

Local Planning Appeal Tribunal
Tribunal d'appel de l'aménagement
local



ISSUE DATE: April 28, 2020

CASE NO(S): PL111184

The Ontario Municipal Board (the "OMB") is continued under the name Local Planning Appeal Tribunal (the "Tribunal"), and any reference to the Ontario Municipal Board or Board in any publication of the Tribunal is deemed to be a reference to the Tribunal.

PROCEEDING COMMENCED UNDER subsection 17(40) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	1042710 Ontario Limited (aka Royal Centre)
Appellant:	1096818 Ontario Inc.
Appellant:	11333 Dufferin St et al
Appellant:	1191621 Ontario Inc.; and others
Subject:	Failure to announce a decision respecting Proposed New Official Plan
Municipality:	City of Vaughan
OMB Case No.:	PL111184
OMB File No.:	PL111184
OMB Case Name:	Duca v. Vaughan (City)

Heard: March 5, 2020 in Vaughan, Ontario

APPEARANCES:

Parties

City of Vaughan ("City")

Counsel*/Representative

Bruce Engell, Christian Guerette,
Gurnick Perhar

Parties in Attendance

See Attachment 1

DECISION DELIVERED BY S. TOUSAW AND ORDER OF THE TRIBUNAL

INTRODUCTION

[1] This proceeding was a further Pre-hearing Conference (“PHC”) to address appeals to the 2010 Vaughan Official Plan (“VOP”). The 168 appeals have been managed according to various categories by area or subject matter. With many of the appeals resolved and most of the remaining appeals now in discussions or moving towards resolution, the City aims to resolve all remaining appeals by the end of 2021.

[2] In addition to the appeals addressed below, the Parties provided progress updates on the following files: Parkland appeals, Vaughan Metropolitan Centre appeals, Appeal 98 (Overiver Holdings Ltd.) and Appeal 141 (Tien de Religion).

DISPOSITION ON CERTAIN APPEALS

Solmar Inc., Appeal 3

[3] On consent of all Parties, the City and Solmar Inc. (“Solmar”) requested an adjournment of the scheduled hearing to allow time for Solmar to submit applications for Zoning By-law Amendment (“ZBA”) and Site Plan Approval to the City. This process will define the development proposal, facilitate public review, and may resolve the appeal. In the event of appeals to the proposed applications, the Parties will request that those files be joined with Appeal 3 and heard together. While agreeing to the adjournment, the City does not want Appeal 3 to extend the City’s goal of resolving all appeals by the end of 2021.

[4] The Tribunal granted the adjournment orally, given the intent to resolve or scope the appeal through site-specific applications. The hearing, previously scheduled to begin on July 6, 2020 for 10 days, is removed from the Tribunal’s calendar.

Centre Street, Appeals 61, 78, 79, 82 and 105

[5] On consent of all Parties, the City requested that a 20-day hearing be scheduled, with up to 15 days for Phase 1 issues, followed immediately by up to 5 days for Phase 2 issues. The previously approved Procedural Order (“PO”) remains relevant if updated based on the hearing date.

[6] The revised PO, when submitted, will be issued under separate Order.

[7] As arranged orally during this PHC, the Centre Street hearing will commence at **10 a.m. on Monday, May 3, 2021** for up to **19 days** (not sitting May 24, 2021 for Victoria Day, and possibly not sitting May 10, 2021 for a Tribunal meeting) to conclude by Friday, May 28, 2021 at:

**Vaughan City Hall
Hearing Room
2141 Major Mackenzie Drive West
Vaughan, Ontario**

MOTIONS**Yonge-Steeles Corridor Secondary Plan**

[8] Motions requesting Party status for the Phase 2 hearing were served by the following landowners within and adjacent to the area affected by the Yonge-Steeles Corridor Secondary Plan (“Yonge-Steeles”): 1163919 Ontario Limited, 1930238 Ontario Limited, 1211612 Ontario Limited, 1972380 Ontario Limited and 1219414 Ontario Limited (collectively, the “Numbered Companies”) and Morguard Investments Limited (“Morguard”). The City consents to the requests and reported that no objections were received from other Parties and no Responses to the Motions were served.

[9] On consent of the existing Parties to the Yonge-Steeles appeals, comprising the City, Region, Appellants and previously added Parties, including the City of Toronto, the Tribunal granted Party status orally to the Numbered Companies and to Morguard. As owners of land within and adjacent to the Yonge-Steeles area, these entities have an obvious interest in the proceedings. Only some of the Motion movers made submissions to the City before the decision was made to adopt the VOP, but the Tribunal finds that reasonable grounds exist for all of the requesting landowners to be added as Parties to this proceeding. No new appeal is created as the Movers agree to shelter under existing appeals. The Tribunal is satisfied that, as a reasonable test, the six “obvious factors” are met, as established by Vice-Chair S.J. Stefanko in *1137528 Ontario Ltd. v. Oakville (Town) 2010 CarswellOnt 18558*.

[10] The Tribunal grants Party status to the Numbered Companies and Morguard, pursuant to s. 17(44.2) of the *Planning Act* (“Act”).

[11] An additional area landowner, Associated Vaughan Properties Limited, indicated its intention to similarly request Party status by Motion to be heard at the next PHC on June 30, 2020.

1529749 Ontario Inc., Appeal 47 (“Torgan”)

[12] With the consent of Torgan, the City filed a Motion to resolve Appeal 47 through revisions to relevant policies and schedules. No Responses to Motion were received.

[13] The proposed modifications would release the Torgan lands from area policies in the VOP in recognition that the Promenade Centre Secondary Plan is underway for the area south of Centre Street. Torgan agrees that its Official Plan Amendment (“OPA”) application will apply only to an area defined as Phase 1, which will be subject to the general policies of Volume 1 VOP 2010, and that subsequent phases will not proceed until the Promenade Centre Secondary Plan is completed.

[14] The proposed modifications also harmonize the affected policy with the City's approval of a ZBA that lead to the withdrawal of Appeal 67 by Blue Water Ranch Development Inc.

[15] The Tribunal accepts the unchallenged affidavit evidence of the City's Senior Planner, David Marcucci, Registered Professional Planner, who has been qualified previously in these proceedings to provide opinion evidence in land use planning. Mr. Marcucci attests that the proposed modifications to resolve the appeal satisfy the statutory tests and represent good planning.

[16] The Tribunal finds that the proposed modifications have regard for s. 2 of the Act, are consistent with the Provincial Policy Statement, 2014 ("PPS), conform with A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 ("GP"), and conform with the Regional Municipality of York ("Region") Official Plan ("ROP"). The Tribunal approves the requested modification to the VOP as set out below.

[17] The Tribunal orders that, on the resolution of the appeal by 1529749 Ontario Inc. (Appeal 47), and in recognition of the previous withdrawal of Blue Water Ranch Development Inc.'s appeal (Appeal 67), the appeal by 1529749 Ontario Inc. (Appeal 47) is allowed in part, and that in accordance with the provisions of s. 17(50) of the Act, the City of Vaughan Official Plan (2010), as adopted by the City on September 7, 2010 subject to Council modifications on September 27, 2011, March 20, 2012 and April 17, 2012, and as modified and endorsed by the Regional Municipality of York on June 28, 2012, is modified as set out in Attachment 2 to this order and is approved as modified in respect of the lands subject to Area Specific Policy 12.11 Bathurst and Centre Street: Thornhill Town Centre, and the balance of Appeal 47 is dismissed.

Mario Tedesco, Appeal 117

[18] The City brought a Motion seeking to dismiss Appeal 117, Mario Tedesco (“Tedesco”) under s. 17(45)5 of the Act and to approve the relevant policies and schedules as they apply to the lands affected by the appeal.

[19] The Act provides the Tribunal with authority to dismiss an appeal without holding a hearing for various reasons, including:

5. The appellant has not responded to a request by the Tribunal for further information within the time specified by the Tribunal. (s. 17(45)5)

[20] The City argues that Tedesco failed to respond to the Tribunal’s Order of September 11, 2019 directing it and other dormant appellants to file a PO or otherwise make suitable arrangements with the City by November 1, 2019. Tedesco did not file a PO or contact the City, even after the City wrote to Tedesco on December 2, 2019 reminding Tedesco of the Tribunal’s Order and requesting a response by January 8, 2020. At the January 8, 2020 PHC, the City, with counsel for Tedesco present, advised the Tribunal of its intentions to bring this Motion returnable at this PHC.

[21] Through various PHCs and with support of the Tribunal, all appeals were grouped and prioritized and have been addressed sequentially. Various site-specific appeals remain to be addressed. While the City acknowledges that seven years have passed to arrive at this appeal, it argues that, during all of that time, Tedesco failed to submit applications for OPA and/or ZBA affecting 7034 Islington Avenue (“property”), as indicated in his appeal.

[22] The City asserts that, despite a last-minute attempt by counsel for Tedesco to forestall a dismissal, the absence of a proper Response to Motion with necessary evidence represents the continued inaction by Tedesco and should not be condoned. The City submits that even with a dismissal of Appeal 117, Tedesco may file applications for OPA and/or ZBA for proposed development and the City will process

and consider such applications in the usual manner under the Act. As an example, another developer in the area of the Tedesco property was successful in pursuing a site-specific proposal, as the City is suggesting Tedesco pursue here.

[23] Tedesco argues that its email of 4:14 p.m. on March 3, 2020 constitutes its Response to Motion wherein he advised that the property has been sold and representatives of the new owner would like to meet with City staff to scope or resolve the appeal. Upon questions from the Tribunal, counsel for Tedesco advised that Mr. Tedesco has been seeking a new partner and recently entered into an Agreement of Purchase and Sale with a purchaser. Counsel could not confirm the date the agreement was signed but advised that the closing date is March 31, 2020.

[24] Tedesco requested an opportunity to cross-examine the City's affiant, Mr. Marcucci, at this PHC, arguing that the evidence would reveal that impending changes to Provincial policies or regulations will result in delays to the Region's population and employment forecasts and will require subsequent changes to the City's related planning policies. All of this, he argues, will support more height and density on the Tedesco lands than permitted by the VOP. Tedesco also argues that the City has known his issues since the filing of the appeal, and provided a draft Issues List to the City on March 4, 2020, the day before this PHC.

[25] The Tribunal agreed with the submissions of the City and denied Tedesco the opportunity to cross-examine Mr. Marcucci at this PHC. Tedesco did not file a complete Response to Motion with accompanying affidavit evidence setting out its position which he purports would undermine the evidence of Mr. Marcucci for the City. The email response of Tedesco does not follow the timing, format and content for a Response to Motion set out in Rule 10.6 of the Tribunal's *Rules of Practice and Procedure* ("Rules"). The absence of evidence and failure to disclose his position, other than in a brief email and expanded orally at this PHC, are insufficient to warrant a grant of cross-examination. Other options were available but not pursued by Tedesco, including a timely and thorough Response to Motion with evidence, and cross-examining an affiant

in advance of the PHC. Tedesco's actions provided insufficient time for the City to Reply or to prepare fully for a disputed Motion hearing.

[26] Notwithstanding the absence of a complete Response to Motion supported by evidence, the Tribunal provided Tedesco with a full hearing on the merits of the Motion. Tedesco's oral arguments were received and considered carefully by the Tribunal, including additional correspondence and Tedesco's IL, furnished by the City given that Tedesco had not brought paper submissions for the Tribunal.

[27] The Tribunal will approve the Motion and deny Tedesco's request to adjourn the Motion to the next PHC. The Tribunal finds that, given the involvement of experienced counsel, Tedesco's pleadings amount to "too little, too late." Not counting the seven years in which Tedesco could have filed applications for OPA and/or ZBA, Tedesco failed to respond to the Tribunal's Order of September 11, 2019. Including the City's initiative to provide Tedesco with additional time to respond, and the City's forewarning of this Motion at the last PHC, Tedesco effectively had from September 2019 to March 2020, almost six months, to mount a proper response in support of his appeal. The unproven potential sale to a new purchaser, inadequate in itself due to the absence of factual evidence on timing and conditions, does not relieve Tedesco from pursuing his appeal and responding to the Tribunal's Order. The Tribunal might have concluded differently had some effort been expended to validate the Appellant's sincerity of appeal. Wholly insufficient is Tedesco's late afternoon email on March 3, 2020, essentially one day before this PHC, requesting an adjournment.

[28] The Rules require a responding Party to serve a response that a) sets out the response, b) lists the documentary evidence, and c) includes an affidavit setting out the facts (Rule 10.6). A generous interpretation of what Tedesco filed is to find that a) and b) above were satisfied. The email's subject line includes "Notice of Response to Motion," the body of the email advises of a change in ownership, and supporting documents are implied or noted, such as the VOP, municipal comprehensive review, and the GP. Fatally, however, Tedesco neither provided affidavit evidence from the

current owner, prospective purchaser or a Planner to support the arguments, nor produced or called evidence at the hearing. The Tribunal is left with a series of assertions without any evidentiary basis.

[29] The Response and supporting material are to be served seven days before the motion hearing (Rule 10.7). While not necessarily fatal to Tedesco's submissions, the serving of a Response, effectively one day before the hearing, does not maintain the spirit of the Rule in allowing a proper Reply from the Mover.

[30] Tedesco's suggestion that the Tribunal take judicial notice of pending changes to land needs studies in support of an adjournment is a leap the Tribunal cannot attempt. The correspondence relied upon by Tedesco is a Region staff report dated February 24, 2020 advising that "the Province ... is in the process of updating" the land needs assessment methodology, that it "is expected to be released as a draft in the coming weeks" and that "the Province is also reviewing and potentially updating population and employment forecasts." From this information, the Tribunal can only conclude that the matter is evolving, timelines are uncertain, and outcomes are unknown. Wherever the Province's process leads, the Tribunal finds that it does not support an adjournment. A Decision must be made on the evidence, and the Respondent produced none for the Tribunal's consideration. Judicial notice is not a remedy for a lack of necessary evidence.

[31] Dismissing an appeal is not a Decision arrived at lightly. At the same time, an appeal is not to be filed and then essentially ignored. It is not a placeholder to be raised at the convenience of the landowner. In this case, the Tribunal finds that, on the submissions of counsel for both sides, Tedesco has had ample opportunity to pursue his development interests by filing applications for OPA and/or ZBA as indicated originally in the notice of appeal. If Tedesco is correct about pending regulatory changes, then the housing height and density that he may eventually seek may well be supported by the Province's changes to land needs methodologies, especially within an intensification corridor. Further, as confirmed by the City, an adjacent property has

already succeeded in achieving more density through appropriate planning applications, and the VOP, as adopted, designates the property as Residential and favours Tedesco by relieving him from having to justify the conversion of employment lands.

[32] The authority granted to the Tribunal under s. 17(45)5 of the Act is narrow and clear. Tedesco produced no evidence to support his failure to respond to the Tribunal's Order of September 11, 2019 and the pattern of inaction continued to this Motion hearing. The desire of the Tribunal to preserve an appeal has limits. Tedesco's pattern of behaviour fails the letter and the spirit of the Act and the Tribunal's Rules.

[33] Tedesco was under the impression that an OPA application could not be filed until two years after the final parts of the VOP are approved. However, the City clarified that s. 22(2.1) of the Act stipulates a waiting period ending on the "second anniversary of the first day any part of the plan comes into effect," a time period which has long passed for the VOP. The loss of his appeal does not prevent Tedesco from pursuing his, as yet unarticulated, development interests.

[34] The Tribunal accepts the planning evidence of Mr. Marcucci and finds that the VOP policies and schedules applying to the Tedesco property have regard to s. 2 of the Act, are consistent with the PPS, conform with the GP and conform with the ROP. The property is appropriate for residential use, intensification is facilitated by the medium density designation, and opportunity remains for Tedesco to pursue his intended applications for OPA and/or ZBA.

[35] The City's Motion to dismiss Appeal 117 is granted.

[36] The Tribunal orders that the appeal by Mario Tedesco (Appeal 117) is dismissed under s. 17(45)5 of the Act, and that in accordance with the provisions of s. 17(50) of the Act, the City of Vaughan Official Plan (2010), as adopted by the City on September 7, 2010 subject to Council modifications on September 27, 2011, March 20, 2012 and April 17, 2012, and as modified and endorsed by the Regional Municipality of York on

June 28, 2012, is approved in respect of the lands subject to Appeal 47, including the schedules and policies set out in the attached Attachment 3.

ORDER

[37] The Tribunal's orders and directions set out above are so ordered.

[38] As scheduled previously, the next PHC will commence at **10 a.m. on Tuesday, November 24, 2020** at:

**Vaughan City Hall
Multi-Purpose Room
2141 Major Mackenzie Drive West
Vaughan, Ontario**

[39] The PHC scheduled for **10 a.m. on Tuesday, June 30, 2020** at Vaughan City Hall has been cancelled by the Tribunal in accordance with the directive issued by the Associate Chair of the Tribunal. The Tribunal will also not schedule any new hearing events until further notice. The Tribunal's Case Coordinator will advise when this matter may be rescheduled.

[40] No further notice will be given.

[41] This Member is not seized but may be spoken to for case management purposes.

"S. Tousaw"

S. TOUSAW
MEMBER

If there is an attachment referred to in this document,
please visit www.elto.gov.on.ca to view the attachment in PDF format.

Local Planning Appeal Tribunal

A constituent tribunal of Tribunals Ontario - Environment and Land Division
Website: www.elto.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248



SIGN-IN SHEET
CITY OF VAUGHAN OFFICIAL PLAN 2010
PRE-HEARING CONFERENCE – MARCH 5, 2020

LPAT CASE No.: PL111184

*City of Vaughan: Gurnick Perham
 Bruce Engall
 Christian Gurotto*

APPELLANTS

APPELLANT(S)	APPEAL	REPRESENTATIVE(S)	ATTENDEE(S)
Solmar Inc.	3	Michael Melling / Jamie Cole / Samantha Lampert (for Appellant 40 only) Davies Howe LLP	<i>MICHAEL MELLING JAMIE COLE</i>
Block 40/47 Developers Group Inc.	28		
Auto Complex Ltd.	40		
1539253 Ontario Inc.	68		
Teston Green Landowners Group	149		
Block 42 Landowners Group	151		
Haulover Investments Ltd.	7	Jeffrey Streisfield Jeffrey Streisfield Land Law	<i>Jeffrey</i>
David and Kathy Lundell (Partially resolved March 26, 2014)	42		
Portside Developments (Kipling) Inc.	116		
Mario Tedesco	117		
First Vaughan Investments Inc., Ruland Properties Inc., and Skyrange Investments Inc.	72	Roslyn Houser / Joseph Hoffman / Ian Andres Goodmans LLP	
Calloway REIT (Sevenbridge) Inc.	73		
1834371 Ontario Ltd.	30	Barry A. Horosko Horosko Planning Law	
1541677 Ontario Inc.	43		
2159645 Ontario Ltd. (Liberty)	56		
Nine-Ten West Ltd.	80		
Cedarbrook Residential Inc. (formerly Norstar Building Corporation)	103		
2128475 Ontario Corp.	146		

**SIGN-IN SHEET
CITY OF VAUGHAN OFFICIAL PLAN 2010**
PRE-HEARING CONFERENCE – MARCH 5, 2020

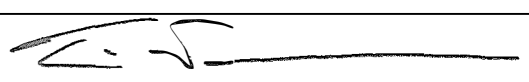
APPELLANT(S)	APPEAL	REPRESENTATIVE(S)	ATTENDEE(S)
West Rutherford Properties Ltd.	16	Quinto Annibale / Steven Ferri Loopstra Nixon LLP	<i>Quinto Annibale</i>
Ozner Corporation	17		
MCN (Pine Valley) Inc.	57		
Royal 7 Developments Limited	84		
Holcim (Canada) Inc.	129		
2203012 Ontario Limited	130		
Blair Building Materials Inc.	131		
Caldari Land Development Corporation	150	Mark R. Flowers Davies Howe LLP	<i>JAMIE COLE</i>
2090396 Ontario Ltd.	60		
Arthur Fisch & 1096818 Ontario Inc.	61		
H & L Title Inc. and Ledbury Investments Ltd.	75		
Centre Street Properties Inc.	78		
Vogue Investments Ltd.	79		
Lucia Milani and Rizmi Holdings Ltd.	62	Matthew Di Vona Di Vona Law Professional Corporation	
Teston Villas Inc.	152		
Zzen 2	108	John Alati / Susan Rosenthal Davies Howe LLP	<i>JAMIE COLE</i>
Ivanhoe Cambridge II Inc.	142		
Anland Developments Inc.	83	Chris Barnett Osler Hoskin & Harcourt LLP	
281187 Ontario Ltd.	64	Gerard C. Borean Parente, Borean LLP	<i>Gillian Gondosch</i>
L-Star Developments Group	65		
1034933 Ontario Ltd.	120		
Concetta Marciano	135		
Pro Catering Ltd.	136		

**SIGN-IN SHEET
CITY OF VAUGHAN OFFICIAL PLAN 2010**

PRE-HEARING CONFERENCE – MARCH 5, 2020

APPELLANT(S)	APPEAL	REPRESENTATIVE(S)	ATTENDEE(S)
Maria and Joe Pandolfo	163	Steven Ferri Loopstra Nixon LLP	<i>Quinto Annibale</i>
Country Wide Homes (Pine Valley Estates) Inc.	166	N. Jane Pepino Aird & Berlis LLP	

PARTIES

PARTY		REPRESENTATIVE(S)	ATTENDEE(S)
Region of York	A	Pitman Patterson Borden Ladner Gervais Bola Ogunmefun Region of York	
Ministry of Municipal Affairs and Housing	B	Kenneth Hare / Ugo Popadic Ministry of Attorney General	
Toronto and Region Conservation Authority	C	Jonathan H. Wigley <i>Tim Duncan</i> Gardiner Roberts LLP Coreena Smith Toronto & Region Conservation Authority	
611428 Ontario Ltd.	F	David Bronskill Goodmans LLP	

**SIGN-IN SHEET
CITY OF VAUGHAN OFFICIAL PLAN 2010**

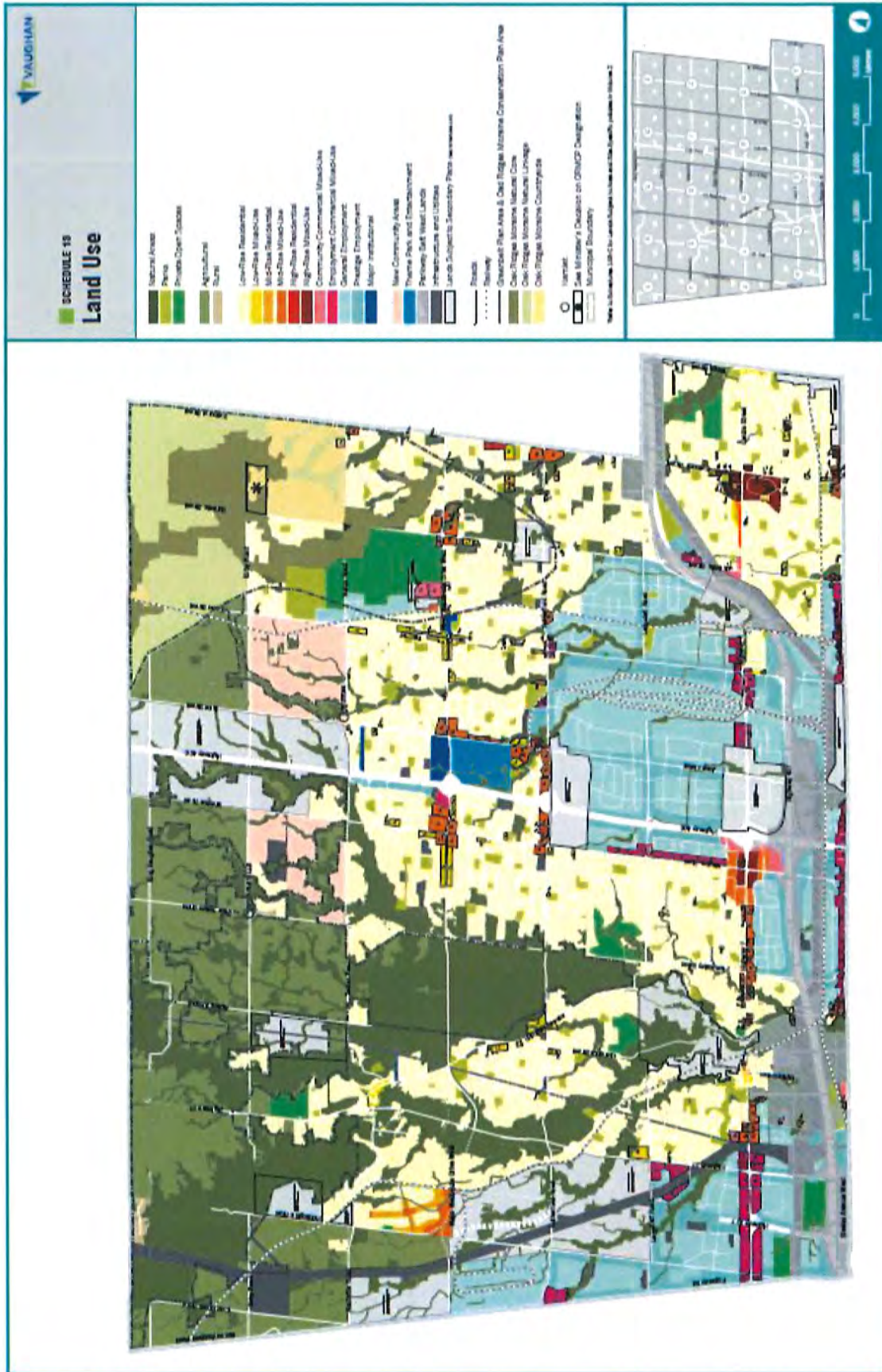
PRE-HEARING CONFERENCE – MARCH 5, 2020

PARTY		REPRESENTATIVE(S)	ATTENDEE(S)
Domenic Simone	AG		
Silvia Bellissimo	AH		
Enza Cristello	AI		
Maria Simone	AJ		
Anthony Simone	AK		
Annarita Guida	AL		
Roybridge Holdings Ltd., Vaughan West II Ltd., Squire Ridge Investment Ltd.	V		
Adidas Canada Ltd. 2029832 Ontario Inc. Conair Consumers Products Inc.	W		
Sidney Isenberg (Medallion Fence)	Y	Sidney Isenberg c/o Medallion Fence Limited	
Liberata D'Aversa	Z	Gregory T.A. Gryguc Zeppieri & Associates	
Teresa Marando (Appeal resolved March 26, 2014 – to remain a Party)	AN	Daniel Artenosi / Christopher Tanzola Overland LLP	
Seven 427 Developments Inc.	AO	Johanna Shapira Wood Bull LLP	

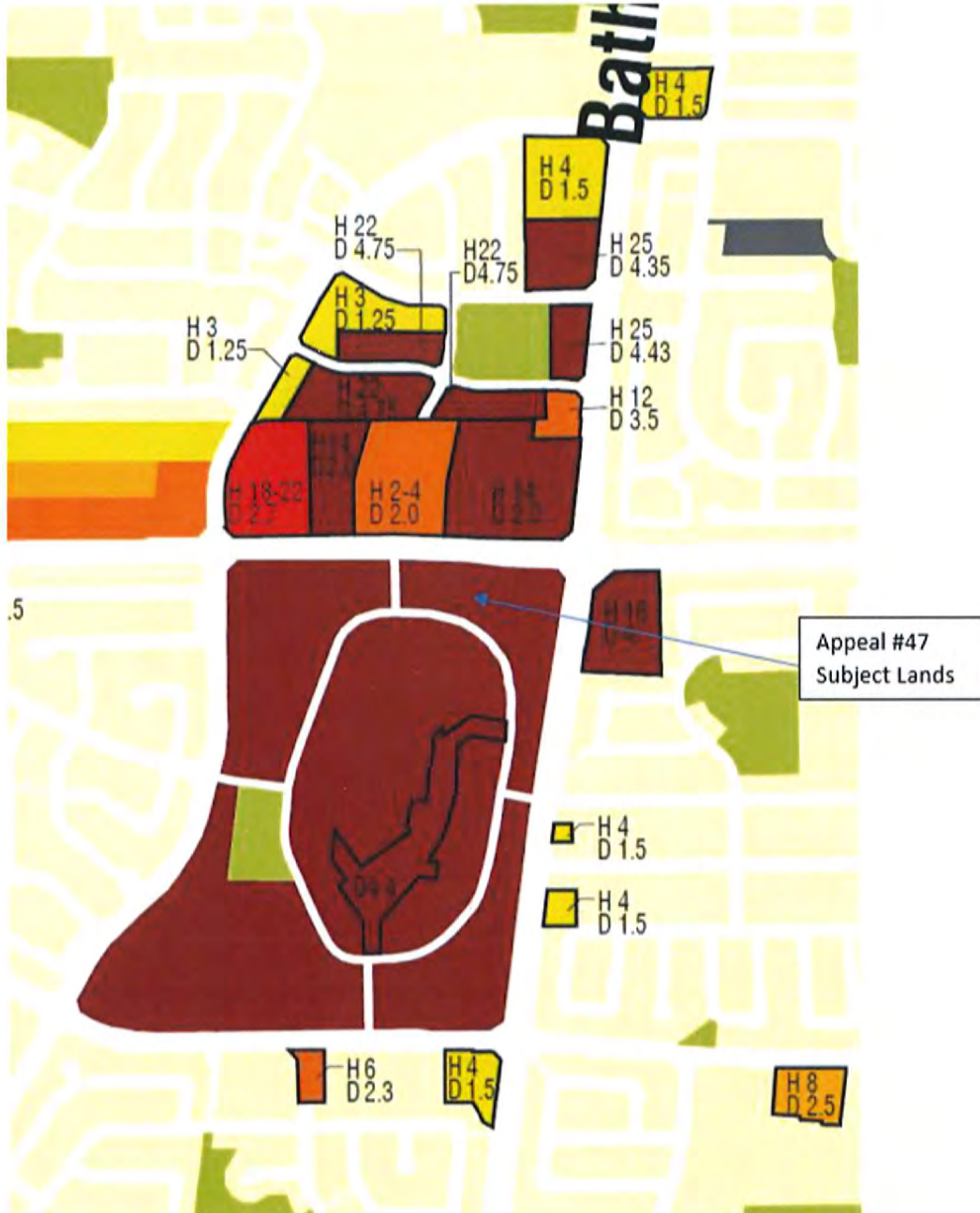
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PRE-HEARING CONFERENCE – MARCH 5, 2020

PARTICIPANTS

PARTICIPANTS		REPRESENTATIVE(S)	ATTENDEE(S)
Block 27 Landowners	1	Michael Melling Davies Howe LLP	<i>MICHAEL MELLING JAMIE COLE</i>
City of Brampton	2	Diana Soos City of Brampton	
America Ferrari	4	America Ferrari	
Crown Heights Coop Housing	5	Ellen Schacter	
Maria, Yolanda, Laura, Guiseppe Pandolfo and Cathy Campione	6	Guiseppe Pandolfo	
Brownridge Ratepayers Association	7	Mario G. Racco	
Bellaterra Corporation	8	Gerard C. Borean Parente, Borean LLP	
Mary Mauti and Elisa Testa	9	Mary Mauti / Elisa Testa	
Village of Woodbridge Ratepayers Association	10	Maria Verna	



Schedule 13

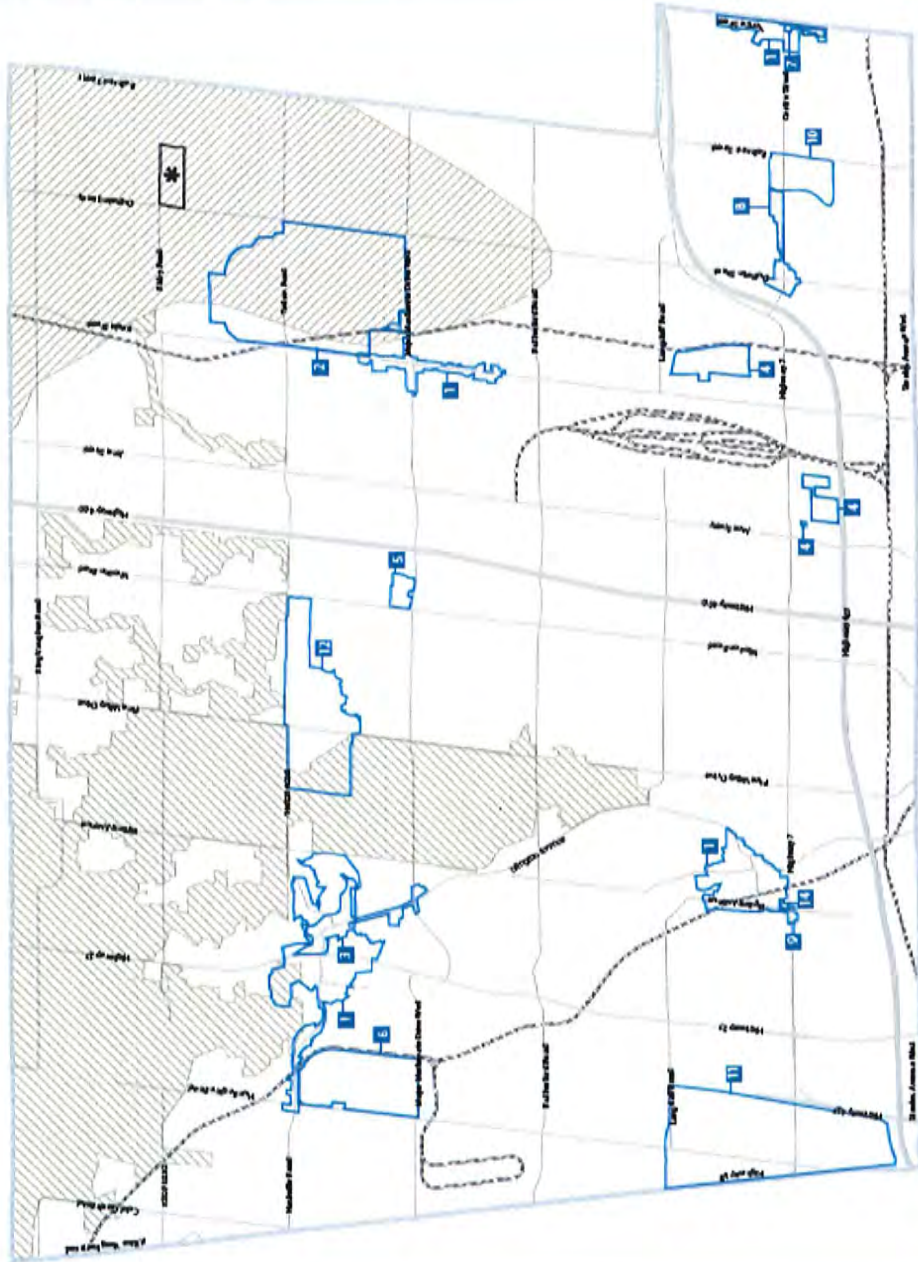




SCHEDULE 14.8

Areas Subject to Area Specific Plans

- Area Specific Areas - Chapter 12
- 1 Heritage Conservation Districts - 12.2
- 2 Keesee Valley Landfill Area - 12.3
- 3 Pottery Cores - 12.4
- 4 Adult Entertainment Basin - 12.5
- 5 NE Quadrant of Major Mackenzie Dr. & Weston Rd. - 12.6
- 6 Block 62, W. "Sunshine Heights" - 12.7
- 7 Yonge St. Corridor in Thornhill - 12.8
- 8 Centre St. Corridor - 12.9
- 9 Kipling Ave. & Highway 7 - 12.10
- 10 Redburn & Centre St. - 12.11
- 11 Harrington Business Park - 12.12
- 12 Block 40/47 - 12.13
- 13 Duffin Centre - 12.14 - Not Yet Approved
- 14 NE Quadrant of Kipling Ave. & Highway 7 - 12.15
- See Minister's Decision on OIRM's Designation
- Municipal Boundary



April 2018

12.11 Bathurst and Centre Street: Thornhill Town Centre

NOT YET APPROVED BY THE ONTARIO MUNICIPAL BOARD

12.11.1 Introduction

This Area Specific Policy will implement the vision for the Thornhill Town Centre at Bathurst and Centre Streets by facilitating its ultimate development as the focal point of residential, commercial and business activity within the Thornhill community. The vision for the ultimate development of the Thornhill Town Centre is expressed in terms of a mix of uses and densities, the First Phase of Development will take the form of a shopping centre with surface parking and pedestrian oriented uses along "Main Street", flanked by high density residential development to the west.

12.11.2 Development Principles and Objectives of the Plan

- 12.11.2.1. The following principles express the fundamental premises and goals for development within the Thornhill Town Centre, identified on Map 12.11.A:

Growth Management

- a. Planning and development will proceed in a comprehensive and progressive manner that anticipates the needs of the forecast resident population. The objectives associated with this principle, to be achieved by the time of the ultimate development of the lands, are:
 - i. Within the Thornhill Town Centre, to accommodate a concentration of residential and commercial development, including at least 600 to 900 housing units to accommodate a resident population of approximately at least 1200 - 1800 persons, and commercial development with an employee population of at least 500 - 600 persons, with the goal of achieving a resident-to-employee ratio of more than 1:1;
 - ii. To provide the Thornhill Town Centre with a structure of public streets and development blocks as shown on Map 12.11.B which protects the opportunity for future development and intensification to continue consistent with the vision for the Thornhill Town Centre;
 - iii. To require all development to proceed on the basis of full services, logically extended in keeping with the availability of servicing capacity and designed and built at a scale which ensures that the forecast population and employment growth estimates noted in 11.6.2.1.a.i can be accommodated;

- iv. To ensure that the municipality promotes and participates in the early development of the key public-sector elements needed to achieve the vision for the Thornhill Town Centre, including the making of arrangements satisfactory to the City regarding the ultimate establishment of:
 - A. Public transit services, and associated infrastructure and facilities;
 - B. A network of public road rights-of-way, as identified on Map 12.11.B;
 - C. On-street parking on Main Street and any local roads within the Thornhill Town Centre;
- v. To plan well in advance, in cooperation with the Region of York, to ensure that infrastructure improvements at both the local and regional level are planned on a comprehensive basis, and built in time to address the needs of the Thornhill Town Centre;
- vi. To provide high quality development within the Thornhill Town Centre by:
 - A. Encouraging and attracting private investment within the Thornhill Town Centre;
 - B. Encouraging a range and mix of residential and employment generating land uses; and,
 - C. Establishing simple development rules in order to encourage, rather than discourage, development that meets the objectives of this Area Specific Policy;
- vii. To ensure that the costs of private development are fully borne by, shared equitably among, and recovered from benefiting landowners;

Urban Form

- b. The ultimate development of the Thornhill Town Centre shall establish an urban form with a mix of residential, commercial, institutional, parks and open space, and employment uses, concentrated and arranged in a manner which encourages travel on foot and by other modal alternatives to the car, and which fosters and facilitates public transit ridership. The objectives associated with this principle are:
 - i. To facilitate the development of the Thornhill Town Centre in a comprehensive manner;

- ii. To promote the evolution and growth of the Thornhill Town Centre as a focal point of higher density residential and commercial development; and
- iii. To promote and encourage pedestrian activity throughout the Thornhill Town Centre and to other parts of the Thornhill Town Centre, by ensuring that development is safe, attractive, conveniently accessible, and human in scale;

Built Form and Public Realm

- c. The Thornhill Town Centre will be developed in a manner that reflects this Area Specific Policy as they apply to the public realm and private lands, in order to create an attractive, safe and pedestrian-friendly urban environment. The objectives associated with this principle are:
 - i. To promote high quality design within the area including streetscapes, open spaces, public buildings and infrastructure, and private buildings, in order to create a comfortable, usable, understandable, and memorable neighbourhood/community;
 - ii. To create a strong community image by enhancing the character of the built environment including building design and massing, signage, planting and streetscapes;
 - iii. To provide a sensitive transition between the concentration, mix and massing of uses and buildings within the Thornhill Town Centre and the low-density community outside of the Thornhill Town Centre;
 - iv. To ensure that neighbouring developments within the Area Specific Plan Boundary and adjoining it are physically compatible and complementary;
 - v. To create a pedestrian-friendly environment through the layout of streets, configuration of lots, and siting of buildings and their entrances;
 - vi. To ensure that the retail commercial development on "Main Street" is planned and developed in a manner which is supportive of a street-related, pedestrian-friendly environment;
 - vii. To support the viability of transit by coordinating land use, transportation infrastructure and urban design in a mutually complementary manner supporting and encouraging pedestrian oriented and transit-supportive development; and,
 - viii. To develop attractive streetscapes through attention to the design of the public realm, built form, and the relationship between buildings,

streetscapes and other public areas, based on application of the following principles:

- A. Ensure that development adjacent to the "Main Street" is designed to establish a comfortable, human-scale environment for pedestrians;
- B. Encourage pedestrian travel throughout the Thornhill Town Centre through establishment of a network of streets, creation of a comfortable, safe and attractive walking environment, and connectivity to parks, public buildings and facilities and commercial uses;
- C. Provide a consistent level of streetscape design, lighting, planting, signage, street furniture and other amenities;
- D. Ensure that all public and private areas are designed in a manner which is safe, secure, and subject to informal surveillance, including walkways, building entrances and parking areas;
- E. Establish a strong relationship between buildings and the street by minimizing setbacks and orienting main entrances to public sidewalks and on-street parking (except for the First Phase of Development, within the area designated High-Rise Mixed-Use); and,
- F. Design service and parking facilities to complement the pedestrian system and enhance the attractiveness of the public realm;

Natural Environment

- d. Development shall occur in a manner consistent with the City's philosophy of ecosystem planning, which provides for the protection and conservation of the quality of environmental resources. The objectives associated with this principle are:
 - i. To provide for a system of stormwater management for both water quality and quantity, through the application of state-of-the-art Stormwater Management Practices, designed to protect lands and receiving waters within and outside the Thornhill Town Centre from detrimental effects such as erosion, flooding and sedimentation resulting from increased levels and rates of runoff;
 - ii. To ensure that environmental impacts, are addressed in an ecologically responsible manner, consistent with the City's environmental policies;
 - iii. To encourage environmental remediation measures within new developments, where appropriate;

- iv. To encourage the use of passive and active renewable energy sources, where appropriate;
- v. To encourage the use of 'green' technologies in the design of new buildings and infrastructure, where appropriate; and,
- vi. To reduce vehicular dependency by locating residential and work-related uses in proximity to one another in order to encourage residents to both live and work in the vicinity, and by providing easy access to public transit;

Residential Development

- e. Development of higher density housing forms and types will be encouraged, in order to provide households of varied ages, incomes and demographic composition with choices and lifestyle opportunities. The objectives associated with this principle are:
 - i. To create an adequate supply of housing, including a variety of mid-rise, high-rise and mixed-use housing options, unit types and sizes;
 - ii. To encourage opportunities for residents to live and work in the Thornhill Town Centre, through encouragement of appropriate mixed-use residential/commercial development, and enabling home-based employment; and,
 - iii. To encourage development of housing for seniors throughout the Thornhill Town Centre;

Commercial Development

- f. Development of a broad range of retail and office commercial uses will be encouraged within the Thornhill Town Centre. This commercial development will provide increased opportunities for business competition, and a wide variety of commercial goods and services at competitive costs and prices to meet the needs of Thornhill residents. The objectives associated with this principle are:
 - i. To promote the development of a vibrant commercial shopping district focused on the "Main Street" identified on Map 12.11.B. It is required that development abutting "Main Street" will be street-related and pedestrian-friendly, in order to create an attractive shopping precinct at a human scale;
 - ii. To establish the commercial shopping district as an integral component of a pedestrian-friendly urban environment which is conveniently

accessible by public transit, bicycle, and on foot from the surrounding community;

- iii. To direct auto-oriented retail uses, such as service stations and drive-through businesses to locations outside the Thornhill Town Centre;
- iv. To discourage large format, single storey retail uses from locating within the Thornhill Town Centre (except for the First Phase of Development within the lands designated High Rise Mixed-Use) and to redirect these forms of retail development elsewhere within the City of Vaughan; and,
- v. To ensure that the Thornhill Town Centre develops in a manner consistent with the vision for the Thornhill Town Centre and the phases of development contemplated by this Area Specific Policy.

Parks and Open Space

- g. Parks will be developed, where appropriate, within the Thornhill Town Centre (except for the First Phase of Development), to satisfy the passive recreational needs of Thornhill Town Centre residents, to enhance the aesthetic appeal of the Town Centre and to provide connections to the park and open space system in the surrounding community. The objectives associated with this principle are:
 - i. To establish urban parks where appropriate and passive recreation opportunities are available to address the needs of the anticipated resident and worker population within the Thornhill Town Centre;
 - ii. To plan and design open space linkages that facilitate continuous, uninterrupted pedestrian and cycling movement within the Thornhill Town Centre, and to the surrounding community;
 - iii. To plan and design parks that provide central public green spaces within the Thornhill Town Centre to address the recreational needs of residents, employees and visitors; and,
 - iv. To establish a hierarchy of parks to meet the varying social and recreational needs typical of an urban centre;

Institutional Uses and Facilities

- h. The opportunity for a range of institutional services and facilities will be provided within the Thornhill Town Centre, to address the needs of Town Centre residents and the surrounding community. The objectives associated with this principle are:

- i. To encourage and assist institutional users and public agencies in securing suitable sites and space to enable them to serve the community's social, cultural, education, government, health care and religious needs;
- ii. To ensure that the institutional uses are compatible with and complementary to neighbouring uses and the surrounding community;
- iii. To encourage major institutional users to locate on sites conveniently accessible to pedestrians and via the public transit network;
- iv. To ensure convenient access for all residents to essential community services, parks, day care, recreation facilities, other institutional uses, and public transit services; and,
- v. To encourage establishment of social services, parks, public facilities and public transit services in locations which are conveniently accessible, particularly to individuals and households with more limited mobility, including seniors, families with young children, and the physically challenged.

Transportation and Transit-Supportiveness

- i. An efficient transportation network is needed to serve the Thornhill Town Centre, and the surrounding community, which permits efficient vehicular movement while encouraging travel by non-auto modes, including on foot, bicycle and public transit. The objectives associated with this principle are:
 - i. To develop a network of continuous and interconnected public arterial, collector and local streets and laneways, complemented by a public transit network, facilitating efficient movement by all modes of transportation within the Thornhill Town Centre, and connecting with the surrounding community;
 - ii. To develop a walkable, pedestrian-friendly environment, which is well connected to public facilities, parks and commercial areas, to encourage travel via non-auto modes by establishing development which is safe, attractive, and human in scale, in keeping with the urban design and streetscaping objectives of this Area Specific Policy;
 - iii. To encourage a significant increase in public transit ridership to reduce traffic congestion, energy costs and pollution, and foster greater efficiency in the operation of the transportation system;
 - iv. To support the viability of public transit by planned and coordinated land use, transportation infrastructure and urban design;
 - v. To encourage commercial and residential development at a density sufficient to reinforce the viability of local and regional transit;

- vi. To encourage development to become increasingly transit-supportive in terms of land use, density and urban design as the Thornhill Town Centre evolves over time;
- vii. To provide on-street parking on roads throughout the Thornhill Town Centre to support street related building entrances, and retail uses that are accessible to both pedestrians and drivers;
- viii. To promote shared and structured parking, and permit higher lot coverage in specific areas, in order to minimize areas devoted to surface parking;
- ix. To encourage travel on foot and bicycle, by providing safe and convenient pedestrian and bike networks on public streets connected to parks, public facilities and commercial uses;
- x. To design streets to enhance public safety and reduce traffic speeds;
- xi. To reduce the need for commuter travel by encouraging a closer relationship between the workplace and the home;
- xii. To acquire and protect road rights-of-way and transit rights-of-way that make up the network of collector and local roads and support the urban design and streetscaping policies of this Area Specific Policy; and
- xiii. To support the provision of transit priority measures for transit services on Centre Street and Bathurst Street.

12.11.3 General Land Use Policies

This Area Specific Policy for the Thornhill Town Centre provides land use policies that are in keeping with its vision as the pre-eminent focus of commercial and residential development in the Thornhill community. The Thornhill Town Centre is intended to become a highly desirable and attractive mixed-use urban area. The preferred form of development is intended to support public transit services and provide a comfortable pedestrian environment.

- 12.11.3.1. That the policies contained in this Area Specific Policy shall apply to the lands shown on Map 12.11.A and Map 12.11.B as the “Thornhill Town Centre”. Except as otherwise provided herein, the policies of this Area Specific Policy shall supersede the policies of any other area or specific Official Plan Amendment which is in force in the City on the date of the approval of this Area Specific Policy.

Population and Employment Growth

- 12.11.3.2. It is intended that the Thornhill Town Centre accommodate a mix of residential and commercial development. The ultimate development for Thornhill Town

Centre will provide opportunities for people to choose to both live and work in the area, including the provision of live/work units.

Retail Commercial Development

- 12.11.3.3. A significant retail shopping component is expected to be established on the site, with "Main Street" being developed as a pedestrian-friendly shopping precinct and focus for the surrounding development. Retail development will primarily be established at grade, but on "Main Street", second floor retail uses will also be permitted. The first phase of such development will be in the form of a shopping centre, with surface parking, to the east and west of the "Main Street" shopping precinct.

Mixed-Use Development

- 12.11.3.4. Ultimately, development may include a mix of retail, office and residential uses, either in single use buildings or mixed-use buildings. Mixed-use buildings will be encouraged to develop throughout most of the Thornhill Town Centre as the lands intensify over time.

Prohibited Development

- 12.11.3.5. The following types of development are not permitted within the Area Specific Plan Boundary:
- a. Drive-through facilities associated with any permitted use;
 - b. Service Station uses and car washes; and,
 - c. Retail uses that require outdoor storage, with the exception of garden centres that are accessory to a primary use.

Development Density

- 12.11.3.6. It is intended that the density of development within the Thornhill Town Centre will be controlled through the use of a Floor Space Index (FSI). A Floor Space Index is a ratio of the amount of permitted development (measured as gross floor area) in relation to the size of the development lot.
- 12.11.3.7. The area included in the calculation of residential density shall include the land for the buildings, private roads and driveways, parking areas and landscaping, and amenity areas related to the specific development, but shall exclude all other lands.
- 12.11.3.8. Wherever used in this Area Specific Policy, the words "First Phase of Development" shall mean, development within the Thornhill Town Centre up to

a maximum gross floor area of 34,373 square metres (370,000 square feet) within the lands designated **Mid-Rise Mixed-Use** and **High-Rise Mixed-Use**.

12.11.4 Mid-Rise Mixed-Use

- 12.11.4.1. The Mid-Rise Mixed-Use designation provides a lively and active, pedestrian-related, retail shopping environment fronting on "Main Street". To support visual attractiveness, a consistent image, and a high-quality design and development related and scaled to the pedestrian are required for all lands subject to this designation.
- 12.11.4.2. The development potential in the "**Mid-Rise Mixed-Use**" designation provides the opportunity to support existing and planned public transit services within an easy walk of Centre Street. Ultimately, residents and employees located within the designation will also support the retail shopping precinct on "Main Street".
- 12.11.4.3. That notwithstanding policy 9.2.1.1 the following uses shall be permitted within **Mid-Rise Mixed-Use** areas identified on Map 12.11.A (which includes all properties fronting "Main Street"):
- a. Residential Units;
 - b. Home Occupations (provided the residential component of the live/work unit is located above-grade in a mixed-use building);
 - c. Retail uses, including department stores and supermarkets, personal service establishments, restaurants and entertainment facilities, doctor and dental offices, veterinary clinics, and banks and financial institutions;
 - d. Office Uses;
 - e. Places of worship; and,
 - f. Community and institutional uses, including public health facilities, all types of special needs housing, cultural and social facilities, non-profit clubs and organizations, public utilities, and community facilities such as libraries and day nurseries, provided they are located above-grade in a mixed-use building.
- 12.11.4.4. That the following building types are permitted, pursuant to Section 9.2.3:
- a. Mid-Rise buildings;
 - b. Low Rise buildings;
 - c. Stacked Townhouses; and,
 - d. Public and Private Institutional buildings

- 12.11.4.5. That notwithstanding Section 9.2.1.9 stormwater management facilities shall not be permitted in **Mid-Rise Mixed-Use** areas.
- 12.11.4.6. That offices (with the exception of doctor and dental offices and veterinary clinics), residential, community and institutional uses are not permitted in stand-alone, single use buildings and are permitted only if located above grade in a mixed-use building, with the exception of places of worship.
- 12.11.4.7. Map 12.11.A identifies a "Main Street". It is the intent of the City that this "Main Street" be developed with predominantly small-scale retail and service uses at-grade, with a maximum unit ground floor size of 350 square metres (3,767 square feet). There is no unit size restriction for uses located on storeys above the ground floor.
- 12.11.4.8. Notwithstanding the foregoing, two larger scale units are permitted as at grade units on "Main Street", provided they do not need exceed a ground floor area of 1,162 square metres (12,500 square feet) and 557 square metres (6,000 square feet), one located on the west side of "Main Street" south of the planned east/west road, and one located on the east side of "Main Street" north of the planned east/west road, respectively.
- 12.11.4.9. To create the desired character and environment on lots abutting "Main Street", buildings and their primary public pedestrian entrances shall face the "Main Street" and shall be located close to the front lot line. All buildings on lots abutting the "Main Street" shall provide retail and service uses at-grade.
- 12.11.4.10. That notwithstanding policy 9.2.1.5 the maximum height along the "Main Street" frontage shall be 4 storeys with a permitted step back from the street to 6 storeys (with the exception of corner buildings);
- 12.11.4.11. Notwithstanding policy 11.6.4.8 the minimum height of buildings on "Main Street" is 2 storeys.
- 12.11.4.12. Corner buildings shall be a minimum of 2 storeys and a maximum of 8 storeys or 29 metres.
- 12.11.4.13. That notwithstanding Section 9.2.1.6 the maximum Floor Space Index is 2.0 FSI.
- 12.11.4.14. Within the Thornhill Town Centre, the first phase of development shall include the construction of "Main Street", and the construction of buildings fronting onto both sides of "Main Street" concurrent with construction of the large format, retail building at the eastern limit of the property.
- 12.11.4.15. All buildings shall be sited close to the "Main Street" right-of-way and create an attractive and interesting public realm.
- 12.11.4.16. All individual retail uses in buildings on lots abutting the "Main Street" shall be in buildings limited in size to a maximum of 2,500 square metres of ground floor area.

- 12.11.4.17. The **Mid-Rise Mixed-Use** designation along "Main Street" shall have a minimum depth of 45 metres.
- 12.11.4.18. Parking for uses within the **Mid-Rise Mixed-Use** designation may be provided within the area designated **High-Rise Mixed-Use**; for the purpose of providing parking to satisfy the City's parking standards, the lands west of "Main Street" are required to provide the parking required for the development located west of "Main Street"; and, similarly, the lands east of "Main Street" will provide the parking required for the development located east of "Main Street".
- 12.11.4.19. Parking for uses within the **High-Rise Mixed-Use** designation may be provided within the area designated **Mid-Rise Mixed-Use**, except for the area of the **Mid-Rise Mixed-Use** designation within 20 metres of the Main Street right-of-way.
- 12.11.4.20. Notwithstanding the permitted uses noted above, one park/urban square shall be permitted within the **Mid-Rise Mixed-Use** designation.

12.11.5 High-Rise Mixed-Use

The **High-Rise Mixed-Use** designation provides the opportunity, ultimately, for residential, retail and commercial development, in buildings of single use, or in mixed-use buildings. This designation provides considerable flexibility for development to evolve over time in response to market conditions. Flexibility in density and height will permit buildings as little as a single storey, up to a maximum of fourteen storeys for apartment or office buildings. High quality design is required to give the area attractiveness and a consistent image. In time, a structure of public roads and development blocks will be created that is expected to facilitate gradual intensification of development within this designation over time.

- 12.11.5.1. Notwithstanding policy 9.2.1.1 **High-Rise Mixed-Use** designation encourages mixed-use development, and permits the following:
- a. Residential units;
 - b. commercial uses, including retail, restaurant, service, doctor and dental offices, veterinary clinics, banks and financial institutions and office uses,
 - c. Parks and urban squares;
 - d. Public parking facilities;
 - e. Storm water management facilities;
 - f. Places of worship; and,
 - g. Community and institutional uses, including public health facilities, all types of special needs housing, cultural and social facilities, non-profit clubs and

organizations, public utilities, and community facilities such as libraries and day nurseries.

- 12.11.5.2. That the following building types are permitted, pursuant to Section 9.2.3:
- a. High-Rise buildings;
 - b. Mid-Rise buildings;
 - c. Low Rise buildings;
 - d. Stacked Townhouses; and,
 - e. Public and Private Institutional buildings.
- 12.11.5.3. Notwithstanding policy 9.2.1.5, the maximum height of all buildings shall be fourteen storeys or 44 metres, whichever is less.
- 12.11.5.4. Notwithstanding policy 9.2.1.6, the maximum FSI is 2.0.
- 12.11.5.5. No individual retail use shall be permitted with a gross floor area in excess of 12,635 square metres (136,002 square feet).
- 12.11.5.6. Parking for uses within the **High-Rise Mixed-Use** designation may be provided within the area designated **Mid-Rise Mixed-Use**, except for the area of the **Mid-Rise Mixed-Use** designation within 20 metres of the Main Street right-of-way; for the purpose of providing parking to satisfy the City's parking standards, the lands west of Main Street are required to provide the parking required for the development located west of Main Street; and, similarly, the lands east of Main Street will provide the parking required for the development located east of Main Street.

12.11.6 High-Rise Residential

- 12.11.6.1. A portion of the Thornhill Town Centre on the north east corner of New Westminster Drive and Centre Street is designated for **High-Rise Residential** use. It is the intention of this Area Specific Policy that this area shall be developed with high quality and a consistent level of urban design for the public and private realm.
- 12.11.6.2. Notwithstanding policy 9.2.1.1 following uses are permitted in the **High-Rise Residential** designation:
- a. Residential units, including live-work units; and,
 - b. Parks and public squares.
- 12.11.6.3. The following building types are permitted, pursuant to Section 9.2.3:
- a. High-Rise buildings; and,

b. Mid-Rise buildings.

- 12.11.6.4. Notwithstanding policy 9.2.1.5 the maximum height of apartment buildings shall be 18 to 22 storeys, depending upon resolution of matters respecting shadowing, massing and built form, to the City's satisfaction.
- 12.11.6.5. Notwithstanding policy 9.2.1.6 the maximum permitted residential density is 2.7 FSI for apartment buildings, calculated on the land area designated **High-Rise Residential**, excluding road allowances as identified on Map 12.11.B. Within the **High-Rise Residential designation**, variation in the allocation of density to individual land parcels is permitted, provided that the density on the **High-Rise Residential** lands collectively does not exceed 2.7 FSI, and subject to addressing built form, massing, shadowing and amenity space requirements, to the City's satisfaction. Further minor variations may be permitted where appropriate to provide for effective floor space arrangements, subject to the other applicable considerations for development within this designation.
- 12.11.6.6. Notwithstanding Section 9.2.2.5 local convenience commercial uses shall be permitted in **High-Rise Residential** buildings without amendment to this Area Specific Policy, provided they are designed as an integral part of the building. Local convenience commercial uses include the following uses: bank or financial institution, retail store, business or professional office, personal service shop and video store. Such uses in total shall be limited in size to a maximum of 30% of the ground floor area of the building.

12.11.7 Built Form

The intent of the built form policies is to reinforce the overall urban structure consistent with the 'vision' for the Thornhill Town Centre. The built form policies complement and are integrated with the land use policies of this Area Specific Policy. Built form policies specify the preferred relationship of buildings to the street through policies governing building heights, massing, frontage, setbacks, and "build-to" zones that define the street edge.

The following built form policies are intended to achieve the ultimate overall vision for the Thornhill Town Centre, some of them being inconsistent with the shopping centre built form permitted as the first phase of development within the Thornhill Town Centre:

- Buildings (with the exception of the First Phase of Development within the **High-Rise Mixed-Use** designation) shall be sited to promote positive building-to-street relationships:
- Buildings (with the exception of the First Phase of Development within the **High-Rise Mixed-Use** designation) shall be located close to the street and sidewalk;
- Buildings (with the exception of a large format store permitted at the Bathurst/Centre intersection within the **High-Rise** designation) shall have

active architecture. Convenient access onto the site shall be provided from Centre Street for pedestrians and users of public transit;

- When buildings are related to and located at the street, they shall not be separated from the street by either parking areas or drive aisles.
 - Buildings shall be designed to comply with the requirements of the City's Accessibility Guidelines, and the Ontario Building Code respecting access for the physically challenged.
- 12.11.7.1. Buildings shall be sited to minimize their impact on neighbouring properties, respecting and protecting the existing scale and character of adjacent residential neighbourhoods;
- 12.11.7.2. Buildings shall be sited and massed to ensure adequate sunlight, sky views, and to mitigate wind conditions on the street, sidewalk and in open spaces;
- 12.11.7.3. Except for the First Phase of Development within the **High-Rise Mixed-Use** designation, buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces. The public faces of these buildings are to align with neighbouring buildings to define the street wall in a consistent manner.
- 12.11.7.4. Except for the First Phase of Development within the **High-Rise Mixed-Use** designation, buildings shall be sited and organized so that streets and parks are overlooked by active building faces. This Area Specific Policy and the zoning by-law will establish build-within zones and identify the minimum proportion of frontage within each block face which shall be occupied by buildings. In addition to providing a 'connecting link', a relatively consistent building edge is important to provide spatial definition and containment to the street. "Build-within" zones require buildings to locate their front and exterior side-walls within a defined zone on the lot. The "build-within" zones essentially set both a minimum and maximum setback.
- a. Except for development within the **High-Rise Mixed-Use** designation in the First Phase of Development, all commercial buildings within the Thornhill Town Centre shall be developed with a substantial portion of their front and exterior side facades between 1.0 and 3.0 metres of the front lot line and the exterior side lot line; and,
 - b. Except for development within the High Rise Mixed-use designation in the First Phase of Development, reflect the importance of corner properties and reduce the distance between buildings along Centre Street and Bathurst Street, the "build-within" zone abutting the Regional road sight triangle will be between 0.6 and 2.0 metres.

Minimum Built Frontage

- 12.11.7.5. A street wall or part of the building that is closest to the public street provides important spatial definition and a sense of enclosure for that street. This is critically important along the pedestrian-oriented "Main Street" identified on Map 12.11.A. A minimum amount of active, transparent and articulated building wall located within the build-within zone shall be required, as follows:
- a. On all lands adjacent to the "Main Street" identified on Map 12.11.A, the minimum built frontage shall be 75 percent of the developable block face of each block;
 - b. On all lands adjacent to Local Roads that generally run north-south, the minimum built frontage shall be 75 percent of the developable block face of each block;
 - c. On all lands adjacent to Local Roads that generally run east-west, the minimum built frontage shall be 50 percent of the developable block face of each block; and,
 - d. On all lands adjacent to Centre Street and Bathurst Street, the minimum built frontage shall be 50 percent of the developable frontage.

Corner Buildings

- 12.11.7.6. The advantages of better visibility, light and view, make corner sites good locations for landmark buildings. Corner sites are consequently often occupied by prestigious buildings, or by buildings of community status. In the Thornhill Town Centre, corner sites will play particularly significant roles in defining landmarks. It is therefore important that the treatment of the corner sites be consistent throughout this Area Specific Policy. The following policies apply to corner sites:
- a. Corner designs shall enhance the presence of each corner building;
 - b. With the exception of the large format building at the northwest corner of Bathurst Street and Centre Street, buildings should 'turn the corner' i.e. they should have articulated, active and transparent facades towards both streets and should be visually distinguishable from adjacent development; and,
 - c. Corner buildings should have a high level of architectural detailing and a distinct architectural appearance.
- 12.11.7.7. Service areas and access to underground parking shall be appropriately integrated into the buildings they serve and located so as to minimize physical and visual impact on public sidewalks and open spaces. Service areas shall not be located between any building and any public street.

- 12.11.7.8. Except for the First Phase of Development, reverse lot development (residential and/or commercial) will not be permitted along Centre Street. Where parking access is located off the street by way of internal driveway circulation system, the units should still have a functional primary pedestrian entrance that relates to the street.
- 12.11.7.9. The area between the building wall and the street should contribute to the positive social and visual environment of the street.
- 12.11.7.10. Buildings should be designed with a high level of architectural resolution and materials.
- 12.11.7.11. Blank walls and monotonous facades should be avoided, particularly along the "Main Street", Centre Street and Bathurst Street, owing to their high degree of visibility in presenting the "face" of the Town Centre to the passing public. Variation in vertical and horizontal articulation shall provide façade treatment and detailing, including lighting, awnings, and except for the large format retail buildings within the **High-Rise Mixed-use** designation, windows and primary entrances.
- 12.11.7.12. Buildings should be vertically articulated into base, middle and top section, and horizontally articulated to break up building mass along a street face.
- 12.11.7.13. Architectural variation and animation should be encouraged and include building elements such as balconies, windows, porches, railings, entrances, awnings and attractive signage where appropriate.
- 12.11.7.14. Where the grade changes over the length or width of the site, accommodation for the grade changes, if required, shall be accomplished on the site in such a manner as to avoid substantial differences in the level of primary entrances and the public sidewalk in regard to buildings constructed along the site edges.
- 12.11.7.15. Surface parking should have the least possible impact on the public realm; except for the First Phase of Development, large surface parking areas are discouraged; and, where large surface parking areas are provided, they should be setback, screened and buffered from the street edge, with comfortable pedestrian routes provided through and around parking areas.
- 12.11.7.16. Ramps to underground parking should be located within the building
- 12.11.7.17. Service and loading areas are prohibited adjacent to public streets and must, at all times, be effectively screened and, if possible, fully enclosed.
- 12.11.7.18. Garbage shall be stored within buildings.
- 12.11.7.19. Urban Design Guidelines and Architectural Control Guidelines shall be prepared by development applicants, and shall address both built form and public realm considerations to the satisfaction of the City. Such guidelines shall be prepared in regard to the shopping centre form of development permitted by this Area Specific Policy within the First Phase of Development, with a further

set of guidelines to be prepared for development in excess of the First Phase of Development.

12.11.8 Streetscape and Public Realm

The following policy framework is intended to create a unified public realm and streetscape along Centre Street and within the Town Centre. Although some elements are addressed separately, the success of the overall vision will be through the careful implementation of these elements into an interconnected whole over time.

The public realm includes many separate elements that, when brought together in a comprehensive and consistent approach can create an attractive, high quality urban space and enhance the character of the neighbourhood. The connectivity of the Thornhill Town Centre will be addressed over time through an integrated network of streets, pedestrian systems, bicycle routes, transit facilities, and weather protection which collectively create a pedestrian-friendly environment. Centre Street and Bathurst Street play key roles in making connections to the community and in presenting the Town Centre to the public, owing to the high level of visibility and accessibility they afford to the Town Centre.

The community surrounding the Town Centre is well served by an active park system. Over time, the City of Vaughan shall encourage the further expansion and improvement of the public realm with street plantings, promenades, small, passive urban-scale parks and/or squares, private courtyards and gardens: The City shall also seek opportunities to improve linkages between existing parks and open spaces nearby, and the Thornhill Town Centre.

- 12.11.8.1. Public realm conditions should support year-round and day and night activities.
- 12.11.8.2. Streetscape improvements, linked by a common theme and selection of materials, shall be made to both sides of each street to enhance the identity of place, pedestrian comfort and safety. In this regard, Bathurst Street and Centre Street are priority areas. Streetscape improvements shall include:
 - a. Paving and soft landscaping;
 - b. Street furniture;
 - c. Pedestrian-scale and street lighting; and,
 - d. Signage.
- 12.11.8.3. Pedestrian weather protection shall be provided along the facades of buildings where entrances are located.
- 12.11.8.4. For development within the High-Rise Residential designation, a landscaped strip, 6.0 metres in width, shall be provided, within and along the northern edge

- of the Thornhill Town Centre, from New Westminster Drive to the eastern limit of the High Rise Residential designation.
- 12.11.8.5. For the First Phase of Development, a landscaped strip, 3.5 metres in width, shall be provided, within and along the northern edge of the Thornhill Town Centre, from the western limit of the High-Rise Mixed-use designation to the western boundary of the synagogue property. Within the 3.5 metre landscape strip, the landscaping shall be significantly enhanced. For development in excess of the First Phase of Development, this landscape strip shall be 4.5 metres in width.
- 12.11.8.6. Mature trees within the public and private realm shall be preserved wherever possible. A tree preservation plan must be submitted with all development or redevelopment applications. Soft landscaping shall be maximized and hard surfacing minimized, with the exception of well-designed and planted plazas, forecourts, patios, and streetscapes associated with "Main Street" and Centre Street.
- 12.11.8.7. Public spaces shall be designed to be inviting to the public, well lit, of a comfortable pedestrian scale, and complementary to the architecture of adjacent buildings.
- 12.11.8.8. High-quality architectural elements such as railings, pedestrian lighting and tree gates shall be provided.
- 12.11.8.9. The pedestrian environment and connections both in the public realm (e.g. streets and sidewalks) and within the private realm shall be improved in the following ways:
- a. Design blocks at a pedestrian scale rather than an automobile scale except for development on the **High-Rise Mixed-Use** lands in the First Phase of Development;
 - b. Provide mid-block connections to enhance pedestrian circulation;
 - c. Provide for public safety and comfort through a coordinated sidewalk and street furniture program, including adequate lighting (With reference to the City of Vaughan Draft Outdoor Lighting Design Guidelines), seating, wind and rain protection, bicycle parking, and enhanced and identifiable pedestrian crossing points;
 - d. Provide additional planting of street trees and plantings on private lands;
 - e. Provide buildings at the street with the primary access from the street. Except for the First Phase of Development, other than as specifically provided elsewhere in this Area Specific Policy for "Main Street", the primary access from the street to a commercial building shall be directly connected to the street in such a manner as to avoid substantial differences in the level of the primary entrance and the public sidewalk;

- f. Ensure proper maintenance of public and private walkways;
- g. Provide bicycle parking facilities in commercial, public open space and public transit areas to which bicycles may be locked;
- h. Ensure that development complies with the requirements of the City's Accessibility Guidelines to ensure acceptable access for the physically challenged;
- i. Open spaces, streets and walkways should be interconnected and linked to important destinations within the community and outside;
- j. Pedestrian circulation spaces should be well buffered from moving cars and noise, and have sufficient sunlight penetration for enjoyment year-round;
- k. Visual screening and buffering should be provided to adjoining parking, loading, underground parking and servicing areas; and,
- l. Except for the First Phase of Development, other than as specifically provided elsewhere in this Area Specific Policy for "Main Street", the street-related storeys of buildings should further enhance the quality of pedestrian open space and circulation within the public realm through building transparency, windows, primary entrances, engaging architectural articulation and pedestrian-scaled detail.

12.11.9 Main Street

- 12.11.9.1. Development on "Main Street" shall be characterized by the following five elements:
 - a. buildings that maintain a consistent build-within zone and frontage to define a street wall; buildings on both sides of the street that are oriented to the "Main Street"; buildings that face the "Main Street" at the first floor with the primary facade; and buildings with primary entrances that front onto the "Main Street", and that are directly connected to, the street in such a manner as to avoid substantial differences in the level of the primary entrance and the public sidewalk;
 - b. A complementary relationship between pedestrian, vehicular and transit circulation systems where conflicts are minimized;
 - c. Highly articulated buildings with distinctive architectural expression and massing designed to provide an attractive pedestrian-scaled public face despite large parcel land ownership;
 - d. Buildings designed with high ground floor-to-ceiling heights (3.5 metres minimum) in order to accommodate a range of programs (retail, restaurant,

institution, etc.) and the hierarchical distinction between ground, middle and upper storeys architecturally expressed; and,

- e. A break in the buildings along "Main Street" at the first floor shall be provided every 35 metres for the purpose of a pedestrian connection (either enclosed or unenclosed), in the form of sidewalks and stairs, open to the public at all times, connecting "Main Street" to the parking areas behind the "Main Street" buildings.

- 12.11.9.2. The greatest building heights shall be permitted at the key corner locations, with corner sites defined by more intense development and high-quality architecture, to serve as landmarks or gateway entry points.
- 12.11.9.3. Development of mixed-use buildings is encouraged in order to help facilitate live-work opportunities and a lively and active district.
- 12.11.9.4. Extensive landscaping treatment and outdoor features should be provided to encourage and facilitate pedestrian activity.
- 12.11.9.5. Except for the First Phase of Development, parking shall be located below-grade wherever possible. Any above-grade parking garages should be faced with active uses.
- 12.11.9.6. Sharing of parking in mixed-use developments is encouraged.
- 12.11.9.7. On-street parking shall be provided on "Main Street".
- 12.11.9.8. Publicly accessible, privately owned open space should be provided in the Town Centre (except for the First Phase of Development) in order to complement the public realm, support development and provide connectivity throughout the area.
- 12.11.9.9. The street-related storeys of buildings on "Main Street" should further enhance the quality of pedestrian open space and circulation within the public realm through building transparency, windows, primary entrances, engaging architectural articulation and pedestrian-scaled detail.

12.11.10 Local Streets

- 12.11.10.1. Except for the First Phase of Development, (or as otherwise provided for "Main Street"), a network of local streets shall be provided within the Thornhill Town Centre, as illustrated on Map 12.11.B of this Plan. An inter-connected network of streets minimizes distances for walking, cycling and vehicular movements, and facilitates more efficient traffic circulation. Streets with sidewalks and pedestrian paths offer direct, convenient access to transit services and throughout the Thornhill Town Centre.
- 12.11.10.2. Local streets are relatively narrow to slow traffic and reduce speeds to levels more compatible with children, pedestrians and cyclists. On-street parking is

usually provided on local streets, reducing speeds and buffering pedestrians from moving traffic.

- 12.11.10.3. The street network also establishes blocks of sufficient depth to accommodate buildings fronting onto the local streets, with parking to the rear or side. This reduces the visual impact of surface parking areas, and allows for intensification of buildings and parcel development over time.

12.11.11 Parks and Open Spaces

- 12.11.11.1. The following Parks policies apply to the Thornhill Town Centre:

- a. The City may acquire lands anywhere within the Thornhill Town Centre for the purposes of establishing parkland. The parkland designated by this Area Specific Policy shall be shown on draft plans of subdivision. Their actual size, configuration and design will be subject to confirmation by the City during the development approval process;
- b. Lands utilized for stormwater management facilities shall not be considered as any part of the parkland dedication requirement provided via the Planning Act.;
- c. All development applications may be required to identify a potential location for a public square, to the satisfaction of the City; and,
- d. Public squares are intended as formal spaces for passive recreation, in support of the adjacent development. Public squares should address the following design guidelines:
 - i. Public squares are to be planned as focal points;
 - ii. Relationships with adjacent buildings should provide optimal sunlight penetration, skyview and wind conditions;
 - iii. Streetscapes and buildings that abut a public square should be designed to reinforce an interactive relationship between the open space and its adjacent land use;
 - iv. Buildings should front onto a public square to create built form edges to the public space;
 - v. The landscape along the street frontage, including high canopy street trees, should be complementary on both sides of the street;
 - vi. Entry and access points should be located conveniently and incorporate civic design themes; and,

- vii. hard and soft landscape elements and features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.

12.11.12 Municipal Services, Utilities and Infrastructure

- 12.11.12.1. That urban water and sewage capacity shall be allocated by the City of Vaughan sufficient for the First Phase of Development of the Thornhill Town Centre, inclusive of the **High-Rise Residential Area** designation and the First Phase of Development within the **Mid-Rise Mixed-Use** and the **High-Rise Mixed-Use** designations.
- 12.11.12.2. A Master Servicing Strategy outlining preliminary functional water distribution, wastewater collection and stormwater management facilities, including designs and costs, will be prepared by proponents to the satisfaction of the City and the Region prior to approval of development applications; the associated details of the Strategy and costs shall be provided as a condition of approval of development applications.
- 12.11.12.3. The precise operation, dimensions and design of all required servicing facilities will be determined and addressed as part of the Master Servicing Strategy.
- 12.11.12.4. New infrastructure, including roads, site grading, sanitary and stormwater management facilities, municipal water and electricity supplies, required to serve proposed development, shall be provided concurrent with the rate of development, and shall not place a financial burden on the City.

12.11.13 Transportation

The general intent is to provide the resident and business community with a transportation network which is safe, convenient, affordable, efficient and energy-conserving while minimizing environmental impacts. To accomplish this intent, transportation infrastructure and services within the Area Specific Plan Boundary must be integrated with the broader existing and planned road and public transit network serving the surrounding development and community.

Collector Road and Laneway Network

- 12.11.13.1. The road network includes a collector road ('Main Street') and local roads and laneways. "Main Street" is required as part of the first stage of the first phase of development of the lands designated **Mid-Rise Mixed-Use** and **High-Rise Mixed-Use**. Map 12.11.B identifies the road network required for development on the lands designated **Mid-Rise Mixed-Use** and **High-Rise Mixed-Use** in excess of a gross floor area of 0.5 times the Site area (0.5 FSI), excluding the GFA of the second storeys of "Main Street" buildings up to a maximum exemption of 5,600 square metres GFA (60,000 square feet) in the calculation of the 0.5 FSI. The right-of-way widths are 26.0 metres for "Main Street", and

generally 20.0 metres for local roads and 7.5 metres for laneways. The following policies apply to the road network:

- 12.11.13.2. The road allowance widths identified in this Area Specific Policy are approximate, and the final right-of-way requirements and the provision of daylight triangles, and left turn lanes will be determined during the review of development applications.
- 12.11.13.3. Prior to any development or redevelopment within the Thornhill Town Centre, applicants will prepare a detailed traffic impact study to the satisfaction of the City and the Region, which will address in part, but not limited to capacity, access, function, neighborhood infiltration, transportation and transit objectives. With the exception of the 26-metre right-of-way for "Main Street", the road allowance widths identified in this Area Specific Policy are approximate, and the final right-of-way requirements and the provision of daylight triangles, and left turn lanes will be determined during the review of development applications.
- 12.11.13.4. Notwithstanding the foregoing, for the Thornhill Town Centre, no detailed traffic impact study will be required by the City in regard to the First Phase of Development in accordance with the other policies of this Area Specific Policy. Future development which proposes to increase total retail commercial GFA to more than this threshold, will be required to complete the traffic impact study described in the paragraph above.
- 12.11.13.5. One collector road -"Main Street" - is identified in this Area Specific Policy with a right-of-way of 26 metres. Its location is established by the location of the existing intersection of Centre Street and North Promenade to the south, and the planned north/south road in the development to the north, to which it will connect. "Main Street" is the key north/south road connecting the Town Centre to North Promenade via a signalized intersection with Centre Street. As the focus of a pedestrian-oriented shopping precinct, "Main Street" shall include on-street parking on both sides and be sized within the road allowance to accommodate public transit vehicles. It is expected to receive the highest level of landscaping, streetscaping and design treatment in keeping with its key role in the success of the "Main Street" development.
- 12.11.13.6. With the exception of the "Main Street" connection identified on Map 12.11.B, the remaining road network is conceptual in nature, with the final locations of roads and intersections to be determined through the development approval process for development in excess of the gross floor area limit specified in policy 12.11.14.1, to the satisfaction of Vaughan Engineering and Public Works.
- 12.11.13.7. It is a requirement of this Area Specific Policy that all roads, as identified on Map 12.11.B, shall be built and maintained to an operational standard satisfactory to the City, and shall provide for permanent public access for traffic through the Thornhill Town Centre.

- 12.11.13.8. The road network illustrated on Map 12.11.B is fundamental to the efficient functioning of the Thornhill Town Centre transportation network for development in excess of a gross floor area limit specified in policy 12.11.13.1; laneways and road rights-of-way shall be identified in all approved plans within the Thornhill Town Centre for development in excess of a gross floor area limit specified in policy 12.11.13.1. For the Thornhill Town Centre, with the exception of "Main Street", the road allowances for the roads shown on Map 12.11.B will be conveyed to the City and will be dedicated and built by the owner to the City's satisfaction when the gross floor area of development on lands designated **Mid-Rise Mixed-Use** and **High-Rise Mixed-Use** equals a gross floor area limit specified in policy 12.11.13.1.
- 12.11.13.9. No plan shall be approved which permits the establishment of any structure, except private or public infrastructure which is permitted, on any road allowance or laneway identified on Map 12.11.B. The land located within such areas may be used for any purpose that does not involve the establishment of a prohibited structure, including parking and circulation, until such time as the land is conveyed to the City. At such time, any parking spaces which are provided within this area and which are required in order to continue to use gross floor area on the site, must be replaced.
- 12.11.13.10. Notwithstanding the foregoing, the parking area west of "Main Street" shall be designed with an aisle and sidewalk on the future east/west road allowance, providing a direct continuous connection for vehicles and pedestrians, from "Main Street" to the **High-Rise Residential** lands to the west.
- 12.11.13.11. In time, in regard to the development of the lands designated **Mid-Rise Mixed-Use** and **High-Rise Mixed-Use** in excess of the gross floor area limit specified in policy 12.11.13.1, the road network within the Thornhill Town Centre shall form a continuous and interconnected pattern, integrated with the road network planned or in place on surrounding lands bounding the Thornhill Town Centre.
- 12.11.13.12. In time, in regard to the development of the lands designated **Mid-Rise Mixed-Use** and in excess of a gross floor area limit specified in policy 12.11.14.1, roundabouts, cul-de-sacs, hammerheads or other similar traffic calming and traffic control measures may be implemented subject to evaluation by the City and/or the Region of York, and subject to the resolution of the functional, operational and financial issues associated with their use.
- 12.11.13.13. Streetscape design for arterial roads, collector roads, and local roads shall be subject to the urban design requirements and policies articulated in this Area Specific Policy.
- 12.11.13.14. Individual direct access to any arterial road shall be discouraged.
- 12.11.13.15. Except as otherwise provided in this Area Specific Policy, building setbacks from arterial roads will be minimized and parking areas shall be directed to areas less visible from the street.

- 12.11.13.16. The Regional road structure (the arterial roads) of Centre Street and Bathurst Street will play an important role in the success of the Thornhill Town Centre as it continues to develop and mature. The Regional roads are the location for public transit serving the Town Centre, including the existing transit station at Centre Street/Main Street. The City will work with York Region to identify and implement streetscape improvements on the arterial roads to enhance their appeal to pedestrians and bicyclists, and other potential transit riders.

Public Transit

- 12.11.13.17. It is a major objective of the City to increase public transit ridership. To achieve this objective, the transit network within the Thornhill Town Centre is encouraged to be integrated with local, regional and inter-regional transit routes and services, including:
- a. Connections to the local transit system along arterial and collector roads.
 - b. Connections to the TTC Subway system via the Highway 7 corridor, Vaughan Metropolitan Centre (Spadina line) and Finch station (Yonge line).
 - c. Connections to the GO rail stations at Major Mackenzie Drive and Rutherford Road, and any future station in the Vicinity of Highway 7/Concord, and connections to commuter parking lots and GO bus operations along the Highway 400 corridor.
- 12.11.13.18. The City will take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all development applications fully consider short and long-term transit opportunities.
- 12.11.13.19. The internal road network shall be continuous such that it is conducive to the efficient routing of public transit and provide the maximum possible service coverage.
- 12.11.13.20. The City shall encourage the increased use of public transit by requiring transit-supportive urban design. Improvements to the public transit network, based on the existing and proposed system of roads, should be initiated immediately and continue as necessary to meet the needs of development as it proceeds.
- 12.11.13.21. Local transit routes serving the surrounding community should converge onto Centre Street/Main Street, and additional transit stops/stations shall be established at appropriate locations as development proceeds.
- 12.11.13.22. The City will continue to work with York Region Transit (YRT) and VIVA to foster transit ridership and ensure that the Thornhill Town Centre is well provided with transit services to meet the needs of its existing and future resident and business community.

Pedestrian and Bicycle System

- 12.11.13.23. The development of all roads shall include safe, convenient and attractive facilities for pedestrians and cyclists.
- 12.11.13.24. A pedestrian walkway and bikeway system shall be required in the Thornhill Town Centre. Pedestrian and bicycle facilities will be designed to provide connections to bus stops, and linkages between buildings, adjacent sites, surrounding areas and public streets, particularly those with transit facilities.
- 12.11.13.25. An adequate supply of secure bicycle parking facilities shall be provided near bus stops, in high activity areas and park areas to which bicycles may be locked.

Parking

- 12.11.13.26. Sharing of parking in mixed-use developments will be encouraged within the Thornhill Town Centre, subject to evaluation by the City.
- 12.11.13.27. On-street parking shall be permitted on all streets fronting commercial and mixed-use development within the Thornhill Town Centre. Parking underground and in structures is encouraged.
- 12.11.13.28. To ensure that an adequate supply of parking is available, minimum parking standards will be established in the zoning by-law.
- 12.11.13.29. It is recognized that suburban parking standards are inappropriate within the Thornhill Town Centre, given the urban character of development to be established in the Town Centre, and its growing role as a transit node. Therefore, the City will consider reduced parking standards within the Thornhill Town Centre, provided they are justified by a parking study completed to the City's satisfaction. To encourage the desired form of development on "Main Street", the City, in calculating required parking, will also exempt the GFA on the second floor of "Main Street" buildings equal to the GFA located in the same building on the first floor up to a maximum of 5,600 square metres GFA.
- 12.11.13.30. For the purpose of providing parking to satisfy the City's parking standards, the lands west of "Main Street" are required to provide the parking required for the development located west of "Main Street"; and, similarly, the lands east of "Main Street" will provide the parking required for the development located east of "Main Street".

Transportation Improvements

- 12.11.13.31. The full achievement of the development proposed by this Area Specific Policy, requires the following improvements to the transportation system:

- a. The following Region of York road and transit improvements have been identified as necessary to support the full achievement of the development of the Thornhill Town Centre:
 - i. Bathurst Street to be widened from four lanes to six lanes from north of Steeles Avenue to Highway 407 in the 2011 to 2021 time period, or sooner if warranted based on monitoring of local traffic conditions.
 - ii. Implementation of the York Rapid Transit Plan with both phases of the planned, upgraded transit in place to serve the Thornhill community by 2015;
 - iii. Traffic signal controls installed at the Bathurst/Beverley Glen intersection;
 - iv. Streetscaping improvements to Bathurst Street and Centre Street;
 - v. A local transit network and associated transit infrastructure focused on the transit station at Centre Street and North Promenade; and,
 - vi. Transit links to the Highway 407 Transitway, Yonge Subway, Spadina Subway, Vaughan Corporate Centre and York University, and the GO rail commuter system;
 - b. The following City of Vaughan road and transit improvements have been identified as necessary to support the full achievement of the development of the Thornhill Town Centre:
 - i. The collector and local road and laneway network;
 - ii. The provision of a major collector road or minor arterial roadway (the "Main Street" identified on Map 12.11.B), built to public road standards, from Centre Street to Beverley Glen Boulevard. This roadway should provide suitable pedestrian amenities to promote pedestrian travel between adjacent residential and commercial areas;
 - iii. On-street and lay-by parking on all public roads within Thornhill Town Centre, in particular on both sides of the "Main Street"; and,
 - iv. A pedestrian and bicycle system linking to areas in the rest of the Thornhill Community.
- 12.11.13.32. It is the policy of Council to assist the Region of York in protecting and obtaining lands required for the rights-of-way for the Widening of arterial roads and the provision of public transit services through the development approval process.
- 12.11.13.33. The dedication of the road network identified on Map 12.11.B except for "Main Street" and the construction of such roads to the City's satisfaction by the owner will be required when the gross floor area of development on the site

equals 0.5 times the site area (0.5 FSI), excluding the GFA of the second storeys of "Main Street" buildings up to a maximum exemption of 5,600 square metres GFA (60,000 square feet) in the calculation of the 0.5 FSI.

- 12.11.13.34. As development within and adjacent to the Area Specific Plan Boundary proceeds, operations along Bathurst Street and the critical intersections with Bathurst Street and Centre Street should be monitored to identify the need to widen Bathurst Street in advance of what is currently planned.
- 12.11.13.35. Until such time as the Regional road improvements identified in this Area Specific Policy have been undertaken, Council may phase development in the Area Specific Plan Boundary and in regard to the lands in the First Phase of Development, until the required road capacity is available. Where the arterial roads have not been widened to the width set out in this Area Specific Policy, development applications will be required to submit a traffic study to demonstrate that capacity is available.

12.11.14 Implementation

- 12.11.14.1. To provide a context for coordinated development, and to demonstrate conformity with the policies of this Area Specific Policy, each development application, except for the First Phase of Development, shall include a Development Concept Report per policy 10.1.1.5, providing a detailed description of the proposed development, and the manner in which it addresses the policies of this Area Specific Policy.
- 12.11.14.2. Within the Thornhill Town Centre, development applications shall co-ordinate with existing and proposed neighbouring development in a mutually complementary fashion.
- 12.11.14.3. Except for the First Phase of Development (subject to the exception in Item 'a' below), development shall be phased to provide for the orderly development of the Thornhill Town Centre and to ensure the most efficient and economical use of existing and proposed infrastructure. The following phasing criteria shall be considered in the review of all development applications:
- a. Within the Thornhill Town Centre, the first phase of development shall include, at least, the construction of the "Main Street", and construction of buildings fronting onto the "Main Street". The foregoing construction shall coincide with the construction of the large format retail store at the east end of the site during this phase of development;
 - b. The development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;
 - c. The development satisfies all requirements regarding the provision of parkland and other facilities;

- d. Traffic from the proposed development can be accommodated on the existing arterial road network; and,
 - e. Phasing may be addressed through the appropriate use of the holding (H) provisions of this Area Specific Policy.
- 12.11.14.4. Except for the First Phase of Development, as a component of the Development Concept Report, development applications shall provide a Phasing Plan, which:
- a. Describes and illustrates how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;
 - b. Identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater, roads, transit, parks and open space facilities, and their proposed phased construction; and
 - c. Describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners.

12.11.15 Exceptions

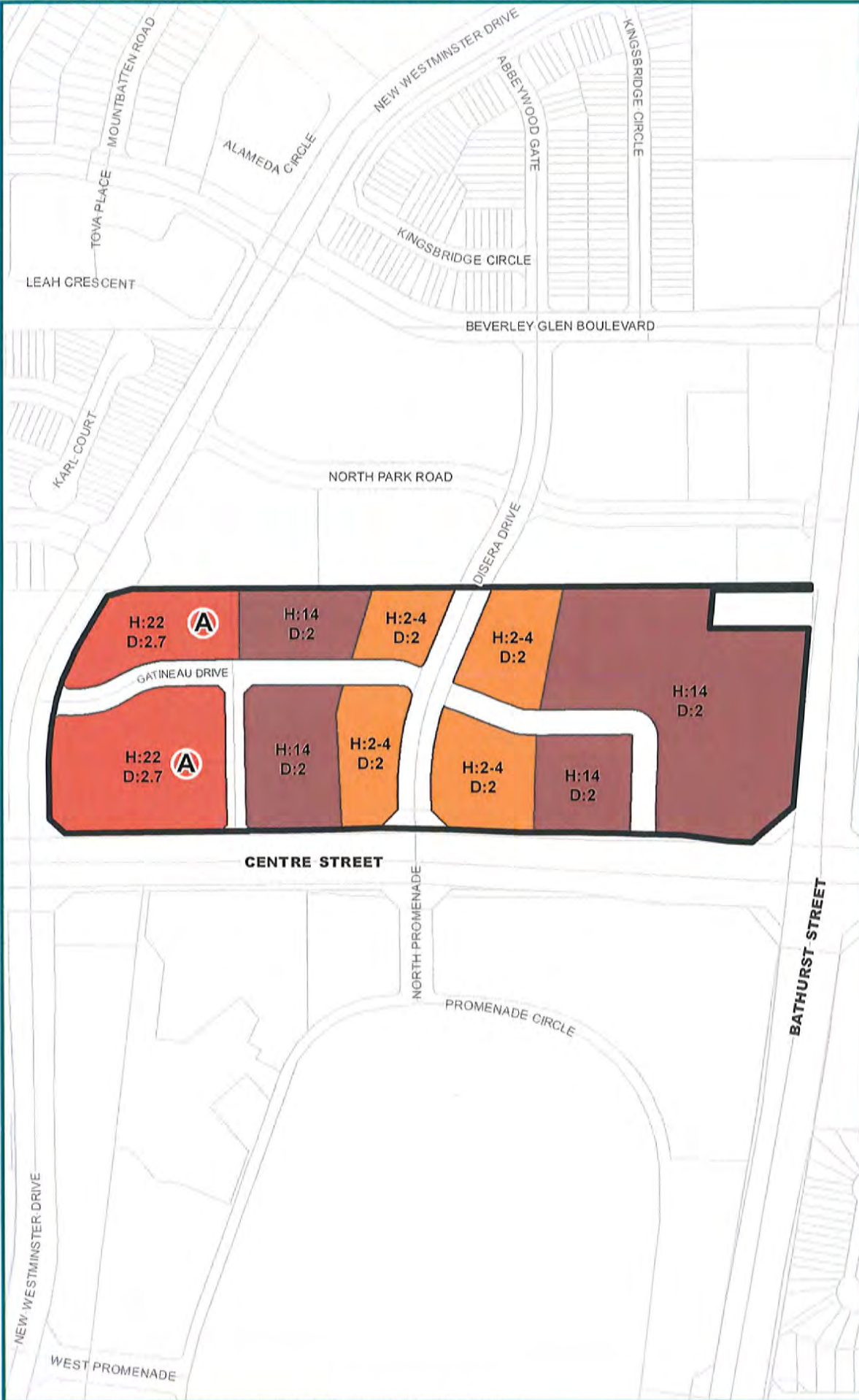
12.11.15.1. Area A:

- a. For the lands identified as **Area A** on Map 12.11.A the maximum density identified in Map 12.11.A may be exceeded on an individual site basis if the overall density for all the lands identified as **Area A** does not exceed the maximum density identified on Map 12.11.A.

12.11.16 Interpretation

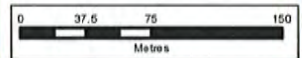
- 12.11.16.1. The designations identified on Map 12.11.A are intended to show general areas. Minor adjustments to the boundaries of the designations may occur through the City's approval process without amendment to the Area Specific Policy, except where the designations are established by fixed boundaries, such as road rights-of-way, or where specifically stated to be fixed in the policies of this Area Specific Policy.
- 12.11.16.2. Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.
- 12.11.16.3. Minor variations from numerical requirements in this Area Specific Policy may be permitted without an Official Plan Amendment provided that the general

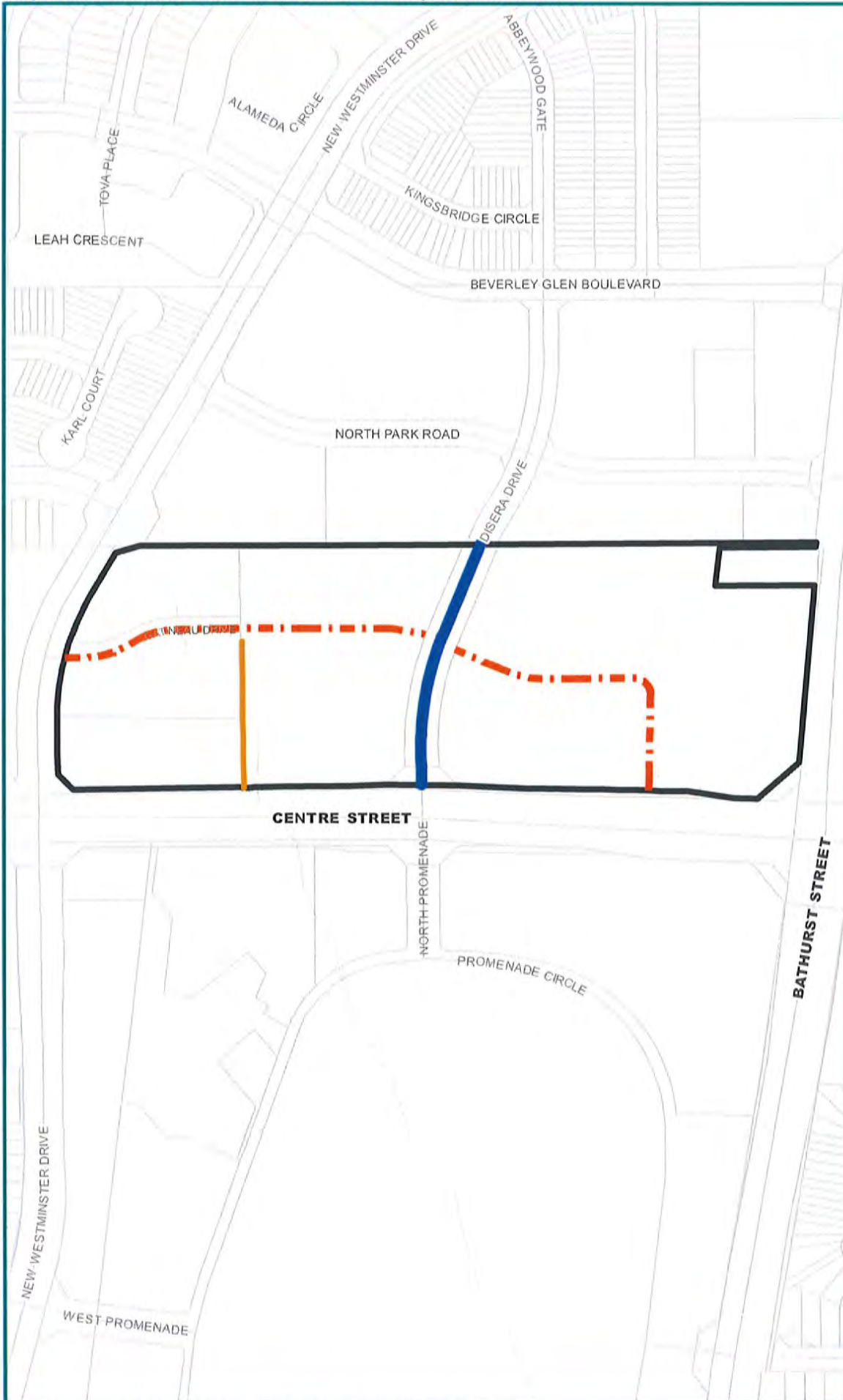
intent of this Area Specific Policy is maintained. Minor variations, in this Area Specific Policy, shall mean a maximum of 5 percent variation from the identified numerical requirement.



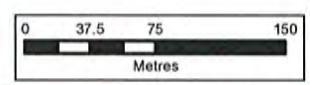
Land Use

- Mid-Rise Mixed-Use
- High-Rise Residential
- High-Rise Mixed-Use
- Amendment Area

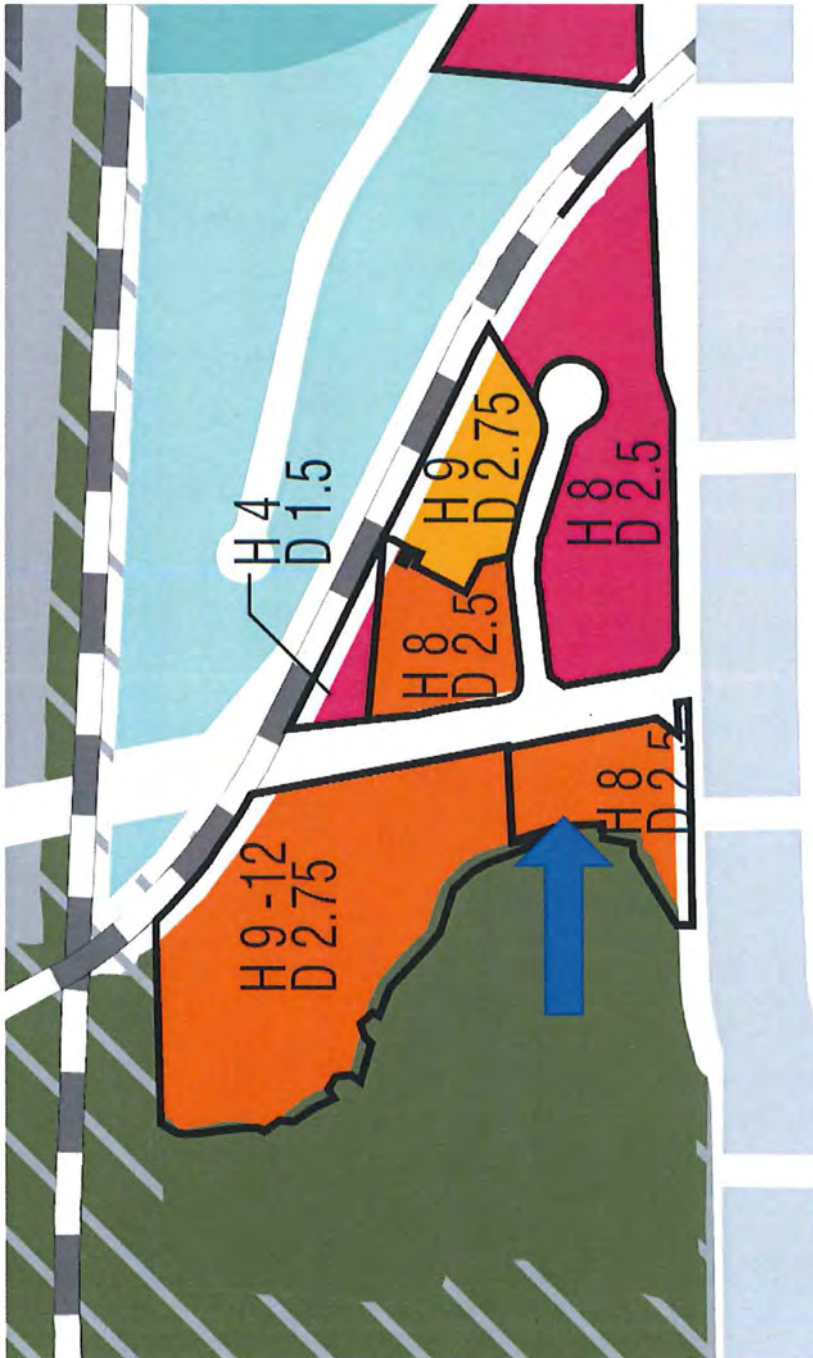




	26m Road Allowance Width
	20m Road Allowance Width
	15m Road Allowance Width
	Amendment Area

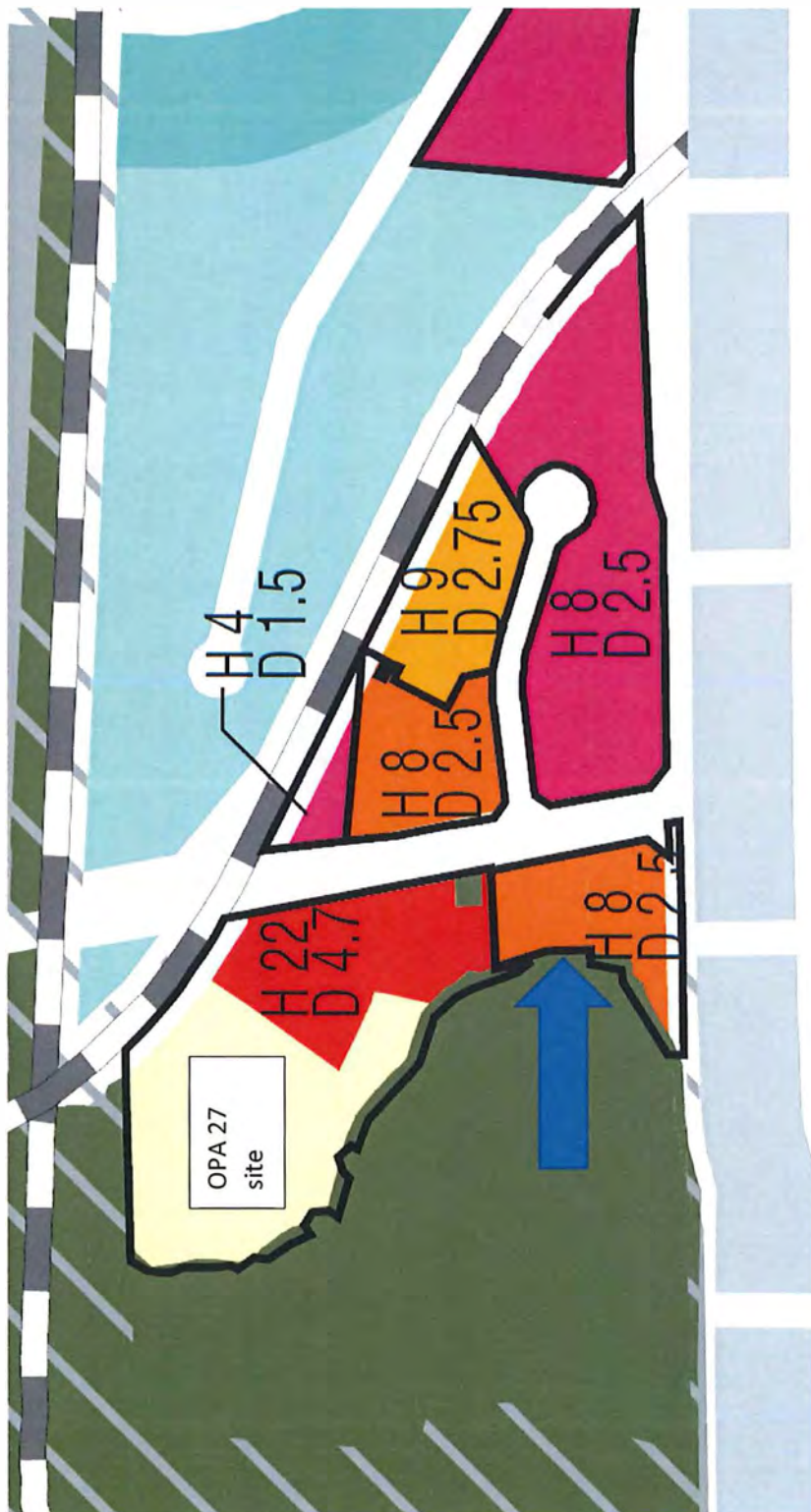


Schedule 13 of Subject Lands (May 2012 Version)



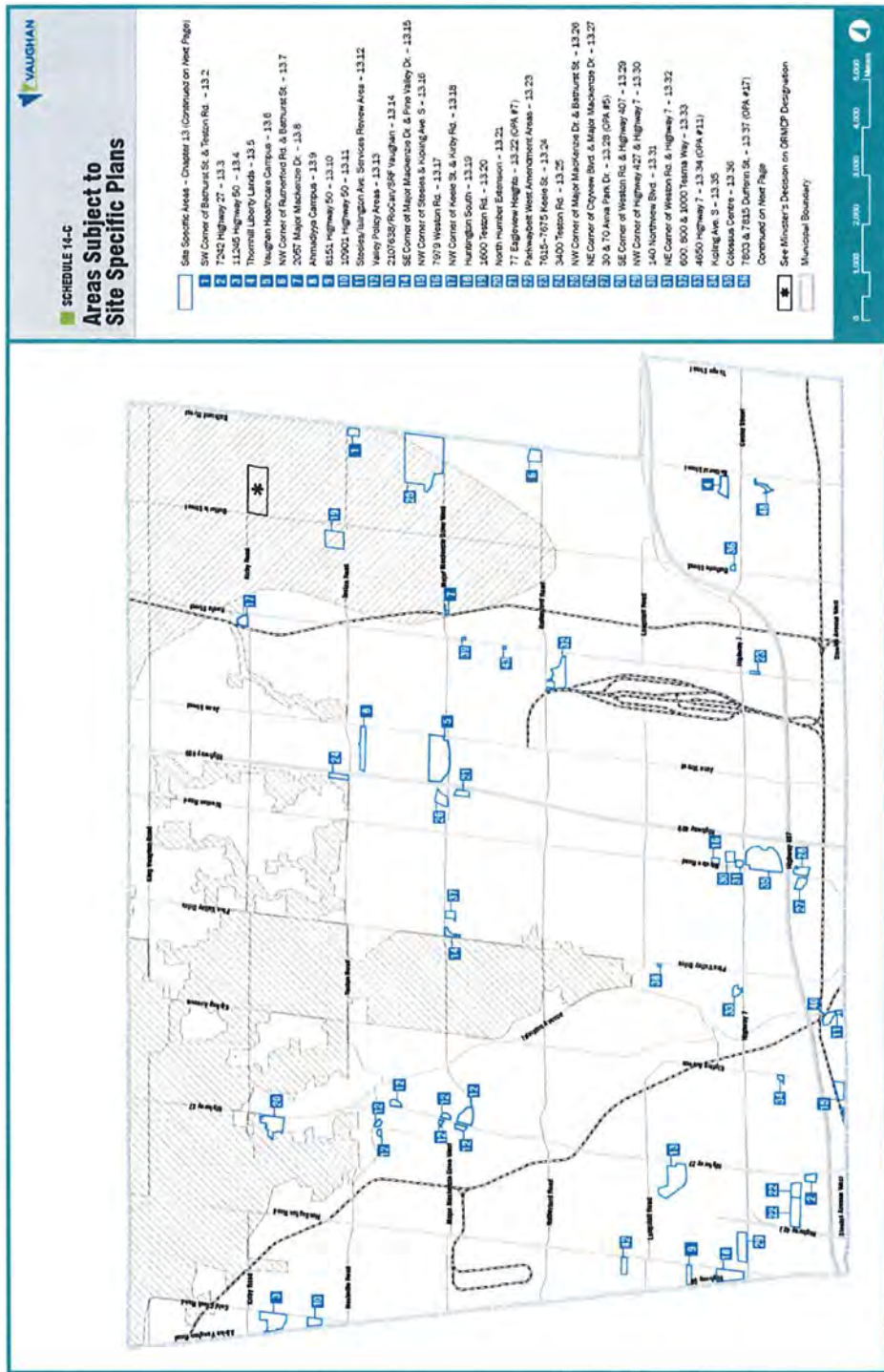
Schedule 13 of Subject Lands (October 19, 2019) version

Change to property to North of Subject Lands



Schedule 14-C and Special Site Policy as approved by City Council March 20, 2012

Item 11 Steeles/Islington Avenue Services Review Area



13.12 Steeles/Islington Avenues Services Review Area

NOT YET APPROVED BY THE ONTARIO MUNICIPAL BOARD

13.12.1 General

13.12.1.1. Notwithstanding policy 9.2.1.1, the lands identified on Map 13.12.A shall be developed in accordance with the following policies:

- a. The subject lands require a services review of the northwest quadrant of the intersection of Steeles Avenue and Islington Avenue, to address such matters as the availability of parkland and other services as may be determined, prior to the development of the first site for residential purposes in this quadrant, and be considered in the review of all development applications in this area.

Map 13.12.A:
Steeles/Islington Ave. Services Review Area

