

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, Report No. 26, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2017, as follows:

By approving that consideration of this matter be deferred until the completion of the 407ETR findings;

By approving the confidential recommendation of the Council (Closed Session) meeting of June 27, 2017; and

By receiving the following Communications:

- C2 Mr. Amritpal Singh, dated June 20, 2017;***
- C3 Mr. Konstantin Papernow, Katerina Avenue, Vaughan, dated June 20, 2017;***
- C4 Mr. Fred Kuzmin, dated June 20, 2017;***
- C5 Galina and Mikhail Korosteliiov, Wade Gate, Thornhill, dated June 20, 2017;***
- C6 Dr. Rob Horvath, Karl Court, Thornhill, dated June 21, 2017;***
- C7 Mr. Joseph Strul, dated June 20, 2017;***
- C8 Ms. Susie Dloomy, dated June 20, 2017;***
- C9 Mr. Bogdan Ivascu, dated June 20, 2017;***
- C10 Mr. Joe Mazzonna, dated June 20, 2017;***
- C20 Ms. Melissa Abraham, dated June 24, 2017;***
- C21 Ms. Jessica Abraham, dated June 24, 2017;***
- C23 Ms. Pauline Durso, Glen Shields Ratepayers Association, dated June 26, 2017;***
- C24 Mr. Kurt Franklin, Weston Consulting, Millway Avenue, Vaughan, dated June 26, 2017;***
- C25 Mr. John Alati, Davies Howe, Adelaide Street West, Toronto, dated June 26, 2017;***
- C26 Deputy City Manager, Planning and Growth Management and the Director of Policy Planning and Environmental Sustainability, dated June 23, 2017;***
- C29 Mr. Mark Flowers, Davies Howe, Adelaide Street, Toronto, dated June 26, 2017; and***
- C31 Mr. Mario Racco, Brownridge Ratepayers Association, Ms. Pauline Durso, Glen Shields Ratepayers Association, and BGRA Executive Committee, Beverly Glen Ratepayers' Association.***

11 **DUFFERIN STREET AND CENTRE STREET
INTERSECTION LAND USE STUDY
AMENDMENT TO THE VAUGHAN OFFICIAL PLAN 2010
FILE 26.6
WARDS 4 AND 5**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management and the Director of Policy Planning and Environmental Sustainability, dated June 20, 2017, be approved, subject to the following:

1. Whereas it was considered and planned in the Centre Street Design Study that significant density would be concentrated east of New Westminster and that lower heights and densities would predominate in the area to the boundary of this study;

Therefore, be it resolved that the dedicated maximum building heights identified as the letter "H" on the map as shown on page 11.35 of the Committee of the Whole agenda, be amended as follows:

- 12 storeys to 8 storeys
- 8 storeys to 4 storeys
- 6 storeys to 4 storeys

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 2

- 2) That the confidential recommendation of the Committee of the Whole (Closed Session) meeting of June 20, 2017, be approved;
- 3) That the following deputations and communications, be received:
 1. Mr. Leo Longo, Aird & Berlis Bay Street, Toronto, and Communication C28, dated June 16, 2017;
 2. Mr. Philip Antecol, King High Drive, Thornhill;
 3. Mr. Alex Porat, Beverley Glen Blvd., Thornhill;
 4. Ms. Andrea Halpern, Sutton Gap Admiral Realty, Centre Street, Thornhill;
 5. Ms. Ronda Goldberg, King High Drive, Thornhill;
 6. Mr. Josh Martow, Coldwater Court, Thornhill and Communication C27, dated June 20, 2017;
- 4) That the following Communications be received:
 - C8 Ms. Deborah Barook, Loma Vista Drive, dated June 18, 2017;
 - C9 Ms. Analynn Bruce, dated June 18, 2017;
 - C10 Ms. Arlene Goldman, dated June 18, 2017;
 - C11 Ms. Debbie Schopp, dated June 18, 2017;
 - C12 Gail and Alex Gotovsky, MacArthur Drive, Thornhill, dated June 18, 2017;
 - C13 Ms. Debbie Schopp, dated June 18, 2017;
 - C14 Ms. Cheryl Einhorn, dated June 19, 2017;
 - C15 Mr. Hitesh Joshi, dated June 18, 2017;
 - C16 JC and Gulnar Chandani, dated June 19, 2017;
 - C17 Mr. Claudio Luciani, dated June 19, 2017;
 - C18 Mr. John Kucharczuk, dated June 19, 2017;
 - C19 Mr. John Kucharczuk, dated June 20, 2017;
 - C21 Mr. Mario G. Racco, Brownridge Ratepayers Association, dated June 20, 2017;
 - C22 Luba R, dated June 19, 2017;
 - C23 Mr. Massimo Ascenzi, Bayhampton Crescent, Thornhill, dated June 19, 2017;
 - C24 Dr. Alexander Kreinin and Elena Barit, Joseph Aaron Boulevard, Thornhill, dated June 20, 2017;
 - C25 Ms. Janet Pighin, dated June 20, 2017; and
 - C26 Ms. Elizabeth Gartner, Brownridge Drive, Thornhill, dated June 20, 2017.

Recommendation

The Deputy City Manager, Planning and Growth Management and the Director of Policy Planning and Environmental Sustainability recommend:

1. THAT the draft amendment to the Vaughan Official Plan 2010 (Volume 1 and Volume 2), forming Attachment 1 to this report, reflecting the modifications set out in Section (7), BE APPROVED and be brought forward for adoption.

Contribution to Sustainability

The recommended Official Plan amendment is consistent with the Green Directions Vaughan mandate by supporting:

- Goal 2: To ensure sustainable development and redevelopment
- Goal 3: To ensure that Vaughan is a City that is easy to get around with a low environmental impact
- Goal 4: To create a vibrant community where citizens, businesses and visitors thrive

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 3

Economic Impact

The Dufferin Street and Centre Street Intersection Study was funded through Capital Project PL-9027-12. There is no economic impact resulting from the approval of this report.

Communications Plan

On June 6, 2017, a Courtesy Notice of this Committee of the Whole meeting was mailed/emailed to those individuals who requested notification as a result of the Public Hearing on March 7, 2017 and/or written correspondence. This notice was also posted on the City's website at www.vaughan.ca, the City Page Online.

Purpose

To report on the issues that emerged from the March 7, 2017 Public Hearing and proposed revisions resulting from the subsequent staff review; and to obtain direction to proceed with adoption of the recommended amendments to the Vaughan Official Plan 2010 (VOP 2010), subject to final staff review.

Background - Analysis and Options

Executive Summary

This technical report addresses issues identified as a result of the Dufferin Street and Centre Street Intersection Land Use Study and the proposed amendments to VOP 2010 (Volume 1 and Volume 2). This report is structured as follows:

1. Policy Expectations
2. Origin of the Study
3. Consultation Process
4. Policy Context
5. Overview of the Policy Review: Proposed Area Specific Plan
6. Issues Identified in Deputations and Communications received at the March 7, 2017 Public Hearing
7. Recommended Policy Amendments to VOP 2010

(1) Policy Expectations

All of the policies in the proposed amendment support the development of a plan that would have certain defining characteristics. These include the following:

- Accommodation of transit supportive levels of density by way of intensification consistent with the intent of the governing planning policies;
- Development of a compact, vibrant and complete community by introducing mixed-use development that has appropriate levels of employment and residential densities;
- Creation of a pedestrian friendly, transit-supportive and high-quality urban environment through the application of an integrated approach to planning, transportation, environmental sustainability and urban design;
- The application of good design principles with an emphasis on common internal traffic circulation.

The development framework for this area will also need to take into consideration the local factors that characterize the community. The ultimate plan should respond to the opportunities and

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 4

constraints presented by the context of the area. The intention of the proposed policy framework is to ensure that the evolving development is attractive, functional and compatible with the surrounding area, while respecting the need to fulfill the intent of the Provincial and Regional policies as outlined below in subsection 4 – The Policy Context of this report.

(2) Origin of the Study

On September 7, 2010 VOP 2010 was adopted by Council and on June 23, 2013 it received a partial approval from the Ontario Municipal Board (OMB) that included Schedule 14-A “Areas Subject to Secondary Plans”. The VOP 2010 shows the area at Dufferin Street and Centre Street as one of a number of “Required Secondary Plan Areas.”

VOP 2010 (Section 10.1.1) provides that certain areas of the City are expected to undergo significant changes that may require a more detailed planning framework, such as areas like the Dufferin-Centre Street intersection, which is located in a Regional Intensification Corridor. The intersection is served by the Viva Bus Rapid Transit (BRT) service along Centre Street; and is also the site of a station on the BRT line, which will provide for a high level of rapid transit service to residents and businesses in the immediate area. The required plan will support the evolution of the intersection area by providing a framework for an appropriate street and block development pattern, municipal servicing and infrastructure and will establish the appropriate mix, location and density of the planned land uses.

On April 23, 2013 Council directed that staff proceed with the Dufferin/Centre Street Secondary Plan Study (PL-9027-12). In September 2013 The Planning Partnership was retained as the lead planning consultant, along with Poulos & Chung Limited (transportation planning) to conduct the study.

(3) Consultation Process

Two public open house meetings were held on June 28, 2016 and November 3, 2016 and a statutory Public Hearing was held on March 7, 2017. The meetings notices were sent to the stakeholders and the public residing in the study area and surrounding communities. Notices of these meetings were communicated by Canada Post to all landowners within the study area boundary and up to 500 metres beyond the study area; to Ratepayers Associations; and to individuals who had requested notification through previous public consultations. The notices were also placed in the Thornhill Liberal and posted on the www.vaughan.ca and displayed on City electronic billboards; and the City Page Online.

(4) Policy Context

Development in the Dufferin Street and Centre Street intersection is regulated by a series of policy documents. They originate with the Province of Ontario, York Region and the City of Vaughan, The Provincial documents provide the overarching guidance which the planning policies of the Region and City must comply. The following are pertinent to this process.

Province of Ontario

- The Provincial Policy Statement 2014 (the “PPS”)
- Places to Grow: The Growth Plan for the Greater Golden Horseshoe (the Growth Plan”)

York Region

- The York Region Official Plan 2010 (the “YROP”)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 5

City of Vaughan

- The Vaughan Official Plan 2010 (the “VOP 2010”)
- The Centre Street Urban Design and Streetscape Plan

Provincial Policy Statement (PPS) 2014

In accordance with Section 3 of the Planning Act, all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement. The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS requires that development accommodate “an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long term needs.” The PPS includes policies that support transit supportive land use patterns that the PPS defines as “compact, mixed-use development that has a high level of employment and residential densities.” Policy 1.5.1(a) states that “healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation (walking and biking) and community connectivity.”

Provincial Growth Plan for the Greater Golden Horseshoe (2006) “Places to Grow”

The Provincial Places to Grow Act, the legislation that implements the Growth Plan, states that all decisions made by municipalities under the Planning Act "shall conform to" the Growth Plan. The Growth Plan’s Guiding Principles direct municipalities to “build compact, vibrant and complete communities.” Complete communities are defined as “compact, mixed-use development that has a high level of employment and residential densities” and which will “optimize the use of existing and new infrastructure to support growth in a compact, efficient form.” The Growth Plan establishes employment and residential growth targets for different areas of the Greater Golden Horseshoe and includes policies that inform and regulate where and how growth should occur. Relevant policies include:

- Population and employment growth will be accommodated by...directing a significant portion of new growth to the built-up areas of the community through intensification (2.2.2.1 (a));
- Population and employment growth will be accommodated by...focusing intensification in intensification areas (2.2.2.1 (b));
- All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will...
 - identify intensification areas to support achievement of the intensification target (2.2.3.6 (c));
 - recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification (2.2.3.6 (e)) and facilitate and promote intensification (2.2.3.6 (f)).

These policy directions need to be reflected in the York Region and City of Vaughan Official Plans.

The York Region Official Plan (YROP)

In conformity with the provincial policies, the York Region Official Plan (YROP) establishes a system of urban growth centres and corridors served by a rapid transit network that connects

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 6

population centres to employment areas and other destinations. “Map 1: Regional Structure” of the YROP identifies the Dufferin Street and Centre Street intersection as an “Urban Area” and Centre Street as a “Regional Corridor”. Chapter 5 of the YROP describes the intended role of “Urban Areas” and “Regional Corridors” as follows:

“Intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region. Regional Centres and Corridors will be prominent locations for the highest levels of intensification.”

“Map 11: “Transit Network” of the YROP identifies Centre Street as a “Regional Rapid Transit Corridor” and Dufferin Street as a “Special Study Area”. The Highway 7 West line of the vivaNext Bus Rapid Transit system is one of the Region’s major higher order rapid transit services, which will connect the Vaughan Metropolitan Centre (VMC) area to other urban growth centres and high demand stops along the Highway 7 and Centre Street Transit Corridor.

To support rapid transit and achieve the Regional Plan’s density targets, Section 5.3 of the YROP requires the concentration of more population and employment along the Regional Corridors and in Centres in the form of intensification or infill. Intensification is planned to occur at strategic locations, such as transit stations, within the built-up area to maximize efficiencies in infrastructure delivery, the provision of public services and transit ridership. The YROP, under Section 5.4.34, also sets out an overall density target for the Regional Corridors of 2.5 FSI for developable areas within the Corridor.

The YROP requires local municipalities to identify intensification areas and plan with clarity and certainty as to where infill developments should occur. The planned intensification areas are required to be designed to provide high-quality, attractive and vibrant public spaces that support walking and cycling for everyday activities by taking advantage of the upgraded transit systems.

Vaughan Official Plan 2010 (VOP 2010)

Current Policies

The VOP 2010 was adopted by Vaughan Council on September 7, 2010. Volume 1, which contains City-wide policies governing growth and development, is almost entirely approved. The VOP 2010 brings the City into conformity with provincial and regional policy regarding intensification.

The Dufferin Street and Centre Street Plan area is currently designated “Commercial Mixed-Use Area C” for the northeast quadrant and “Low Rise Residential and Special Policy Area” for the southerly quadrants under the Centre Street Corridor Area Specific Plan in Section 12.9, Volume 2 of VOP 2010. The Centre Street Corridor Area Specific Plan was adopted by Vaughan Council September 7, 2010 and modified on April 23, 2013 and is now pending approval from the Ontario Municipal Board (OMB). The permitted land uses under “Commercial Mixed-Use Area C” include existing commercial uses, retail stores, banks and business and professional offices. Residential uses are not permitted in this designation. The “Special Policy Area” as part of the Centre Street Corridor Area Specific Policies Plan is currently designated Low-Rise Residential and Gas station and is subject to further planning study to justify any proposed Official Plan Amendments to redesignate the lands. A key goal of the current Centre Street Corridor Area Specific Plan is as follows:

“The goal of this Area Specific Policy is to improve the Centre Street Corridor, shown on Map 12.9.A, as an attractive, pedestrian friendly and transit-supportive corridor through the application of a comprehensive, co-ordinated and integrated approach to planning, transportation, environmental sustainability and urban design, consistent with the Centre Street Urban Design Guidelines, which shall apply to all new development and redevelopment.”

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 7

The Centre Street Corridor Area Specific Plan would be replaced, in so far as it applies to the intersection area, by the outcome of this study by way of an Official Plan Amendment. This reflects the transitional nature of the intersection and its status as a Required Secondary Plan Area in VOP 2010. The proposed amendment to the Official Plan is set out in Attachment 1 based on the outcome of the study.

Required Secondary Plan in VOP 2010

As noted earlier in this report, the VOP 2010 identifies certain areas of the City that are expected to undergo significant change and may require a more detailed planning framework. The Dufferin Street and Centre Street intersection is such an area and Schedule 14-A of the VOP 2010 identifies this location as a “Required Secondary Plan Area”.

In conformity with Provincial and Regional policies, the intent of the Dufferin Centre Street Intersection Land Use Study is to develop a comprehensive plan to determine the detailed land uses, built form and urban design policies in order to create more compact and sustainable growth in the area. The resulting amendment will be incorporated into Volume 2 of VOP 2010 which contains secondary plans and area and site specific plans that apply to the specific areas that require greater guidance than is provided by the policies of Volume 1. The Dufferin Street and Centre Street Area Specific Policies resulting from Dufferin Street and Centre Street intersection study would be added to Volume 2 of the VOP 2010 upon its approval by York Region.

The City's Urban Structure and Planning for Intensification Areas

VOP 2010 identifies a series of intensification areas. The Region's urban hierarchy provides for intensification through its Centres and Corridors policy framework. The City of Vaughan builds on this Regional guidance by identifying areas of intensification which are shown on “Schedule 1 – Urban Structure”. These “Centres and Intensification Corridors” are to be the primary destinations for additional density. The City's urban structure plan, which is shown on “Schedule 1 - Structure Plan”, was endorsed by York Region and has been approved by the OMB as part of the Vaughan Official Plan 2010. VOP 2010 identifies Centre Street, from Bathurst Street to Highway 7, as a “Regional Intensification Corridor”.

The Dufferin and Centre Street intersection is also considered as “Key Development Area”. VOP 2010 defines Key Development Areas (KDA) as Intensification Areas on Regional Intensification Corridors that will link and complement the planning for “Primary Centres” and “Local Centres”. In the plan, Centre Street and Highway 7 link the Bathurst and Centre Street “Primary Centre” on the east with the Concord Centre “Local Centre” on the west. The Dufferin-Centre intersection would function as a lesser but still prominent node on this chain of centres on the Regional Intensification Corridor.

Section 10.1.1.4 of VOP 2010 contains specific provisions to guide the planning of Secondary Plans and Key Development Areas such as the Dufferin Centre intersection area. Under policy 10.1.1.4 plans for these areas shall consider, among others, the following:

- Minimum density requirements and targets established by the Region and the Province;
- The establishment implementation and/or continuation of a fine grained street grid;
- An urban built form that is massed and designed to create active and attractive pedestrian oriented streets for all seasons with ground floor uses such as retail, human and personal services;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 8

- A concentration of the most intensive development and greatest mix of uses within a five minute walk of rapid transit stations;
- A minimum requirement for 35% of new housing units to be intrinsically affordable;
- Policies that sequence development in an orderly way coordinated with the provision of human services, transit and other infrastructure;
- Policies to promote excellence in urban design and sustainable design.

(5) Overview of the Policy Review: The Proposed Area Specific Plan

As part of the study, the consultant reviewed background materials, evaluated site conditions including identifying opportunities and challenges and undertook an analysis to identify the appropriate policy framework for the Dufferin Street and Centre Street intersection. An overview of the methodology, study conclusions and recommendations was provided in the March 7, 2017 Public Hearing report, (Attachment 2). In subsection 5 of the Public Hearing Report titled “Highlights of the Proposed Plan” provides a summary of the amendment.

(6) Issues Identified in Deputations and Communications from the March 7, 2017 Public Hearing and Subsequent Written Correspondence Received

This staff report identifies issues raised by individuals and some by multiple parties at the March 7, 2017 Public Hearing. The identified issues and responses that are discussed in the staff report are set out below. Where warranted, modifications to the proposed amendment to the Vaughan Official Plan 2010 Volume 2 have been recommended.

The following deputations and written submissions were received at the Public Hearing:

Deputations

- Mr. Jay Leider, King High Drive, Thornhill
- Mr. Mario G. Racco, Brownridge Ratepayers' Association, Checker Court, Thornhill
- Mr. Oscar Koren, Oakmount Crescent, Concord
- Mr. David Shulman, Parsons Place, Thornhill
- Mr. Gregory Valitsky, Richbell Street, Thornhill
- Mr. Josh Martow, Beverley Glen Ratepayers' Association, Coldwater Court, Thornhill and
- Ms. Athena Oppedisano, White Boulevard

Written Submissions

- Mr. John Kurcharczuk, dated March 6, 2017 (Communication C1)
- Mr. John M. Alati, Davies Howe Partners; 5th Floor, 99 Spadina Ave. TO, ON M5V 3P8, dated February 6, 2017 and March 6, 2017 (Communication C2)
- Mr. Josh Martow, BGRA Executive Committee, dated March 7, 2017 (Communication C3)
- Mario G. Racco, Brownridge Ratepayers Association, dated March 7, 2017 (Communication C4)

Other Written Correspondence received since the Public Hearing

- Mr. M. Cole, Infrastructure Ontario (IO) dated March 10, 2017

The issues identified by the deputations, written submissions and correspondence received since the Public Hearing is discussed in greater detail below.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 9

a) Impact of having a signalized intersection and road network

Issue

Deputation by Mr. J. Leider identified a concern that a new signalized intersection as proposed on Dufferin Street will slow down the traffic flow on Dufferin Street and considering many are long distance commuters.

Response

The proposed signalized intersection will reduce left-turn queuing on Dufferin Street, which in part will improve the overall traffic flow in the area. As the traffic study and its computerized model indicate, the proposed local street network and traffic light will reduce the traffic load at the Centre Street and Dufferin intersection. The proposed signalized intersection will also create a safer crossing option for pedestrians.

b) Impact of added traffic infiltration to existing communities

Issue

Deputation by Mr. J. Leider identified a concern that high volume of traffic will lead to motorists using King High Drive to bypass the traffic congestion at the intersection and to gain access to southbound travel.

Response

The proposed street network has no connections to the existing local streets and allows for traffic to circulate within the northeast quadrant of the Plan. Furthermore, the proposed signalized intersection at the northerly limit of the Plan will provide southbound access onto Dufferin Street. There is currently a centre median preventing left turns onto Dufferin Street at King High Drive and the next available set of lights is located to the north on Beverley Glen Blvd. To improve the circulation of traffic movement in the northeast quadrant a comprehensive network must be identified and protected through an official plan amendment before redevelopment occurs.

c) Safe connections and the inclusion of bicycle network

Issue

Deputation by Mr. O. Koren identified a need for a safe and well connected bicycle network that takes into consideration the needs of children and seniors.

Response

The York Region transportation plan has considered dedicated bicycle lanes on both Centre Street and Dufferin Street, which is planned for construction in the near future. The proposed plan also considered safe and high quality pedestrian and cycling networks through the internal quadrants.

The proposed plan considers an interconnected pedestrian and cycling network which will connect the future BRT station to existing and proposed parks, public squares and street fronting commercial units. This integrated public infrastructure and coordinated network will be linked by signalized intersections to enhance pedestrian safety and accessibility including seniors and youth. These same principles will also be required for the Future Study Area through a tertiary plan that considers such pedestrian and cycling connections should the lands be made available for redevelopment by the Ministry of Transportation (MTO).

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 10

d) Public Transit

Issue

Deputation by Mr. Josh Martow identified the need for much better use of public transit in the area.

Response

The proposed plan was prepared based on the transit oriented community design which promotes the use of public transit by prioritizing pedestrian accessibility and connectivity. The proposed medium density residential and commercial uses are located in close proximity to the BRT station to increase the transit ridership and to take advantage of the funded and currently under construction infrastructure improvements along Centre Street.

e) Planning for a quadrant and the need for a Tertiary Plan

Issue

Deputation by Mr. Mario G. Racco requested clarity as to the purpose of planning only one corner of the intersection.

Response

Northwest Quadrant

The intent of the Vaughan Official Plan 2010 for the area was to develop a plan for all four quadrants of the intersection. However, the northwest quadrant was excluded from the study area as a result of a recently approved development application. On September 27, 2011, Vaughan Council approved the removal of the northwest quadrant from the required Secondary Plan area. The application for development of the northwest quadrant went through a development approval process that included required public consultation. To date the current owners of the site have not expressed interest in further participation in this study and/or in pursuing an alternative development or land uses. While there are no land use policy changes being suggested for the northwest quadrant, the northwest quadrant was included in the study area as part of the review for the purposes of providing the overall planning context and existing conditions informing location of planned intersections.

Southwest and Southeast Quadrants

The City has been working closely with the province to ensure that the feasibility study for the potential interchange will be completed expeditiously. MTO and 407 ETR are well aware of the City's position on the interchange expressed earlier in Vaughan Council resolutions. The feasibility study is the next step in bringing the City more certainty on whether an interchange is required. The Province is currently moving ahead with the feasibility study and it is expected that the project will be completed by the end of 2017. If the Province declares the lands surplus and makes them available for alternative uses, the City or applicant will require a Tertiary Plan to guide the development of these lands. The Centre Street and Dufferin Street Intersection study provides conceptual demonstration plans for the southwest and southeast quadrants. Currently, the lands remain under provincial control and protected by the province. The province will only begin its process to dispose of provincial owned lands should 407 ETR determine that it has no interest in proceeding with the interchange and cedes all rights to it. While ETR 407 is conducting an assessment of whether an interchange is required at this point there is no definitive timelines

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 11

for these processes to conclude. During this period the area will maintain its exiting low-rise designation. To accommodate this uncertainty, the tertiary plan requirement and associated policies are being considered to guide the future planning of these areas.

f) Impact on existing commercial plazas and protecting existing uses

Issue

Deputation by Mr. Mario G. Racco and written submission by Mr. John M. Alati requested justification for hindering businesses and converting viable existing commercial plaza to residential.

Response

The goal of the plan is to provide the necessary land use and development policies to guide the evolution of the area. Existing commercial plazas are permitted to continue and function under its current policies and regulations as long as the existing use remains. In fact, the north portion of the proposed street network for the quadrant will provide a full-signalized access to the existing uses along Centre Street. This interim condition will help the business to function better after construction of York Region rapid transit and its dedicated bus lane.

Should the existing uses cease or the landowner changes the use on the property then the proposed plan will provide a framework to ensure redevelopment is coordinated and that needed services and infrastructure, such as street network and upgrades to stormwater management services are provided.

g) Proposed higher densities

Issue

Deputation by Mr. Mario G. Racco requesting a rationale for higher densities on the northeast corner despite concerns by residents.

Response

The proposed land use plan conforms to the provincial policies (e.g. The Provincial Growth Plan) and regional policies (The Regional Official Plan). These policies direct future growth to areas that are well-served by transit, particularly rapid transit. Centre Street is identified in the York Region and City Official Plans as a Regional Intensification Corridor, which reflects the fact that the area will be served by the Viva Bus Rapid Transit system, which is now under construction. As outlined earlier in this report in subsection “(1) Policy Expectations” and subsection “(4) The Policy Context” the proposed plan requires higher density built forms to ensure the Dufferin Street and Centre Street Area Specific Plan is in conformity with all Provincial and York Regional policies. The purpose of the plan is to introduce high-quality urban environment which provides for adequate levels of ridership to support public transit and to help plan for the expected incremental redevelopment of the area. Further details of these policies have been described in more detail in Section 4 – Policy Context of this report. The City, in planning for the long-term evolution of this area must meet the intent of these policies while taking into consideration the local conditions. The proposed mixed use development creates more commercial units to serve the existing and future developments. This additional mix of retail commercial, social gathering spaces and active outdoor spaces is proposed to serve the existing and future communities in the area. The mid-rise mixed-use development also will support Regional rapid transit by increasing ridership and encouraging pedestrian activities in the area.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 12

- h) Allowing landowners to file individual development applications

Issue

Deputation by Mr. Mario G. Racco suggesting the City wait for property owners to apply for new developments and collect the revenue from each development application.

Response

The area is evolving with a planned Viva Bus Rapid Transit system, which is currently under construction. There is also a new station located at the intersection Centre Street and Dufferin Street intersection. As a result, pressure to redevelop the area for higher densities or for other forms of development that may not take into account comprehensive planning solutions for this area in support of the Provincial and Regional intensification policies is anticipated. There are currently 2 development applications within the plan. One is in the northeast quadrant municipally known as 7803 and 7815 Dufferin Street and is the subject of applications for amendments to the Official Plan and Zoning By-law 1-88, (Z.16.001) and (DA.16.003) as submitted by 2464879 Ontario Inc. – City Park Homes. The applicant is proposing 56 townhouse dwellings and has filed site specific appeals related to the development applications. The second development application is in the southeast quadrant municipally known as 1445 Centre Street and subject to development application (DA.13.042) proposing a four storey office building. This application has been subject to a Public Hearing but has not proceeded to final approval. The purpose of the proposed Area Specific Plan is to ensure the vision for high quality development, a better transportation network and more sustainable urban environment will be achieved. Planning comprehensively before significant redevelopment occurs provides an opportunity to achieve a more comprehensive vision. Development on a site-by-site basis without an updated Plan will reduce the chances of coordinating community benefits and infrastructure such as high quality public spaces, upgrades to existing municipal services and the street network.

- i) Proposed Townhouse development application

Issue

Deputation Mr. Josh Martow supported the proposed development application for townhouse development and requested clarification on why higher density is proposed.

Response

The lands municipality known as 7803 and 7815 Dufferin Street are subject of applications for amendment to the Official Plan and Zoning By-law 1-88 and for site plan approval (Files: OP.16.001, Z.16.001 and DA.16.003). The proposed plan designates these lands as Low-Rise Residential up to 6 storeys that will serve as a transition buffer to the existing low rise residential dwelling to the north and the proposed Mid-Rise Mixed use development along Centre Street to the south. The proposed townhouse development application is a permitted use under this designation and will be expected to conform to all the policies of the proposed plan.

- j) ETR 407 and the ongoing Feasibility Study

Issue

Follow up question by Council requested clarification on the purpose for approving this Study and amendments before the ETR 407 Feasibility Study Concludes

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 13

Response

The Feasibility Study by ETR 407 is expected to conclude by the end of 2017; however, the process following the completion of the study and when the lands may be available for redevelopment is undetermined and depends on the outcome of the feasibility study. During this period further development applications may be filed which may impact the overall planning for the area. In addition, an OMB hearing is scheduled for the property at 7815 Dufferin Street within the study area in July 2017. The City is looking to comprehensively plan for this area and protect key principles and functions of the Plan, such as ensuring a fine grained network is secured, public spaces are well planned and an adequate amount and location of parks are provided.

k) Proposed Low-Rise Residential in Future Study Area

Issue

A letter from Infrastructure Ontario (IO) dated March 10, 2017 was received shortly after the public hearing. This letter states that IO is generally in agreement with the recommended policy direction; however, there are concerns with respect to the use and density proposed for the MTO lands. IO staff would like to introduce higher density mixed-use designation which is more in line with the provincial and regional policies for the area (Attachment 3).

Response

The lands identified as “MTO Area of Interest” are protected by the Province for the purpose of building a potential interchange. These lands were previously designated low-rise residential under OPA 210. As a result, VOP 2010 subsequently amended the area to a Low Rise Residential and Special Policy Area designation. As such the underlying low-rise designation will remain. The Province continues to protect its interest on these lands. MTO, 407 ETR and IO have been in discussions with staff throughout the study and are aware of the local residents and City’s desire to remove the interchange. The study has prepared a demonstration plan to show the possible redevelopment potential that is consistent with the guiding policies from the Province, the Region and VOP 2010. If the province wishes to pursue higher density for this area the interchange Study must be complete, lands will first need to be deemed surplus by the Province and made available for redevelopment. There are City easements for drainage and City real estate interests in the property that will need to be addressed at that point in time all within the context of the tertiary plan requirements outlined in the proposed Plan.

l) Study Area Boundary

Issue

A letter from Mr. Mark McConville dated May 2, 2017 was received requesting for the Study boundary to be expanded to include a property located on 7851 Dufferin Street. The letter references the study area boundary that included the Vaughan Crossings lands located on the northwest side of the Dufferin Street and Centre Street intersection (Attachment 4).

Response

Vaughan Crossing lands are included in the study area for the purpose of reviewing impacts on traffic and proposed urban structure. The Traffic Function Design report in support of this Plan analyzed the traffic flow based on land use and densities based on Council approved Site Development File DA.11.004 on January 29, 2013. As outlined in the section titled “Required Secondary Plan in VOP 2010” of this report, the policy amendment area remains consistent with Schedule 14A of VOP 2010.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 14

(7) Recommended Policy Amendments to the draft Dufferin Street and Centre Street Area Specific Policies.

Below are the suggested modifications resulting from the feedback obtained from the Public Hearing on March 7, 2017. The suggested modifications provide further clarification that existing uses in the commercial plazas in the northeast quadrant are permitted to operate under existing policies. Upon Council adoption the Dufferin Street and Centre Street Area Specific Policies will be a new subsection and added to Chapter 12 in VOP 2010 (Volume 2). The placeholder numbers identified as “XX” will be updated accordingly.

Adding the new Policy 12.XX.9.6

Notwithstanding any of the policies of section 12.XX.2. previously approved and existing uses in the Dufferin Street and Centre Street Area Specific Plan are expected to continue to exist.

Expansions of previously approved uses are permitted if the tests prescribed below are satisfied:

- a. The proposed increase in gross floor area is accommodated within the existing building footprint and/or through an expansion that does not increase the footprint of any one building by more than 10%;
- b. The street network envisioned by this plan is not compromised or precluded in the long-term.
- c. The proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the Zoning By-law;
- d. Expansion or extension of the existing use in accordance with the Zoning By-law shall be permitted. Expansion or extension of the existing use requiring an amendment to the Zoning By-law shall also be considered without amendment to this Plan.
- e. The neighbouring uses will be protected where necessary by the provision of landscaping, buffering or screening, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by lighting or advertising signs.

Adding the new “Appendix A” Concept Demonstration Plan (Southwest Quadrant) and the new “Appendix B” Concept Demonstration Plan (Southeast Quadrant)

In order to provide greater clarity on the vision for the southwest and southeast quadrants the Concept Demonstration Plan from the Dufferin Centre Study Report will be included as appendices to the Dufferin Street and Centre Street Area Specific Plan. These appendices are provided to illustrate a potential future development scenario for the intersection as a whole and guide any future Tertiary Plan for the MTO lands if and when the lands are deemed surplus.

These concept plans illustrate arrangements for the site layout, access points, traffic circulation, pedestrian access and public amenities for the southwest and southeast quadrants of the intersection that benefit from input of the study team and consultation with landowners and agencies.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 15

Amendments to Area Specific Policies - 12.9 Centre Street Corridor

“The lands subject to the proposed Dufferin Street Area Specific Policies are included within the Centre Street Policies (12.9) of the VOP 2010 Volume 2. The Centre Street Policies are not approved as they have been appealed to the Ontario Municipal Board. An OMB pre-hearing for the Centre Street Policies is scheduled for September 6, 2017 to scope the issues and a four week OMB hearing is scheduled beginning February 5, 2018 to deal with the Centre Street Corridor Policies. Upon approval of the Dufferin Street Area Policies, the Centre Street Corridor Policies that will be presented to the OMB will be amended by excluding the lands subject to the Dufferin Street Area Policies and any applicable policies.”

Administrative Modifications

Minor administrative edits were made to the plan to reflect approved policies of VOP 2010 (Volume 1) and to correct any text or numerical errors.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report relates to the Term of Council Service Excellence Strategy by supporting the following initiatives:

- Continued cultivation of an environmentally sustainable city
- Updating the Official Plan and supporting studies

Regional Implications

York Region is the Approval Authority to an Official Plan amendment adopted by the City as a result of this process and is party to site specific VOP 2010 appeals in the study area where the OMB is the Approval Authority. York Region has been actively consulted in the development of this Plan.

Centre Street and Highway 7 are part of a broader GTA-wide rapid transit system that links major Urban Growth Centres within York Region. The Region intends to provide and sustain a high quality service by increasing the ridership along the corridor. This objective can only be achieved through intensification along the rapid transit routes.

The Region has also provided advice on the location of the proposed intersections and is the approval authority for the location of any signalized intersection and other Regional road access points. York Region will continue to be consulted regarding any potential impacts on the Region's arterial street network and on any further policy development measures.

Conclusion

At the statutory Public Hearing held March 7, 2017, the Committee of the Whole received oral deputations and written submissions from the public and other stakeholders, and directed that any issues be address in a Technical Report at a future Committee of the Whole meeting. This decision was ratified by Council on March 21, 2017.

Written and oral submissions received from private citizens/landowners and other development interests have been analyzed and recommendations have been established to respond to the identified issues in this report. The issues identified have been summarized and addressed in this report under Section 6 Issues Identified

The draft Dufferin Street and Centre Street Land Use Plan and the accompanying Official Plan amendment is the result of a comprehensive review of current land use policies (City, Region and

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 11, CW Report No. 26 – Page 16

Province); the surrounding land use context; and the consideration of input received from the public and affected public agencies.

Attachments

1. Draft Amendment to the VOP 2010 (May 2017)
2. Committee of the Whole (Public Hearing) Extract – March 7, 2017
3. Correspondence Letter from Infrastructure Ontario – March 10, 2017
4. Correspondence Letter from Mark McConville – May 2, 2017

Report prepared by:

Farhad Jalili, Planner, ext. 8237
Clement Chong, Project Manager, 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.)