

COMMITTEE OF THE WHOLE – JUNE 23, 2009

OFFICIAL PLAN AMENDMENT FILE OP.08.018 CITY OF VAUGHAN CORPORATE CENTRE WARDS 3 AND 4

Recommendation

The Commissioner of Planning recommends:

1. That Official Plan Amendment File: OP.08.018 (City of Vaughan Corporate Centre) BE APPROVED, to amend OPA #500, as amended by OPA # 663, by redesignating the subject lands, shown on Attachment #2 from "Corporate Centre District" to "Corporate Centre Corridor".

Contribution to Sustainability

The implementation of this Official Plan Amendment will assist in the further development of an area envisaged as Vaughan's downtown. The currently ongoing Focused Area Study for the Vaughan Corporate Centre (VCC) will result in a development framework that guides pedestrian friendly, transit-supportive, environmentally sustainable, medium to high density, mixed-use development in the VCC.

Economic Impact

There is no significant economic impact associated with this report.

Communications Plan

On January 16, 2009, a Notice of Public Meeting was circulated to all property owners within the Vaughan Corporate Centre as Shown on Attachment 1 and within 120m of the Vaughan Corporate Centre. The notice of Public Hearing was also posted in the Vaughan Citizen and the Vaughan Liberal on January 18, 2009 and Vaughan Today on January 23, 2009. As of April 9, 2009, one comment by letter on behalf of a landowner at 7895 Jane Street (Berkley Developments (Jane)) has been received, indicating that they support the redesignation from "Corporate Centre District" to "Corporate Centre Corridor" and would prefer that the extension of the "Corporate Centre Corridor" designation to include all of their lands.

The recommendation of the Committee of the Whole to receive the Public Hearing report of February 10, 2009, and forward a comprehensive report to a future Committee of the Whole Meeting was ratified by Council on February 24, 2009.

Purpose

To amend Official Plan Amendment No.500, as amended by OPA No. 663, by extending the "Corporate Centre Corridor" designation north on Jane Street to Portage Parkway, east of Millway Avenue, in the Vaughan Corporate Centre as shown on Attachment 2. This would have the effect of redesignating these lands from "Corporate Centre District" to "Corporate Centre Corridor."

Background - Analysis and Options

Location

The subject lands are located on the east and west side of Jane Street, east of Millway Avenue and south of Portage Parkway, on Lots 6 and 7, Concession 4 and 5, City of Vaughan, as shown on Attachment #2.

On December 8, 2008, Vaughan Council adopted, Item 26, Report No.61, of the Committee of the Whole, was adopted, as amended by as follows:

- “1. That Staff be directed to prepare a City initiated Official Plan Amendment to amend OPA No. 500, as amended by OPA No. 663. to extend the “Corporate Centre Corridor” designation north of Jane Street to Portage Parkway, east of Millway Avenue, in the Vaughan Corporate Centre, and hold a Public Hearing on the matter.
2. That Staff bring forward a City initiated zoning amendment respecting the establishment of a 5 storey (16.5m) minimum building height limit in the areas designated “Corporate Centre Corridor” and “Corporate Centre Node” in the Vaughan Corporate Centre to the same Public Hearing meeting.
3. That a by-law be brought forward to amend the Site Plan Control By-law 228-2005, as amended, to include all types of buildings in the Vaughan Corporate Centre Area under Site Plan Control.
4. That Staff be directed to bring a report to the Committee of the Whole, Working Session, by June 2009 on the establishment of a pilot Design Review Panel to provide design advice on developments in the Vaughan Corporate Centre and potentially for other developments in the City.”

The resolution was further amended by Council, *“By approving that a copy of this report be forwarded to the Region of York.”*

On February 24, 2009, Item 5, Report No.8, of the Committee of the Whole (Public Hearing) was adopted without amendment by the Council of the City of Vaughan.

History

On May 12, 2008, Vaughan Council approved the Terms of Reference for the Vaughan Corporate Centre Focused Area Review. The focus of the project will be the areas designated “Corporate Centre Node” (the future downtown) and lands designated “Corporate Centre District” in the Vaughan Corporate Centre Secondary Plan Area of Official Plan Amendment No.500, as amended by OPA No. 663 (Attachment #2).

The current VCC Secondary Plan has not been comprehensively reviewed since its approval in March 1998. Since that time, there have been a number of planning-related initiatives and events that have occurred over the past 10 years that affect the Corporate Centre Plan.

The March 23, 2006 announcement of provincial funding for the Spadina Subway extension to the VCC has set the stage for intensified development and changed the planning context within the VCC. There is a need to revisit and update the policies guiding future development. Therefore, the VCC Focused Area Review is underway to generate an updated policy framework. While this work is underway Council is concerned that developments may be inconsistent with the vision for the VCC.

Vaughan Corporate Centre Area

The Corporate Centre has an important function in the urban structure established by both the City of Vaughan and Region of York Official Plans. York Region's Official Plan identifies the Vaughan Corporate Centre as one of four primary centres in the Region and the only Regional Centre in the City of Vaughan. Regional Centres are intended to have the highest concentration of uses in the Region and will be the focus of business, government, entertainment and culture with complementary medium and high density development. Furthermore the VCC is an Urban Growth Centre in the Provincial Growth Plan “Places to Grow”.

The Secondary Plan covers an area of approximately 400 hectares (Attachment #1) and at the time it was developed, consisted of three main designations for development, as follows:

The "Corporate Centre Node" straddles both sides of Regional Road 7, between Highway 400 and (just west of) Creditstone Road and consists of approximately 50 ha. The Node is to be recognized as a higher order transit hub and its function as the City's future "downtown". When the Secondary Plan was being developed, the Node was seen as having the potential to accommodate between 5.5 and 6.0 million square feet (510,950 sq. m to 557,400 sq. m) of development and a wide range of commercial and residential uses. The Plan calls for a compact urban form of development based on 100m x 100 m development blocks. The Node is surrounded by a planned ring road that is intended to divert traffic from Regional Road 7, allowing it to become a more pedestrian and transit supportive urban street.

The "Corporate Centre District" surrounds the Node and includes lands east and west of Highway 400, and north and south of Regional Road 7 (outside the Node). The District is intended to provide opportunities for land uses requiring visual exposure, good vehicular access and large development sites. Unlike the Node, residential uses are not permitted but larger retail facilities are allowed along with employment uses.

The "Corporate Centre Corridor" designation was recently added to the Secondary Plan by OPA No. 663. This designation applies to lands located on both sides of Regional Road 7, east and west of the Node and on both sides of Jane Street, south of Regional Road 7. The Corridor designation permits similar uses to the Node with the addition of employment uses and contains a number of development and urban design policies in support of transit ridership. OPA No. 500 (the Vaughan Corporate Centre Plan) as modified by OPA No. 663 enables more intensive development to occur at preferred locations within the VCC in support of transit ridership. It does this by providing development policies and a new "Corporate Centre Corridor" designation that allows increased intensification and density.

The City's vision for the Vaughan Corporate Centre is that this area will be the future "downtown" for Vaughan. It is intended to be developed with a high density, pedestrian friendly, mix of uses in a compact urban form, and will be the focus of business, government, entertainment and culture. The Vaughan Corporate Centre is also to be connected to higher order transit facilities such as the extension of the Spadina Subway from York University and the VIVA rapid busway along Regional Road 7 and Jane Street. These transit initiatives provide an opportunity to extend the "Corporate Centre Corridor" designation in an effort to provide for transit supportive development.

Provincial Policy Statement

The new Provincial Policy Statement (PPS) was approved in 2005. In planning for future development of the VCC, a number of PPS policies are relevant, including those which support efficient land use, a range and mix of housing densities and intensification and public transit. The PPS recognizes that the official plan is the most important vehicle for implementing the Policy Statement. Decisions of Council of a municipality in respect of exercising authority on planning related matters shall be consistent with the PPS.

The PPS sets out the overall direction on matters of provincial interest related to land use planning and development, and includes policies that encourage the focus of new growth in urban areas. The PPS promotes, efficient cost effective development, and land use patterns that are based on densities which;

- i) efficiently use land, resources, infrastructure, and public service facilities; and
- ii) avoid the need for unnecessary and/or uneconomical expansion of infrastructure.

The PPS promotes a full range of housing types and densities to meet projected demographics and market requirements for current and future residences by ensuring all forms of residential

intensification to create a supply of housing. The proposed redesignation from "Corporate Centre District" to "Corporate Centre Corridor" would allow these lands to be used for residential purposes among others uses. The proposal would meet the intent of the PPS with respect to efficient use of land and infrastructure and providing a range of housing types.

The Growth Plan

Approved in 2006, the Provincial "Growth Plan for the Greater Golden Horseshoe" establishes a policy framework for compact urban growth; sets intensification targets, directs growth to existing urban areas and transit corridors; limits Greenfield development; and promotes compact, transit-supportive development patterns. The VCC is identified in the Growth Plan as an "Urban Growth Centre" and is subject to its policies. As noted previously the VCC is to be connected to higher order transit facilities such as the Spadina Subway and the VIVA rapid busway along Regional Road 7 and Jane Street. These transit initiatives serve as an opportunity and a basis for the extension of the "Corporate Centre Corridor" designation further north on the east and west side of Jane Street to take advantage of the "Urban Growth Centre" designation outlined by the province and the opportunities that would be provided by the extension of the Spadina Subway from York University to the Vaughan Corporate Centre.

Region of York Official Plan

The Region of York's Official Plan (2004) identifies the VCC as one of four "Regional Centres" that are intended to become the focus for business, government, entertainment and culture within the Region with complementary medium and high density residential development. Regional Road 7 is also identified as a "Regional Corridor" which is expected to develop with higher density land uses that will support planned transit. Regional Road 7 is viewed as having great potential for intensive mixed-use development supported by frequent and efficient rapid transit service. In the long-term, Regional Road 7 is envisioned to transition from a "highway" to a multi-purpose transit-supportive urban street.

Regional Official Plan Amendment 43 (ROPA 43) was approved in 2005 to implement the findings of the Region's Centres and Corridors Study. ROPA 43 is the land use component of the Regional Centres and Corridors Strategy. The strategy includes financial policies and tools, infrastructure investment programs, and other programs to promote the intended vision. ROPA 43 provides a policy framework and support for higher-order transit and land use in Regional Centres such as the VCC.

Relevant City of Vaughan Official Plans and Initiatives

Official Plan

The subject lands are currently designated "Corporate Centre District" by Official Plan Amendment No. 500, as amended by Official Plan Amendment 663.

Zoning

The subject lands on the west side of Jane Street are Zoned C10(H) Corporate District Zone with the Holding Symbol (H) by By-law 1-88, subject to Exception 9(959). Lands on the east side of Jane Street (7895 Jane Street- Berkley Developments (Jane) Inc., File: Z.08.012) are zoned A Agricultural Zone.

Amendments to the Corporate Centre Plan

Since the adoption of the Corporate Centre Plan, additional policies have been implemented that further develop and support certain aspects of the Secondary Plan, as follows:

Official Plan Amendment No. 528 (Corporate Centre Transportation Plan Update)

In July 2001 OPA 528 was approved by the Ontario Municipal Board. The Amendment identified and incorporated into OPA 500, road network improvements and supporting policies. The "Vaughan Corporate Centre Node – Transportation/Transit Planning and Functional Design Study" (File:15.66.4) formed the basis for the Amendment to OPA 500. Examples of improvements to the road network included a two-way bridge link between Portage Parkway on the east side of Highway 400 to Chrislea Road on the west side of Highway 400, the extension of Barnes Court to Regional Road 7 and connections between Highway 400 and the planned ring road (known as Links 4 and 5). Road network improvement policies included: providing flexibility to the development of the road network within the ring road; the reconstruction of Regional Road 7 within the Node; the identification, timing and implementation of priority improvements to the road network, and; implementation of traffic control/design features at the east and west entrances to the Node along Regional Road 7.

Official Plan Amendment No. 529 (Higher Order Transit and Corporate Centre Redevelopment)

In July 2001, OPA 529 was approved by the Ontario Municipal Board. The Amendment defined a right-of-way for the use of higher order transit vehicles north of Steeles Avenue connecting the Corporate Centre to the Toronto Transit Commission's planned Yonge-Spadina Subway Station near York University. The Plan also provided land use policies which support the extension of the future rapid transit service to the VCC. The Amendment was based on the recommendations of the "City of Vaughan Higher Order Transit Corridor Protection Study – York University to the Vaughan Corporate Centre" (File:15.66.5).

Policies in OPA 529 recognize that the facilities associated with public transit, such as stations, bus terminals, commuter parking, passenger pick-up/drop offs, pedestrian entrances, and vent shafts, are essential to system operations and that it may be necessary to acquire lands outside the defined limits of the public transit right-of-way. Clause e) in Section 4.2.3 "Transit" of OPA 500, as amended by OPA 529, provides policy to enable Vaughan to conduct a study or studies to establish the appropriate mechanisms to ensure that these facilities can be provided in a timely and economical fashion. Study objectives include:

- that the development potential around stations and terminal sites may be achieved; assessed the impact on public and private interests of acquiring the required land and constructing the facility, and;
- protect to the extent possible, for surface transit facilities.

Official Plan Amendment No. 663 (Highway 7 Land Use Futures Study)

In June 2007, Vaughan Council adopted a series of Official Plan Amendments for lands along the entire length of Regional Road 7 in Vaughan. The Amendments were based on the recommendations of the "Highway 7 Land Use Futures Study", which was a comprehensive evaluation of planning and development opportunities along Regional Road 7, from Brampton on the west and Richmond Hill on the east. The study also considered the previous work done on the Jane/7 Employment Area Redevelopment Study. OPA 663 amends the Corporate Centre Plan (OPA 500) and was approved by the Region of York on July 17, 2008.

This recent Amendment enables more intensive development to occur at preferred locations within the VCC in support of transit ridership. It does this by providing development policies and a new "Corporate Centre Corridor" designation that allows increased intensification/density and includes Community Improvement Plan policies to allow Vaughan to implement financial incentive packages. The Amendment also provides for additional urban design policies requiring street-related development to help create an attractive and comfortable environment for pedestrians.

The proposed extension of the “Corporate Centre Corridor” designation further north on Jane Street to the terminus of the current VCC boundaries (See Attachment 2) will further support transit ridership and more intensive development to take advantage of the extension of the Spadina Subway to this area.

Currently the VCC Focused Area Review is underway for the whole of the Corporate Centre and this review will explore and further develop policies as well as built form, streetscape and open space guidelines in order to ensure that the vision for the Corporate Centre is achieved.

Toronto and Region Conservation Authority (TRCA)

The TRCA in its letter of January 27, 2009, advises that TRCA staff and Development Planning staff have been involved in the processing of a site-specific application for the lands located at the southeast quadrant of Jane Street and Portage Parkway, known municipally as 7895 Jane Street (Berkley Developments (Jane) Inc. – File Z.08.012). The TRCA indicates that in their last correspondence of June 24, 2008, they were still awaiting the submission of materials in order to complete their review. They indicated that the approval of the site-specific rezoning was considered premature at that time. No further review has been undertaken since that time. As such, the delineation of the development limit and appropriate buffers of the site has not been finalized.

TRCA notes that the lands at the southeast quadrant of Jane Street and Portage Parkway are partially located within a Regulated Area of the Humber River Watershed, and more specifically, is located within the Engineered Floodplain. TRCA recommends that the redesignation and rezoning of the lands known municipally as 7895 Jane Street be deferred until such time as TRCA has completed their review.

York Region Planning and Development Services Department

The application was circulated to the Region of York for review and comment. York Region Planning and Development Services Department, by letter dated January 26, 2009, advises that the application was considered by the Regional Development Review Committee comprising of staff from Regional Departments. Based on their review, the proposed OPA appears to be a routine matter of local significance and does not adversely impact Regional interests, as set out in Regional Official Plan policy (Section 7.2.7). Pursuant to Council authorization in By-law A-0265-1999-017 the application is hereby exempted from approval by Regional Planning Committee and Council. This allows the Amendment to come into effect following the adoption by the City of Vaughan and the expiration of the required appeal period.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

The Official Plan resulting from this study will conform to Regional and Provincial Policy requirements. The Region has also exempted the official plan amendment application from approval by Regional Planning Committee. This allows the Amendment to come into effect following the adoption by the City of Vaughan and the expiration of the required appeal period.

Conclusion

The proposed redesignation from “Corporate Centre District” to “Corporate Centre Corridor” would appear to be an appropriate evolution of land use designation as the lands are in close proximity to the terminus of the proposed TTC Spadina Subway Extension in the Vaughan

Corporate Centre (approximately 10 minute walk to station). The redesignation would enhance the development potential around the station site. The proposed redesignation is consistent with the lands immediately to the south on both sides of Jane Street which are also designated "Corporate Centre Corridor". Accordingly, the redesignation would extend the limits of the Corporate Centre Corridor designation to the northern terminus of the Vaughan Corporate Centre boundaries.

The redesignation is deemed to be consistent with the Provincial Policy Statement, particularly, with respect to efficient use of land, resources, infrastructure and public services. Furthermore the "Corporate Centre Corridor" designation would also allow for a range of housing types, such as, medium and high density residential uses, as well as, office commercial uses, hotels, institutional and cultural uses, retail uses, and financial institution uses.

The proposed redesignation would be consistent with the Provincial "Growth Plan for the Golden Horseshoe", as the VCC is identified in the Growth Plan as an "Urban Growth Centre". The extension of the "Corporate Centre Corridor" designation would further strengthen the VCC identification as an "Urban Growth Centre" by providing for uses that would be consistent with a growth centre.

The Region of York Official Plan identified the VCC as one of four "Regional Centres" that are intended to become the focus of business, government, entertainment and culture within the Region, with complementary medium and high density development. The expansion of the "Corporate Centre Corridor" designation to the northern limits of the VCC boundary along the east and west side of Jane Street would be consistent with the Region's "Regional Centres and Corridors" designations and would enhance the development potential around station and terminal sites. The Region has also advised that the proposed official plan amendment is of local significance and does not adversely impact Regional interests, and has exempted it from approval by Regional Planning Committee.

The Policy Planning Department is satisfied that the redesignation of the subject lands shown on Attachment 2., from "Corporate Centre District" to "Corporate Centre Corridor" is an appropriate extension of the Corporate Centre Corridor" designation as it is compatible in the context of the surrounding planned and existing uses.

Attachments

1. Vaughan Corporate Centre Location Map
2. Location Map Subject Lands
3. Schedule "A" – Land Use Plan OPA #663

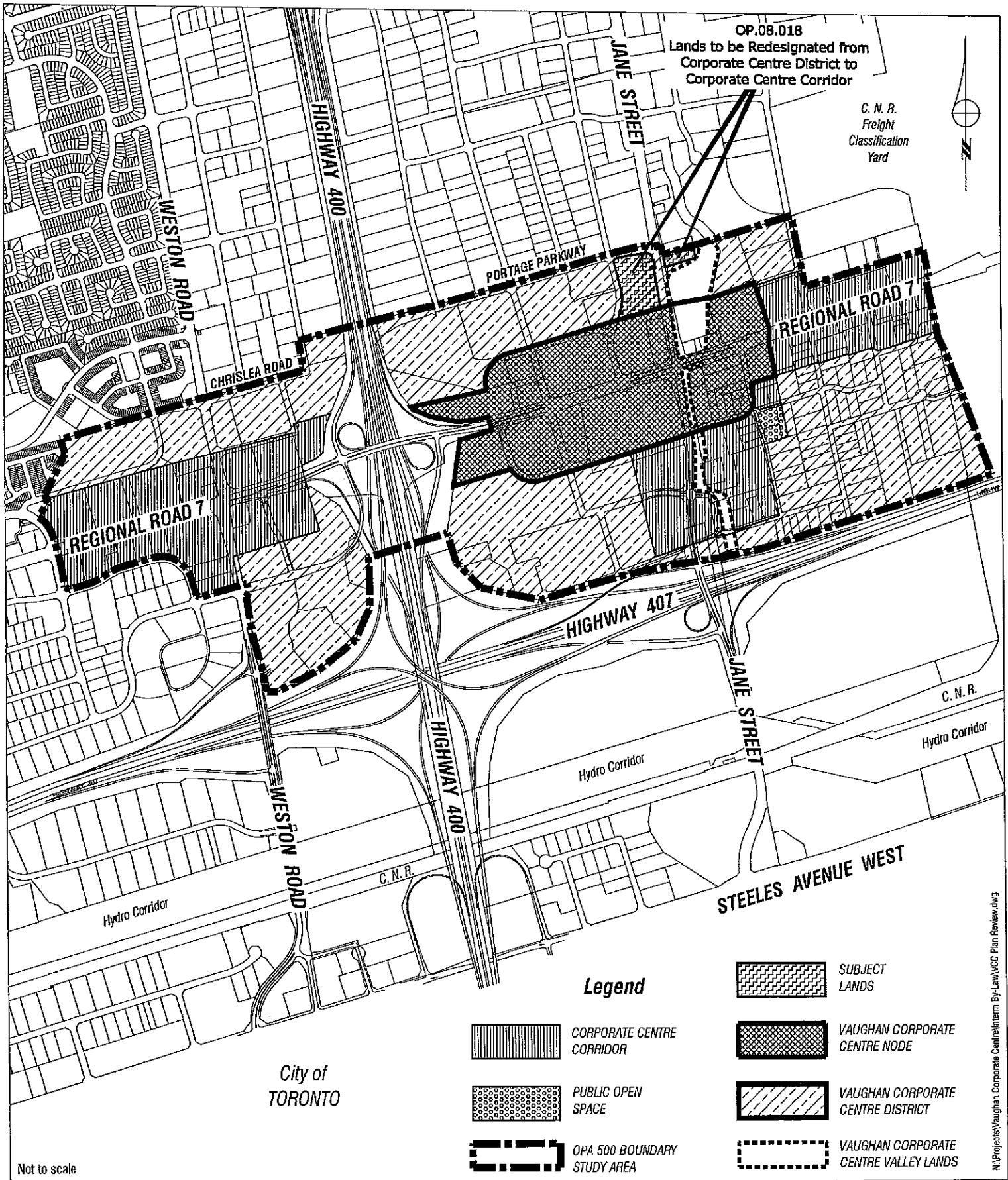
Report prepared by:

Arto Tikiryan, Senior Planner, ext. 8212
Wayne McEachern, Manager of Policy Planning. ext. 8026

Respectfully submitted

JOHN ZIPAY
Commissioner of Planning

DIANA BIRCHALL
Director of Policy Planning/Urban Design



Location Map -
Vaughan Corporate
Centre Plan Review

File: OP.08.018 (Related File: 25.5)



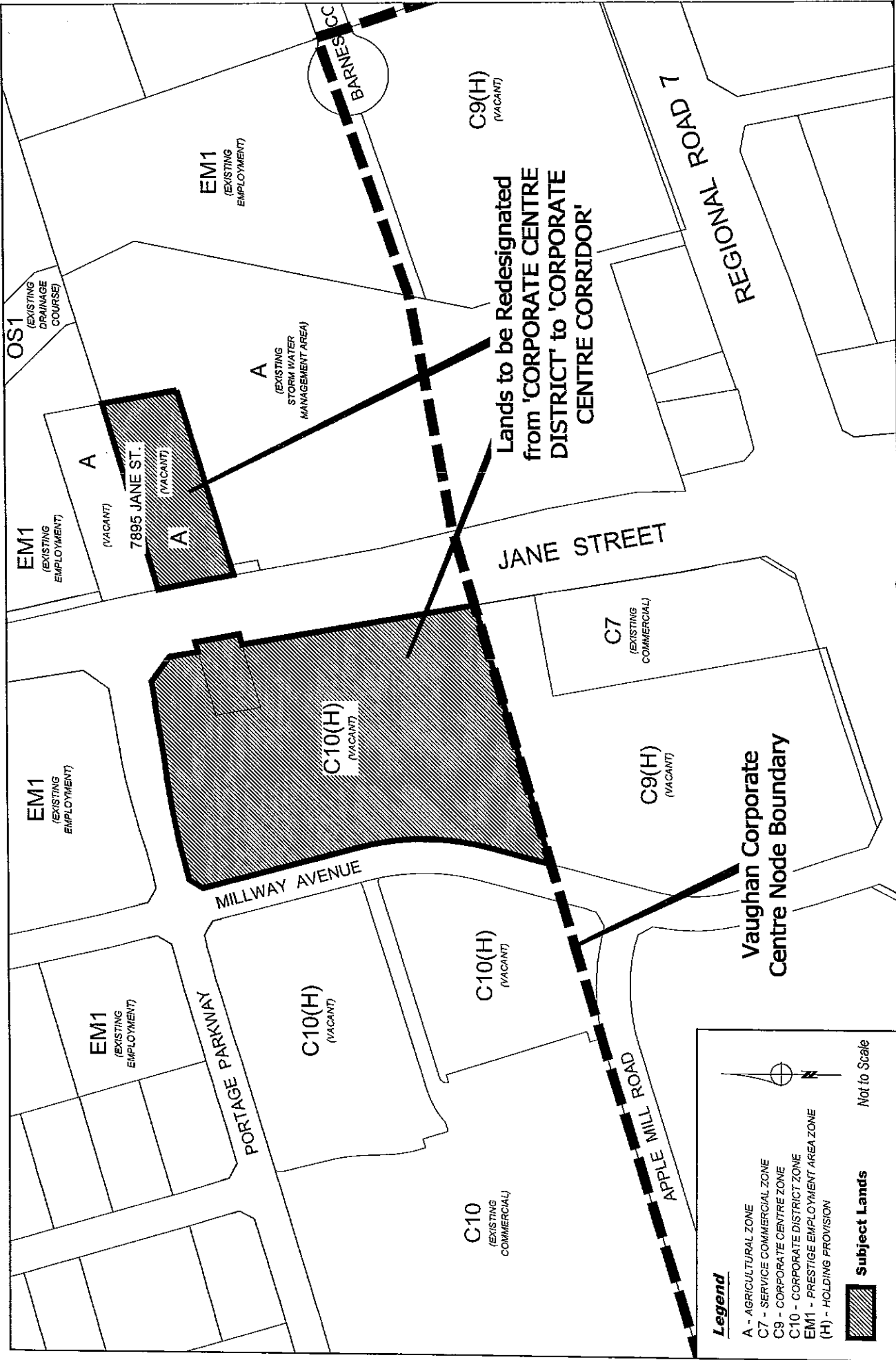
The City Above Toronto

Policy Planning Department

Attachment

Location:
Part Lots 6 & 7
Concessions 4 & 5
Date: June 1, 2009

1



Development Planning Department

Location Map

Part Lots 6 & 7
 Concessions 4 & 5

APPLICANT:
 CITY OF VAUGHAN

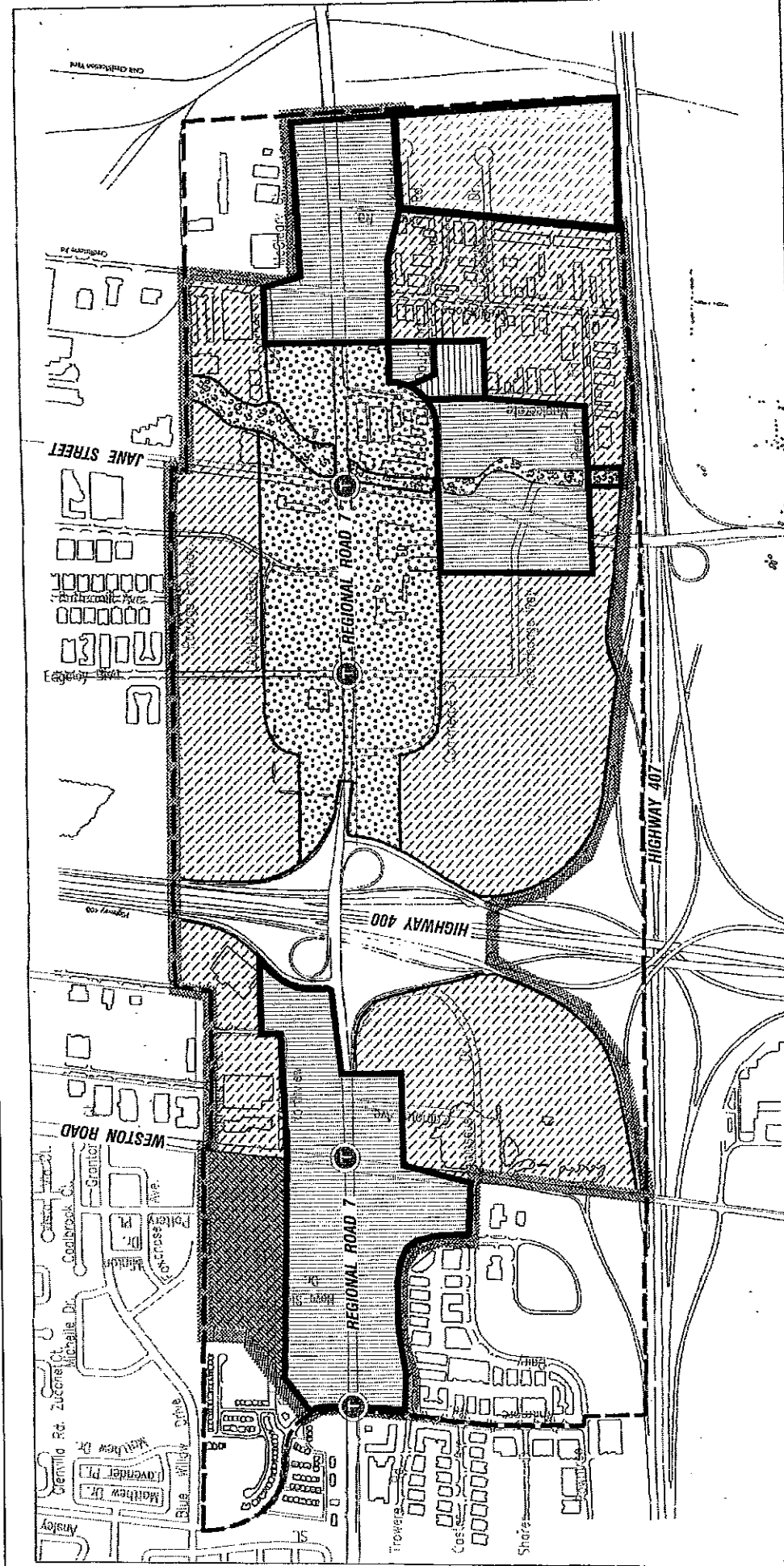
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Legend

- A - AGRICULTURAL ZONE
- C7 - SERVICE COMMERCIAL ZONE
- C9 - CORPORATE CENTRE ZONE
- C10 - CORPORATE DISTRICT ZONE
- EM1 - PRESTIGE EMPLOYMENT AREA ZONE
- (H) - HOLDING PROVISION

Subject Lands (shaded area symbol)











Not to Scale (with north arrow symbol)



Schedule A - Land Use Plan

This is Schedule "A" to Amendment NO. 663

Vaughan Corporate Centre Secondary Plan Amendment No. 500

-  Corporate Centre Node
-  Corporate Centre District
-  Corporate Centre Corridor
-  Valley Lands
-  Lands identified as the major commercial centre of the Woodbridge Community within the Corporate Centre District
-  Vaughan Corporate Centre Secondary Plan Area Boundary
-  Study Area Boundary
-  Lands redesignated by this amendment (See Map _____)
-  Public Open Space
-  Transit Stop Centres

The Planning Partnership • duToit-Alsopp Hillier • McCormick Rankin • Arthur Andersen • CH2M Core & Storie



Development Planning Department

Schedule 'A' to Official Plan Amendment 663

APPLICANT:
 CITY OF VAUGHAN

VAUPTV ATTACHMENTS\OP\08.018.dwg

Part Lots 6 & 7
 Concessions 4 & 5