 13, 2005, The Places to Grow Act was approved providing detailed direction to municipalities respecting Provincial expectation for managing growth and development.

- On October 6, 2005, a Public Information Meeting was held at Woodbridge Library to present the results of both the Highway 7 Land Use Futures Study and Jane/Highway 7 Employment Area Redevelopment Study, and inform the public on the remaining steps to completion of the planning process.
- On Dec. 5, 2005, a statutory Public Hearing was held respecting five draft amendments to the Official Plan to implement the recommendations of the Highway 7 Futures Study.

### **Comments Received at the December 5, 2005 Public Hearing and Staff Response**

#### A. Comments From Members of the Public

##### 1. Modification of tertiary plan requirements for the Concord GO Centre

A consultant representing a landowner with property east of the Concord GO line north of Highway 7 – the Concord Floral property - made the following requests with respect to the preparation of a tertiary plan for the Concord GO Centre required by revised OPA 660:

- a. that current industrial uses continue to be permitted;
- b. that the area of the study area for the Concord GO Centre be defined based on a 400 metre distance from the intersection of the CN line with Highway 7;
- c. that maximum heights be established through the tertiary plan process, and may exceed 10 stories subject to an appropriate test of development compatibility with adjacent uses; and
- d. a minor wording modification clarifying that “the study area required for the preparation of such amendment will be based on the general criteria established in Section 2.2.3.1 of this Plan”.

**Staff Response:** Staff agree with these suggestions and have reflected them in the revised OPA 660. With respect to request d) above, the revised OPA 660 now refers to “Section 2.2.3.1, Development Policies, subsection 3”.

##### 2. Modification of policies respecting Seven/427 Centre

A consultant representing a group of landowners with land holdings in the Highway 7 corridor between Highway 27 and Highway 50 in the Vaughan Enterprise Zone. The lands are currently subject to OPA 450, and are also the subject of a block plan exercise whose final approval is near. Revised OPA 660 proposes to redesignate the lands within 200 metres of Highway 7 as “Prestige Areas – Centres and Avenue Seven Corridor”. It also would designate the lands at the Highway 427 interchange as “Seven/427 Centre”, and the lands at the intersections of Highway 7 with Highway 50 and Highway 27 as “Transit Stop Centre”. The consultant has requested the following:

- a. that the “Seven/427 Centre” designation be applied to all of the lands within the Highway 7 corridor from Highway 50 to the Highway 427 interchange, with high density residential permitted in the corridor, and one transit node, rather than two;
- b. that height limits be eliminated to encourage high density residential development and take advantage of long distance views;
- c. that explicit wording is needed, consistent with the Plan’s intent, to permit density on a single site to exceed the overall density target for the “Seven/427 Centre” as a whole;
- d. that additional policy be added respecting interim forms of development permitted, requiring no minimum density and permitting interim development of low intensity to proceed ahead of a required tertiary plan for the “Seven/427 Centre”.

Staff Response: Staff do not support the requests, as outlined below:

- a. The 1.1 km distance from Highway 427 to Highway 50 seems too long a distance to ever constitute a single center, and would string out development in a linear fashion rather than concentrating it at the interchange. The “Seven/427 Centre” is intended to become the major focus of development west of Highway 27. The Centre should be centrally located midway between Highway 27 and Highway 50 on the lands surrounding the Highway 427 interchange. The intent is to foster development in all four quadrants around the interchange to create a highly visible and identifiable business employment centre. The lands at the interchange will take advantage of excellent access via Highway 427 to other parts of the GTA, and Pearson International Airport. The Centre, as it builds out, will eventually become a major focus of transit service. The Transit Stop Centres, located about one kilometre away west and east, at Highway 50 and Highway 27, are also logical locations for development concentrations with supporting transit services.
- b. Residential uses are not appropriate in the “Seven/427 Centre” (as elaborated further in the response to Council comments in B1 below). The maximum building height of 10 storeys is appropriate to the business centre image, and is intended not to compete with the higher scale and height of development permitted in the Vaughan Corporate Centre.
- c. The density policy is already sufficiently clear. Revised OPA 660 places no limit on maximum development density, recognizing that the maximum height limit of 10 storeys, together with setback, parking and landscaping requirements will keep the scale of development within acceptable limits.
- d. Staff are satisfied with the policy direction in revised OPA 660 which already permits interim forms of development (defined as ‘development that does not achieve minimum density objectives’), provided it satisfies other policies, transportation and urban design objectives, and design guidelines.

3. Removal of the height limits within the Corporate Centre District

A consultant, representing landowners with property on the east side of Jane Street south of Highway 7 and the proposed Ring Road, within the area currently designated “Corporate Centre District”, requests that height limits within the District be eliminated. They have filed an application for an amendment to the Official Plan to permit three 28-storey residential towers.

Staff Response: Staff do not support this request. Revised OPA 663 increases the permitted density and height within the Corporate Centre District to 1.5 – 2.0 FSI, and 16.5 metres, respectively. The intent is to enable somewhat taller, denser development within the District. However, the Corporate Centre Node is expected to remain the main focus of development. Its proximity to higher order transit service on Highway 7, and particularly in close proximity to the proposed subway station, justify its high density and height permissions. Given the transportation implications of high density development, properties outside the Corporate Centre District should not be permitted density and height permissions similar to the Corporate Centre Node without a comprehensive study of the traffic, servicing and site plan implications of such development.

4. Exclusion of lands fronting east side of Keele Street

A consultant representing landowners on the east side of Keele Street south of Highway 7 requested that the east side of Keele Street be included in the area to be redesignated by revised OPA 660 to “Prestige Areas – Centres and Avenue Seven Corridor”.

Staff Response: The request is already addressed by OPA 664. The properties in question are subject to OPA 467 (which amends OPA 4), and are already proposed to be

redesignated, consistent with the consultant submission, by revised OPA 664 which applies to the east side of Keele Street. The west side of Keele Street is subject to OPA 450, and is being redesignated by OPA 660.

5. Processing of Royal Empress Gardens Master Plan

A consultant for the landowner proposing development on the Royal Empress Gardens site on the north side of Highway 7 east of Jane Street requested City and Regional processing of the Master Plan in advance of the approvals of revised OPA 663 to which the lands will be subject, and that Map 3 of OPA 663 delete the Barnes Court extension connecting the Ring Road to Highway 7.

Staff Response: The proposal to delete the Barnes Court extension on Map 3 of revised OPA 663 is premature given the current status of the proposal. Development and Policy Planning staff have been meeting with the landowner on this property, and advise that he will have to submit an application to amend the Official Plan, a revised draft plan of subdivision, and a site plan application, in order to initiate the proposed change to Barnes Court. To date, only a preliminary concept has been discussed with Staff. Should the City agree to the proposed change prior to Regional approval of OPA 663, it may be possible to reflect the change in OPA 663 through a Regional modification.

6. Questioning implementation, achievability and impact of the Plan(s)

One Thornhill resident expressed skepticism about the plans for Highway 7, the timing and likelihood of higher order transit service, the need for improved north-south transit service, and the impact of higher buildings on existing residential uses.

Staff Response: The Region of York has made a commitment to higher order transit, and has already completed the first step of its transit improvement program with the initiation of the Quick Start bus system. Achievement over time of the proposed densities in the draft amendments will ultimately justify a higher order of transit service in the Highway 7 corridor. North-south transit service also requires improvement, and is to be addressed via enhanced bus service as demand warrants, and by the recently announced Provincial commitment to extend the Spadina subway to Highway 7. Existing residential uses are not expected to experience any discernible impact from new development, which is limited to a maximum of four storeys within 30 metres of existing residential.

7. Proposed maximum building heights are not sufficient to achieve transit objectives.

The President of the Maple Landing Ratepayers Association noted that buildings on Highway 7 should be permitted at much greater heights to support transit, rather than permitting them in other parts of Vaughan where they are now proposed and may be less appropriate.

Staff Response: The Vaughan Corporate Centre now permits buildings without any height limit at landmark locations mainly on Highway 7. Revised OPA 660 and 661 deal with the future GO station areas where tertiary plans are required. Throughout the tertiary planning process, appropriate height limits will be established for development in keeping with the transit objectives of the Plans. The Plans aim to increase development concentrations at appropriate locations along the corridor, but are not intended to compete with the Vaughan Corporate Centre in terms of height and density.

**B. Comments From Members of Council**

1. Deletion of residential uses west of Highway 27 including the Seven/427 Centre

Members of Council expressed the view that it would be inappropriate to permit residential uses within the proposed Seven/427 Centre given its intended function and context.

Staff Response: Residential uses have been deleted from the modified draft OPA 660 west of Highway 27. Staff concur that the Seven/427 Centre is intended to develop as a focus of major office commercial development within the planned major employment area surrounding it. The Centre will become the most intensely developed area within the West Vaughan Employment Lands. It is ideally positioned to fulfill this role, given its proximity to major highways and accessibility from Pearson International Airport. The area west of Highway 27 is ill-suited to accommodate a residential development, given its physical separation from the balance of the Woodbridge community, the complete absence of community services and facilities west of Highway 27, and the area's planned development as a new employment area.

2. Should a tertiary plan be required, given that there is no commitment to a Woodbridge GO Station?

A member of Council questioned whether a tertiary plan should be required for the area associated with a future Woodbridge GO station, given that there is currently no Provincial commitment to establishing such a facility in Woodbridge.

Staff Response: On April 25, 2006, Council approved a resolution directing staff to prepare a Terms of Reference for a planning study for the Kipling Avenue corridor. In Staff's view, this study should address the future development opportunities associated with the corridor, including the potential to provide GO rail service to Woodbridge on the CP line. This study would fulfill the requirement for a tertiary plan for the study area within which a future GO station would be established. The study would include staff discussions with GO Ontario, CP and York Region to initiate the necessary steps toward securing a commitment from GO to bring its service to Woodbridge. Ultimately, the site of a new GO station on the CP line will need to be addressed through an Environmental Assessment. However, the Woodbridge core area already includes a significant concentration of development which would benefit from improved access to higher order transit. The Kipling corridor is also experiencing redevelopment pressures. Given this context, and the Province's and Region's strong support for transit-supportive development, the Kipling Avenue Study presents an excellent opportunity to create a high quality development which improves access to transit in the Woodbridge community as a whole, supports existing and future retail in the Woodbridge core, and addresses Council's objectives for Kipling Avenue.

3. Creation of competing nodes and centres will undermine Vaughan Corporate Centre

A member of Council expressed the view that the Vaughan Corporate Centre is developing very slowly, and that the new nodes and centres proposed by the draft amendments on Highway 7 would compete with and delay development further.

Staff Response: The Vaughan Corporate Centre has been relatively slow in beginning to fulfill its vision as the City's 'downtown' and focus of major high density residential, office and retail development, in a transit-supportive and pedestrian-friendly form. To date, much of its development has been limited to a more suburban form characterized by 'big box', 'baby box' retail and hotel uses which are primarily auto-oriented. Its proximity to and visibility from major highways has driven its development to date. However, this is expected to change very soon.

The planning context for the Vaughan Corporate Centre is already changing. The Region is committing substantially to improved transit service on Highway 7. The announcement of the Province's commitment to extending the Spadina subway to Highway 7 means that

the Corporate Centre will be readily accessible to the balance of the Toronto metropolitan area. The City has recently received three preliminary development applications which propose more than 2300 high density residential units on Highway 7 east of Jane Street.

The Regional and Provincial initiatives substantially enhance the development potential of the Vaughan Corporate Centre. All forms of new development locating there will benefit from the synergy, as a major development concentration begins to be established there. In other words, when it comes to locations competing for new development on Highway 7, Vaughan Corporate Centre will become 'the bully on the block'. Other nodes and centres on Highway 7 are proposed each kilometre or two, and can be expected to gradually develop and expand as the corridor evolves and becomes more urban, and transit service improvements are introduced. They have an important role to play in also contributing to transit-supportive development along the length of Highway 7 through Vaughan.

### **Staff-Initiated Modifications To the Draft Amendments**

Upon further review of the draft OPA documents, Staff have introduced several modifications to refine and improve them, and to make them more understandable and usable:

#### **1. Tertiary Plan requirements for the Concord and Woodbridge GO Centres**

Revised OPA 660 and 661 require that tertiary plans be prepared for the Concord and Woodbridge GO centres, respectively. The modified documents now provide further detail respecting the range of subjects to be addressed by these planning studies, including land use, urban design, transportation, environmental conditions, servicing, and impacts on adjacent development.

Draft OPA 660 has also been modified to permit the maximum heights of buildings within the Concord GO Centre to be examined and finalized through the tertiary planning study. The study area primarily includes existing employment uses where height considerations are less significant than within a residential area. The tertiary plan will be required to identify appropriate heights and other protection for the existing Concord residential area west of the GO line.

Draft OPA 661 has also been modified to provide for the study area for the Woodbridge GO Centre to be defined at the time of the study, in keeping with Council's direction, recognizing that the precise station location is not yet known and will be the subject of an Environmental Assessment. Appropriate height limits will also be established through the land use study.

#### **2. Deletion of tertiary plan requirement for Seven/427 Centre**

Staff have eliminated the requirement for a tertiary plan for the Seven/427 Centre, which was included in the draft OPA 660. The Centre will be focused on all four quadrants of the interchange for Highway 7/427. The emergence of this location as an identifiable center is expected to occur in the long term. In the meantime, the lands on both sides of Highway 7 are subject to block planning exercises which are nearly complete, and given the shortage of employment lands, they should be enabled to develop as soon as possible, rather than being subject to the further work which a tertiary plan would entail. Each of the quadrants will develop independently in any case. Should the City wish to introduce greater structure to the form of development, it will be more appropriate to do so in the longer term when redevelopment to a higher order of intensity and concentration may be achievable.

#### **3. Mapping correction of valleylands in Woodbridge**

In revised OPA 661, which amends the Woodbridge Community Plan (OPA 240), the maps have been revised to correctly show the existing valleyland corridor east of Wigwoss Avenue on the north side of Highway 7. This is consistent with site-specific OPA 461 which amended OPA 240, but is not shown on the land use schedule to OPA 240.

4. Deletion of Legion Court lands from new 'Prestige Areas – Centres and Avenue Seven Corridor' designation

In draft OPA 661, the lands on Legion Court were proposed to be redesignated from 'General Commercial' to 'Prestige Areas – Centres and Avenue Seven Corridor' to permit their future redevelopment. However, these lands are already identified as a Special Policy Area (SPA) in OPA 440, owing to their location in the floodplain of the Humber River. The 2005 Provincial Policy Statement states:

"A Special Policy Area is not intended to allow for new or intensified development and site alteration if a community has feasible opportunities for development outside the floodplain."

Any changes to land uses within designated SPAs normally requires the permission of the Ministry of Municipal Affairs and Housing, and the Ministry of Natural Resources. Therefore, in the revised OPA 661, this area has been omitted from the new designation.

5. Introduction of policies respecting drive-through uses and service stations

In keeping with current Council policy, each of the five revised draft amendments includes a policy limiting service stations and gas bars to a maximum of one per arterial road intersection.

Revised OPAs 660, 661 and 663 also introduce policies prohibiting drive-through uses within the future Woodbridge and Concord GO Centres, and the Vaughan Corporate Centre, respectively, to ensure that development in these locations assumes a transit-supportive form. Such uses are considered auto-oriented, low intensity uses, and therefore are contrary to the preferred form of development proposed for Highway 7 and, in particular, at locations where transit nodes are planned.

6. Revisions and refinements to policy language and mapping

Staff have revised the wording of many of the policies in the draft amendments to ensure that they are readily understandable and consistent with the Official Plan documents which they are amending, while maintaining their substantive content and meaning.

Staff have added new maps to each amendment which more clearly identify the areas subject to the new designations introduced by the amendments. This was necessary as some of the existing land use schedules now being amended have been produced at a scale making them extremely difficult to read.

Staff have also added an appendix to each document identifying the location of site-specific amendments already in force within the lands subject to each amendment. The effect of the amendments is to expand upon the range of development opportunities available, without removing the existing land use permissions associated with the site-specific amendments.

## **OVERVIEW OF THE REVISED OFFICIAL PLAN AMENDMENTS**

### **The Policy and Planning Context**

The current Provincial government has undertaken three significant policy initiatives which have modified the planning and policy context in terms of Provincial policy. The updated Provincial Policy Statement and Greenbelt Plan were approved early in 2005. On June 13, 2005, the Places to Grow Act was approved, providing a legal framework for growth planning in Ontario. A regulation was also passed identifying the Greater Golden Horseshoe as the first area in the province for which a growth plan will be prepared under the Places to Grow Act. In November,



2005, a Proposed Growth Plan For the Greater Golden Horseshoe was released for public comment.

Also, early in 2005, the Region of York amended its Official Plan (ROPA 43) incorporating new policies governing development within key development nodes and corridors. In addition, a number of environmental assessments are well underway to significantly enhance the quality of public transit infrastructure and service with important implications in their vicinity. Recognizing that these new initiatives could have significant implications for development in the Highway 7 corridor, the City's studies and draft amendments to the Official Plan were held in abeyance throughout 2005.

These new initiatives are briefly summarized below.

#### Provincial Policy Statement (PPS)

The current Provincial Policy Statement, approved on March 1, 2005, generally supports the Highway 7 draft OPAs. The new PPS includes the following statements of relevance to the Highway 7 studies:

Section 1.2.2.b): "identify areas where growth will be directed, including the identification of nodes and the corridors linking these nodes";

Section 1.2.2.c): "identify targets for intensification and redevelopment within all or any of the lower tier municipalities, including minimum targets that should be met before expansion of the boundaries of the settlement area is permitted"; and

Section 1.2.2.d): "where transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted".

Overall the Highway 7 draft OPAs are very supportive of the current Provincial Policy Statement.

#### The Places to Grow Act

The Places to Grow Act, approved June 13, 2005, provides more detailed direction than the PPS to managing growth. The Act supports a series of urban centres connected by urban transit. In the case of Vaughan, this implies the connection of Vaughan Corporate Centre with Brampton City Centre to the west, and to the Richmond Hill/Langstaff Gateway and Markham Centre to the east. The City's Highway 7 corridor work and York Region's YRTP transit initiatives will ultimately serve to fulfill the vision described of the Places to Grow Act.

The Places to Grow Act also requires, as a condition of extending urban boundaries, that a municipality must have plans in place to accommodate at least 40% of projected growth through intensification of existing urban areas. The Highway 7 corridor provides perhaps the greatest opportunity in Vaughan to accommodate substantial growth through intensification of existing areas, and in areas which will be well served by planned transit improvements. The Highway 7 draft OPAs are strongly supportive of the direction of the "Places to Grow" discussion paper.

#### The York Region Official Plan

The York Region Official Plan is the upper tier planning document that provides the framework for achieving the Region's urban structure. Amendments to the City's Official Plan must conform to the Region's OP. Since the Highway 7 Land Use Futures Study report was drafted, the Regional Official Plan has been amended by OPA 43, which came into full force and effect on January 7 2005. The "Centres and Corridors" policies of OPA 43 provide more explicit direction to local

municipalities in implementing the Region's planned urban structure of Regional Centres, linked by Regional Corridors. Key elements of the Regional Official Plan include:

- a shift towards growth in the existing designated urban areas
- a focus of growth in Regional Centres and Corridors
- a mix of uses for both population and employment
- an overall, long term density target of 2.5 FSI
- identification of Key Development Areas along the Regional Corridors
- the provision of a higher order and connected transit network to support these uses
- urban design criteria that supports transit-supportive and pedestrian-friendly uses
- implementation strategies

The York ROP identifies Highway 7 as one of two Regional Corridors – Yonge Street being the other – which are expected to develop with higher density land uses that will support planned transit routes. The ROP suggests that over the next 25 to 50 years, the vision for Highway 7 will direct its transition from a provincial highway to a multi-purpose, transit-supportive urban street that is both a corridor and an urban space. It will link three regional centres that serve as compact mixed use areas that are intended to function as focal points for business, government, higher density residential and cultural uses.

York Region has been an active participant in the City of Vaughan's Technical Advisory Committee for the Highway 7 Policy Review and has been supportive of the policies in the proposed Highway 7 OPAs. The Highway 7 OPAs conform with the Regional Official Plan by establishing leading edge municipal policies that: provide for an increased range of residential and employment uses; identify 'Key Development Areas'; permit a range of higher density targets according to the local context and conditions; include consistent urban design criteria that address both compatibility with adjacent stable low-density residential designations as well as transit-supportive and pedestrian-friendly uses and densities; and, set the framework for initiating an incentive-based implementation strategy.

It is appropriate to recognize that the lands subject to the draft amendments along the Highway 7 corridor conform with the role and function of "Key Development Area" as described ROPA 43, Section 5.5:

- a) areas with the greatest opportunity for compact and mixed-use development;
- b) areas assigned early priority for rapid transit services and infrastructure;
- c) areas abutting or adjacent to rapid transit stations; and
- d) areas of the Corridor that intersect with other major transportation routes or facilities, including passenger rail and other surface transit services.

#### YRTP & TTC Planned Transit Improvements

As a Regional Corridor linking a series of Regional Centres, Highway 7 has the potential to be part of a major transit corridor of GTA-wide significance. The Environmental Assessment (EA) for interim Bus Rapid Transit services, through the corridor and ultimately linking to the Spadina subway extension at Steeles Avenue, is now nearing completion. As the major connecting link to Vaughan, the Toronto Transit Commission(TTC) is also conducting the EA for the extension of the Spadina subway to Steeles Avenue. On Mar. 23, 2006, the Province announced its commitment to the extension of the Spadina subway to the Vaughan Corporate Centre at Highway 7.

The Official Plan amendments arising from the Highway 7 Futures Study support and take advantage of these transit initiatives, and associated development opportunities.

### **The Highway Seven Land Use Futures Study**

This Study was initiated in 2001 to determine how Highway 7 would continue to evolve from land uses that responded to the historic highway function of the corridor, towards more of a locally functioning 'main street'. With the introduction of Highway 407, and with the transfer of Highway 7 from the Provincial government to York Region, the opportunity to facilitate change in the function of the road and adjacent land uses was made possible.

The Highway 7 Land Use Futures Study began with a broadly defined Study Area extending across the entire Highway 7 corridor in the City of Vaughan and included approximately 400 metres on both sides of the corridor. The Study Area was further refined to exclude environmental areas (river valleys) and stable residential areas backing onto the corridor. The corridor was also narrowed in width to further focus the potential density in close proximity to the right-of-way.

The Study analyzed the land use character along the corridor and the existing arterial road network that intersects with it. The Study examined the variety of existing conditions along the corridor, the existing planning policies, and the land use and urban design opportunities that the corridor provides. It also reviewed the evolution of the corridor, the existing policy context and recent Provincial and Regional initiatives. Based on this work, the Study then developed a Vision that would be the basis for preparing Official Plan amendments and an Implementation Action Plan.

Since the beginning of the Study, the need for Highway 7 to continue to evolve as a main axis for the City's residential and employment communities has become even more apparent. York Region is aggressively pursuing both short and long-term higher order transit improvements in the corridor through the York Region Rapid Transit Plan. Transit services are being implemented through a 'quick-start' program that will provide increased levels of transit service in the corridor. The next step in transit service level is being developed through an Environmental Assessment and will incorporate dedicated lanes in the Highway 7 corridor for a Bus Rapid Transit (BRT) system. The final phase is to upgrade the dedicated bus lanes to accommodate a light rail system.

The introduction of higher order transit service means there is also a need to provide policy support for development which is more urban and transit-oriented. The City's Study is intended to provide the analytical basis and policy framework for proposed official plan amendments supporting the Region's transit initiatives. The City is also nearing completion of the Vaughan Corporate Centre Streetscape Master Plan Study, which will complement this evolution of the transit service and the associated higher order land uses.

### **The Jane/7 Employment Area Redevelopment Study**

One area of particular interest on the Highway 7 corridor is an established industrial area south of the highway between Jane Street and the CN Rail Yard. This is part of the City's first generation of employment lands that were established in the 1950's and 1960's. Now, as part of Vaughan's future downtown, the Vaughan Corporate Centre, it is appropriate to consider how the area will redevelop to support the higher order 'downtown' vision for the area. While the planning policies are generally in place to facilitate redevelopment, the Jane/7 Employment Area Redevelopment Study was undertaken to look at what additional steps beyond land use planning and the introduction of higher order transit could be initiated by the City to encourage redevelopment.

The Study involved a review of opportunities and constraints to redevelopment in the area, including market conditions, the potential need for site remediation, and the planning framework and tools available to support redevelopment. Utilizing detailed 'Demonstration Plans' as case studies on three representative sites, the Study assessed the feasibility of higher density redevelopment in terms of both market forces and development cost factors. The Study prepared a redevelopment strategy to enable the City to begin the process of changing the area from an older industrial area in a manner consistent with the ultimate vision for the Vaughan Corporate Centre.

## Description of the Proposed Amendments To the Official Plan

The purpose of the proposed amendments is to establish within the City's Official Plan:

1. a clear vision of the intended long term urban structure within the Avenue Seven corridor;
2. a transit-supportive land use plan that includes a series of urban centres, and provides broad direction respecting the expected street and block patterns, land use, building height, density and urban design;
3. a framework for implementation that reflects clear expectations, flexible planning policy, and potential to establish an incentives-based development program through the Community Improvement legislation of the Planning Act;
4. a strategy to guide decisions regarding public investment; and
5. a monitoring program to ensure achievement of the City's objectives.

The draft amendments reflect the intended vision articulated by the Highway 7 Land Use Future Study:

"The Corridor's future calls for it to become a broad urban avenue that embraces the vitality that will come with intensification. To be consistent with the image of an urban avenue, Highway 7 should be renamed Avenue Seven. It is envisioned as a multi-purpose urban avenue that is both a corridor and a series of centres. Avenue Seven will become a beautiful street that evolves into the focus of activity for the entire City. It is the necklace on which are strung a series of pearls – centres developed around major transit connections. In the centres, Avenue Seven will be lined with buildings that create mixed use districts, at a mix of densities. The spine will be the focus for the residential neighbourhoods that support each centre. By providing a range of housing types at a variety of densities, the centres will be healthy, vital and dynamic districts that will be successful and sustainable over time. Avenue Seven will be an appealing route of travel for pedestrians and cyclist, transit riders, as well as motorists."

Another key concept in establishing the Vision for the Avenue Seven Corridor is to promote a finer grained road and development block pattern within 200 metres either side of Avenue Seven. Part of this objective is to establish parallel east-west collector roads, both north and south of Avenue Seven as alternate routes for vehicles as traffic demands within the Corridor increase over time. The intent of this concept is to improve the overall connectivity between land uses and districts within the Avenue Seven Corridor (north-south and east-west), as well as to enhance the vehicular and pedestrian permeability to Avenue Seven (primarily north-south).

Historically, development in the Highway 7 corridor has been regulated by several Official Plan Amendments (OPAs) produced at various stages in the City's overall evolution. The proposed draft amendments will amend each of these plans in a consistent manner across the corridor. The draft amendments introduce new policies to guide the long term transformation of "Highway 7" to "Avenue 7", based on the findings and recommendations of the Study.

The existing City documents to be amended by the draft amendments to the Official Plan include, from west to east:

- OPA 450 (Employment Areas)
- OPA 240 (Woodbridge Community Plan)
- OPA 345
- OPA 500 (Vaughan Corporate Centre Plan)
- OPA 467
- OPA 4

The draft amendments are substantially similar in that they establish a new land use designation, "Prestige Areas – Centres and Avenue Seven Corridor". Within that designation there are policies that deal with the hierarchy of centres and interstitial areas, as well as the nature and form of development anticipated throughout the Avenue Seven Corridor. In addition, each Amendment includes new "Community Improvement" policies to facilitate implementation of a financial incentives package. Generally, to qualify for incentives, development is required to achieve a specified minimum development density.

The areas subject to these Official Plans reflect a wide variation in character and land use designation across the Highway 7 corridor, from employment areas (OPA 450 and OPA 345) to predominantly residential and commercial areas (OPA 240) to the broad mix of land uses and development densities envisioned in Vaughan's planned 'downtown', the Vaughan Corporate Centre (OPA 500).

While the Study Area was initially defined to include all of the lands within approximately 400 metres north and south of the entire Highway 7 corridor from west to east, the limits of the amendment areas are somewhat irregular, primarily owing to their proximity to and compatibility with existing adjacent development, as described below.

Separate from the Highway 7 planning process, OPAs 671 and 672 were adopted by the City and approved by York Region earlier in 2005. These documents amend OPA 450 and OPA 210 (Thornhill Community Plan) within Thornhill. East of the Concord industrial area, the Environmental Assessment for the Highway 7 corridor recommends that the higher order Highway 7 transit service divert from the Highway 7 corridor onto Centre Street, proceeding east to Bathurst Street and then north up Bathurst to rejoin Highway 7. OPAs 671 and 672 establish the policies applicable to the Centre Street corridor, and the transit-supportive development intended to locate there in the long term.

#### Highway 7 Right-of-Way - Existing Conditions

The existing conditions along the approximate 17-kilometre stretch of Highway 7 in Vaughan were analyzed as part of the Highway 7 Land Use Futures Study. The corridor was divided into five distinguishable areas. Highway 7 varies in width from four to six lanes, and interfaces with private properties and buildings along much of the corridor. Of this 'built edge', about half of it faces Highway 7 with direct access. The other half of the developed frontage has either limited access or reverse frontage conditions. There is also a significant part of the frontage which is occupied by open space, or runs parallel with and adjoins local or regional roads, or Provincial highways (407, 427 and 400).

The amendments are not based upon meeting an overall growth management population or employment target. They envision a continuing and long-term structural evolution and intensification of development along the corridor, supported and encouraged by enhanced transit services. It is nonetheless important to assess and monitor the growth that may occur in the amendment areas.

#### Highway 7 – Population and Employment

A very significant part of Vaughan's population and employment base currently live and/or work in the areas contiguous to the Highway 7 corridor. Based on the 2001 Census and the 2003 York Region Employment Survey, approximately 100,000 residents occupied approximately 32,000 dwelling units in the concession blocks along Highway 7, which is also the location where about 108,000 persons are employed. Thus, in 2001, this southern area accounted for more than half of Vaughan's population and a significant majority of its employment.

A preliminary review has been undertaken to help assess the potential levels of growth the proposed amendment areas could accommodate. A broad-based forecast has thus far been

determined based on applying the permitted floor space index against a gross estimate of developable area in each amendment area (e.g. Transit Stop, Corridor). The analysis suggests that a considerable amount of floor space could be provided in the entire corridor over time - in the order of 800-900 hectares. The actual use and distribution of this floor space for either employment or residential growth is not proposed to be controlled by the OPAs. The mixed-use and transit supportive nature of the corridor makes it best left to market forces to provide flexible opportunities for both employment and residential uses. Based on some broad assumptions about the potential use of this floor space however, the proposed OPAs have the potential to add an estimated 150,000 residents and employees to the corridor.

It is important to assess and monitor the growth that may occur in the amendment areas on an ongoing basis. Therefore, the Highway 7 OPAs require that monitoring and forecasting be undertaken in conjunction with periodic reviews of the City's population and employment forecasts. Staff will continue to monitor and report on growth potential in the corridor in the context of emerging Provincial and Regional growth forecasts and policies.

### The Avenue 7 Land Use Structure

The draft OPAs identify a hierarchy of centers, differing in terms of their anticipated scale of development and importance as foci of transit service. In descending order of importance the hierarchy consists of the "Vaughan Corporate Centre"; three key urban centres including two "GO Station Centres" and the Seven/427 Centre; and nine "Transit Nodes". Between these centres, there will be less dense, transit-supportive development in the interstitial lands linking the centres.

### Vaughan Corporate Centre

As the City's planned downtown, the Vaughan Corporate Centre provides for the highest level of density, the highest order of uses, and will be well served by transit service, being at the intersection of the highest orders of east-west and north-south transit. The Vaughan Corporate Centre is the City's largest and most important centre.

Under OPA 500, two designations were established: 1) "Corporate Centre Node" encompassing an area of about 50 hectares on both sides of Highway 7 from Highway 400 to east of Jane Street; and 2) "Corporate Centre District" applicable to the lands north and south of the 'Node' designation as well as east and west of it.

The proposed amendment modifies OPA 500 within the "Corporate Centre Node" by:

- establishing a density target of 5.0 Floor Space Index (FSI);
- deleting height limits on landmark sites;
- providing policies governing interim forms of development (at densities of less than 3.5 FSI); and
- permitting up to 600,000 sq m GFA of development.

The proposed amendment modifies OPA 500 within the "Corporate Centre District" by:

- establishing a maximum permitted net density of 1.5 FSI
- establishing maximum permitted net density resulting from density transfer to 2.0 FSI
- establishing a maximum height limit of 16.5 m for most uses
- adding a new policy respecting protection of the CN Rail Yard, including prohibiting sensitive land uses from locating within 300 m, and requiring noise impact studies for uses proposed within 1000 m

The proposed amendment to OPA 500 also redesignates lands south along Jane Street, and east and west of the 'Node' along Highway 7 from "Corporate Centre District" to a new designation, "Corporate Centre Corridor". Although these lands are outside the Corporate Centre Node, they

are expected to accommodate an array of land uses at densities and in building forms which support transit in the Jane and Highway 7 corridors. The key elements of this new designation include:

- permissions for a wide range of office commercial, institutional and civic, recreational, retail (up to a maximum of 9290 sq m GFA), financial, service, medium and high density residential uses and community facilities (including parks, urban squares, open space, pedestrian linkages, day nurseries and places of worship)
- average FSI target of 1.5 ranging from .75 to a maximum 2.5
- height limit of 26 metres
- providing policy governing interim development forms(at densities of less than 1.0 FSI)

The proposed amendment to OPA 500 also deletes lands designated "Prestige Area" from OPA 450 south of the Corporate Centre, and redesignates them to "Corporate Centre District" under OPA 500. This is a minor rounding off of the Corporate Centre District to include lands which are a logical part of it.

Lastly, to facilitate and encourage a substantial residential community and higher order uses to become located in the Corporate Centre, the proposed amendment provides for the City to undertake an open space and streetscape Master Plan to coordinate the provision of parks facilities with development. (Note: The Vaughan Corporate Centre Streetscape and Open Space Master Plan Study is nearing completion).

#### Major Centres: Seven/427 Centre, Woodbridge GO Centre and Concord GO Centre

The next level down in the land use structure are three centres, including the two future GO Station Centres at Woodbridge and Concord (as identified by GO Transit, and reflected in the York Region Transportation Master Plan).

The location of the westerly station will be the subject of an Environmental Assessment, and is generally expected to be between Highway 7 and the Woodbridge Fairgrounds, on the existing CP rail line. The easterly station will be located on the Bradford GO Rail line in Concord, generally between Highway 7 and Highway 407. These GO Transit Centres will include a full range of urban land uses, including high density residential, major office, business, retail, institutional and civic uses.

Because of the importance of these centres, the anticipated impact of their development on surrounding lands, and the need to ensure that they are planned and developed in a manner consistent with transit-supportive goals, a tertiary plan must be prepared for each centre to address the full range of associated planning issues, including access, local road and block structure, and integration with the GO Station and adjacent land uses. The studies will also identify policies to provide an appropriate level of protection for older residential areas within the tertiary plan study areas. Requirements of the tertiary plan are set out in draft OPA 660 and 661.

A third major centre has been identified on the lands surrounding the intersection of Highway 7 and Highway 427, within the "Vaughan Enterprise Zone", a key location for major employment generating land uses. The Seven/427 Centre will include a wide range of employment uses, including major office, business, retail and other commercial uses.

The documents to be amended are the Woodbridge Community Plan (OPA 240), and the Employment Areas Plan (OPA 450). Like the Corporate Centre, the designation of these three centres is based upon a 400-metre walking distance from a planned transit station, and a total estimated 50-hectare land area. As the next level in the urban structure, the GO Station Centres incorporate the following key elements:

- density target of 3.5 FSI based on net developable land area
- height limit of up to 10 stories or 32 metres
- 4 storey(12.8 m) height limit where adjacent to low density residential development

### Transit Stop Centres

The "Transit Stop Centres" are the lowest order of centre along the Highway 7 corridor. Seven such centres are generally located at the intersections of Highway 7 with major arterials. Their precise locations will be determined through the Environmental Assessment process. From west to east, they are located at:

- Highway 50
- Highway 27
- Martin Grove Road
- Islington Avenue
- Pine Valley Drive
- Weston Road
- Keele Street

The Transit Stop Centre designation encompasses approximately 15 hectares, extending 200-metres north and south from the Highway 7 corridor where the transit stop will be located. The Transit Stop Centres incorporate the following key elements:

- density target of 3.0 FSI based on net developable land area
- height limit of up to 10 stories or 32 metres
- 4 storey(14.0 m) height limit within 30 m of low density residential uses

### The Avenue 7 Corridor

Between the series of designated centres on Highway 7, the OPAs also provide for increased densities to support transit by applying a new "Avenue Seven Corridor" designation. This designation applies to the portions of the corridor that were determined through the analysis to provide appropriate opportunities for (re)development. The designation applies to properties north and south of the Highway 7 right-of-way generally to a maximum depth of 200 metres depending on the configuration of the existing local road network, excluding existing residential areas rear-lotted onto Highway 7, and subject to addressing land use compatibility and transportation impacts. As the lowest level of development in the Highway 7 structure that links the Centres, and supports mid-block transit stops, this policy incorporates the following key elements:

- overall density target of 1.5 FSI
- maximum of 2.5 FSI on the net developable land area of an individual development parcel
- height limit of up to 8 stories or 26 metres
- 4 storey(14 m) height limit within 30 m of low density residential uses



In summary, the land use structure described above can be illustrated as follows:

	Area	Density	Building Height	
<b>Corporate Centre</b>	Node	5.0 FSI Target	unlimited	
	Corridor	1.5 FSI Average	26 metres	
<b>GO Centres &amp; 7/427 Centre</b>	< 400 metres 50 ha	3.5 FSI Target	10 stories or 32 metres	4 stories max. within 30 metres of low density residential
<b>Transit Stop</b>	< 200 metres 15 ha	3.0 FSI Target	10 stories or 32 metres	
<b>Corridor</b>	< 200 metres	1.5 FSI Average	8 stories or 26 metres	

#### The Avenue 7 Policy Framework

The policies in the draft OPAs are largely consistent across the Highway 7 corridor in terms of permitted uses, urban design requirements, transportation, and development incentives, including the establishment of Community Improvement Areas as a tool to achieve planning objectives.

#### Permitted Uses

The permitted uses in the proposed OPAs reflect the vision and function that Avenue 7 is expected to fulfill over the long term. To provide the support for a "prestige urban environment" to evolve from that of a 'highway' to a 'Main Street', and to support the infrastructure investment in transit, a broad mix of land uses will be permitted on the lands subject to the proposed amendments, including:

- office
- business
- retail
- residential (excluding the Seven/427 Centre)
- institutional and civic uses.

The uses may be in the form of stand-alone or mixed-use development. Outside storage of goods or materials is not permitted. The implementing zoning by-law will establish the full range and mix of permitted land uses and development standards.

Along the Highway 7 Corridor within the Vaughan Corporate Centre 'Node', the range of permitted uses have been tailored to fit with the level of detail in OPA 500.

#### Urban Design Policies

The draft OPAs each include urban design policies, based on the Highway 7 Land Use Futures Study, which are intended to ensure that all new development will be consistent with the design vision for the Highway 7 corridor. Both public and private sector development must be of a high quality and urban in character for the Highway 7 corridor to fully achieve the City's goals. The urban design policies address both public sector actions in terms of the design of the public realm, and private sector actions in terms of delivering development that satisfies the desired form and function of the corridor. While it will take many years for the corridor to fully evolve into the form envisioned for it, it is important to clearly establish at the outset the design elements that play a crucial role in establishing the corridor's ultimate form and function.

### Compatibility With and Transition to Low Density Residential Designations

While the draft amendments generally apply to lands on or very close to the Highway 7 corridor (within 200 metres north and south of the highway right-of-way), and exclude recently developed low density residential areas most of which are rear-lotted onto Highway 7, there are a few locations on the corridor where higher density development/redevelopment may interface with existing low density areas. Policies have been included in each of the draft amendments, where this circumstance may arise, to address this issue:

“It is the intention of this plan that older residential neighbourhoods be protected. Therefore, there shall be an appropriate height transition between development within the Centre to adjacent, sensitive land uses. For sites that abut a low density residential designation, the maximum height of development within 30 metres of such designation shall be 4 stories, or 14 metres, whichever is less.”

Two older residential neighbourhoods located within 200 metres of Highway 7 also lie within the areas to be addressed in the tertiary planning exercises required for the Woodbridge GO Centre and Concord GO Centre. These planning studies will establish policies governing the appropriate level and form of policy protection to be afforded to these neighbourhoods.

### Traffic and Transportation

Highway 7 is a very busy traffic corridor. The function of this corridor continues to shift from its long distance vehicle movement function – now increasingly the role of Highway 407 - to more of a short distance local function. The diversity of uses along the corridor contributes to a diversity of traffic associated with the employment, commercial and residential development in its vicinity.

The planned improvements to transit services in the corridor will provide a significantly improved service as an alternative to the private auto. While the development densities proposed by the draft amendments are needed to support improved transit service, there is also a need to complement transit by improvements in the capacity of the road network. The draft OPAs require:

- a street network defined by development blocks of typically 100 metres by 200 metres
- a parallel and continuous east-west collector road network on the north and south sides of Highway 7, generally within 200 metres of the corridor.

An expanded road network will improve the porosity and connectivity within the area, and thereby enable more convenient access to and from the uses located there while enhancing the efficiency of the network overall. Gradually expanding the road network as development occurs along the corridor will reduce the impact of individual developments on the road network and, over time, will begin to knit together a street fabric that supports a truly urban main street: the new “Avenue 7”.

### Implementation Policies - Incentives, Minimum Densities and Marketing

The draft amendments provide a long-term vision and policy framework to guide the transformation of the Highway 7 corridor. Achieving that vision will depend upon both public and private investment. However, the Highway 7 Policy Review determined that, to facilitate appropriate development and redevelopment within some portions of the Highway 7 corridor, financial and other incentives may be required.

Therefore, each of the draft amendments includes provisions which utilize the Community Improvement powers of Section 28 of The Planning Act to establish an incentive-based strategy to development in the corridor. Each draft amendment identifies areas as “Community Improvement Areas” on the Highway 7 corridor which are proposed to be confirmed by by-law as “Community

Improvement Project Areas”, for which detailed “Community Improvement Plans” are to be prepared.

Under this strategy, the identified areas normally display some or all of the following characteristics: inadequate infrastructure or community services, building or property deterioration, densities too low to support planned transit facilities, and site contamination requiring environmental site remediation. This strategy enables the City to engage in a variety of activities aimed at facilitating redevelopment, including acquiring, holding and preparing land for community improvements, constructing or rehabilitating buildings, selling, leasing or disposing of land and buildings, and making grants or loans to property owners to pay for the costs of rehabilitating lands and buildings.

This strategy is currently being successfully used or considered by a number of Ontario municipalities (e.g. Hamilton, Waterloo). York Region is also considering the potential to use such financial incentives to support development in the transit-based Regional Centres and Corridors.

The “Highway 7 Implementation Study”, approved by Council in the 2004 capital budget, will consider the appropriate steps and tools in the City’s implementation strategy. As part of the ‘Highway 7 Implementation Study’ a marketing strategy should be undertaken by the Economic/Technology Development and Communication Department to guide and promote the successful completion of this project and the funds required for it be addressed through the budget process. This project should be initiated following Council adoption of the proposed Official Plan amendments.

#### **Relationship to Vaughan Vision 2007**

This report and the draft amendments will address priorities previously set by Council in the Vaughan Vision. The necessary resources were allocated and approved by Council upon adoption of this project’s initial terms of reference.

The following sections of Vaughan Vision are applicable:

- Section 2.5 Strengthen the City’s diversified economic base.
- Section 3.1 Support the TTC subway extension projects.
- Section 3.2 Implement solutions to traffic gridlock.
- Section 4.1 Promote and encourage investment in the Vaughan Corporate Centre.
- Section 4.7 Implement OPA 600

#### **Conclusion**

The Highway 7 Policy Review provides Vaughan with a long-term land use planning structure and policy framework that will guide development and ensure that it supports higher order transit.

Extensive consultation with members of the Technical Advisory Committee, landowners, and the public has resulted in a land use vision and plan that can guide development in the area for many years to come.

OPA 660, OPA 661, OPA 662, OPA 663 and OPA 664 establish a policy framework that:

- introduces a range of new land uses;
- provides for increased densities;
- guides the delivery of the necessary infrastructure and community services;
- sets out clear rules for the design of development; and
- establishes an incentive-based strategy for implementation, where appropriate.

The amendments also conform with and support Provincial and Regional policy. Should Council concur with the policy framework established in the draft amendments, they should be adopted.

In view of the Region's commitment to higher order transit services on Highway 7, and the intent of the five amendments to encourage transit-supportive development throughout the Highway 7 corridor, Staff recommend that the Region of York be requested to rename the route "Avenue Seven" in keeping with its intended urban character.

To achieve these objectives, Staff also recommend that discussions be initiated with the Region of York to secure a commitment to identify and implement transit-supportive urban design and streetscaping requirements to complement the introduction of transit infrastructure.

**Attachments**

1. Highway 7 Concept: Subject Lands

**Report prepared by:**

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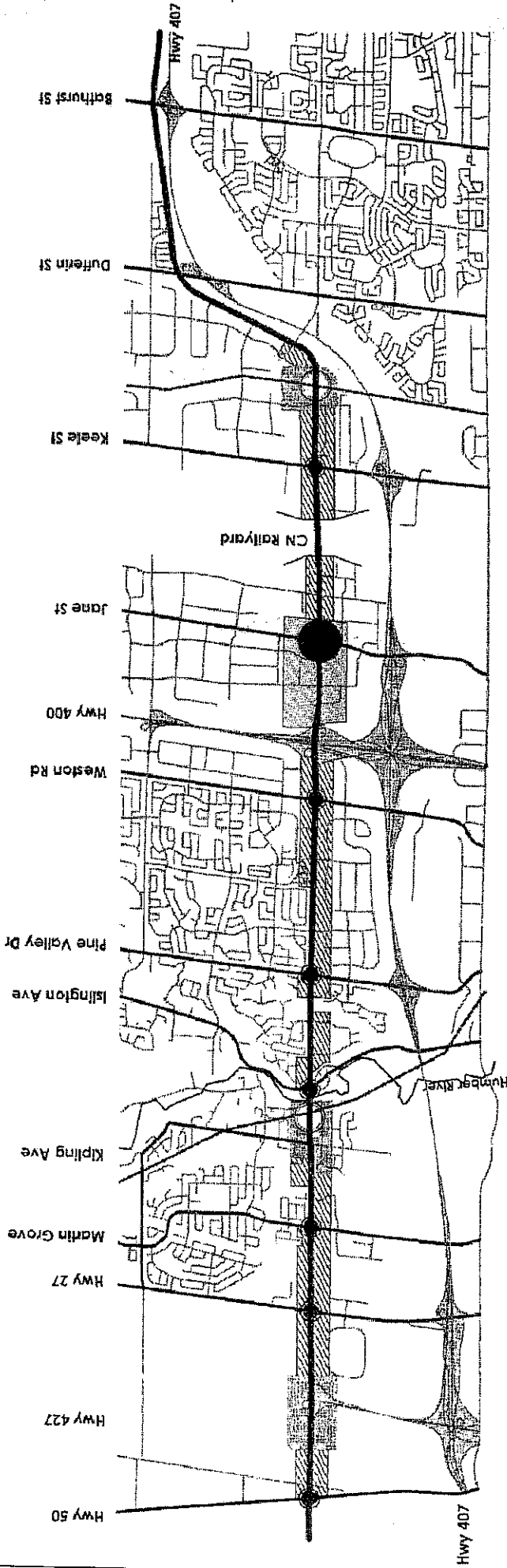
Respectfully submitted,

JOHN ZIPAY  
Commissioner of Planning











DIANA BIRCHALL  
Director of Policy Planning/Urban Design

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**LEGEND**

- |   |                          |   |                   |
|---|--------------------------|---|-------------------|
|    | Corridor                 |    | Main Bus Routes   |
|  | Centres                  |  | Humber River      |
|  | Vaughan Corporate Centre |  | GO Transit Node   |
|  | Avenue Seven             |  | Main Transit Node |
|  | GO Train Line            |  | Transit Node      |

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# Highway 7 Concept, Subject Lands



*The City Above Toronto*  
Development Planning Department