

Highway 7 and Kipling Avenue Northeast Quadrant Land Use Study

Public Open House #2

June 7, 2017



Purpose of the Meeting

- To provide an update on the status of the project
- To present preliminary recommendations and receive feedback
- To identify next steps – next step will be statutory public meeting in the Fall of 2017



Study Background



- Celebration Estates approved by the OMB in 2014 (two buildings (5 and 10 storeys) and 154 units).
- Council initiated this study of the area to establish policies in advance of the submission of future applications – Meridian Planning retained by City in April 2015
- Three meetings with the community have been held – this is the fourth meeting.
- Draft report in the process of being finalized.



Study Area



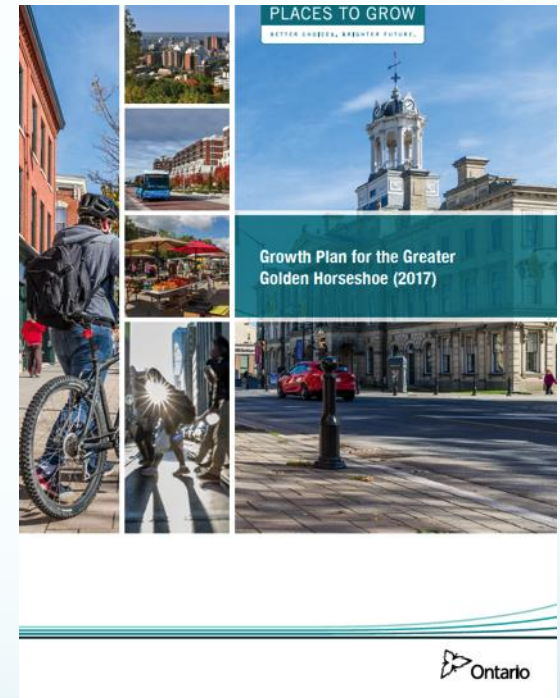
Factors to Consider

- The K/7 Study was initiated by the City of Vaughan to proactively identify appropriate development options
- The K/7 Study Area is diverse and includes a variety of uses such as single-detached dwellings and commercial/retail services.
- The existing transportation network is subject to high volumes of traffic that frequently causes congestion on Highway 7 and Kipling Avenue.
- There are a range of land use planning policies from various levels of government that must be considered by the K/7 Study.



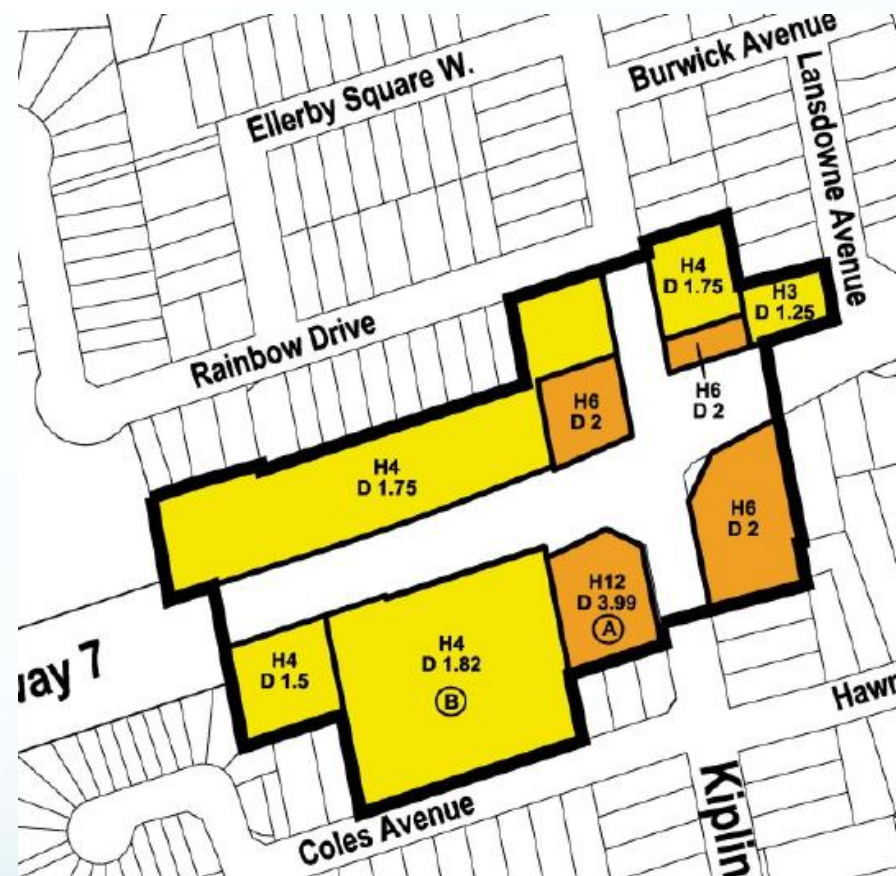
Provincial Direction on Where to Grow

- The Growth Plan and the Provincial Policy Statement directs a significant portion of new growth to the built-up areas through intensification.
- The York Region Official Plan (2010) states that Regional Intensification Corridors are to be planned to have an urban form and design that is compact, mixed-use, and transit supportive.
- Highway 7 is identified as a Regional Intensification Corridor.



Background - Key Points

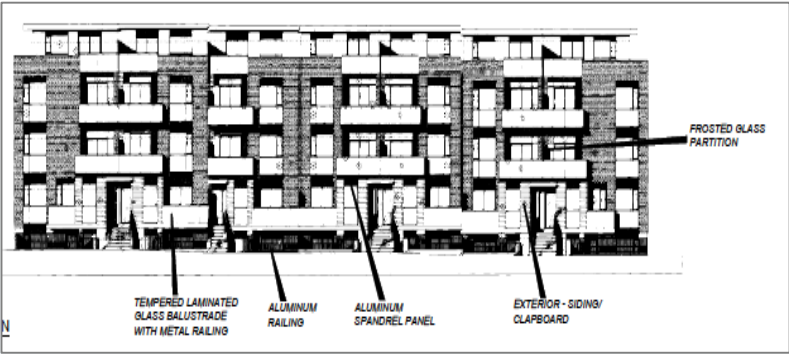
- Section 12.10 of the Vaughan Official Plan establishes the Kipling Avenue and Highway 7 Area Specific Plan.
- The Vaughan Official Plan currently permits 6 storey building at corner, 4 storey buildings to the north on Kipling and 3 storey buildings on Lansdowne
- 6 storey buildings also permitted on two gas stations sites
- These are 'as-of-right' permissions



Precedents

- There are several examples of recently approved developments located along the Highway 7 Regional Intensification Corridor.

John Duca Lands



Pinegrove on 7



Vista Parc

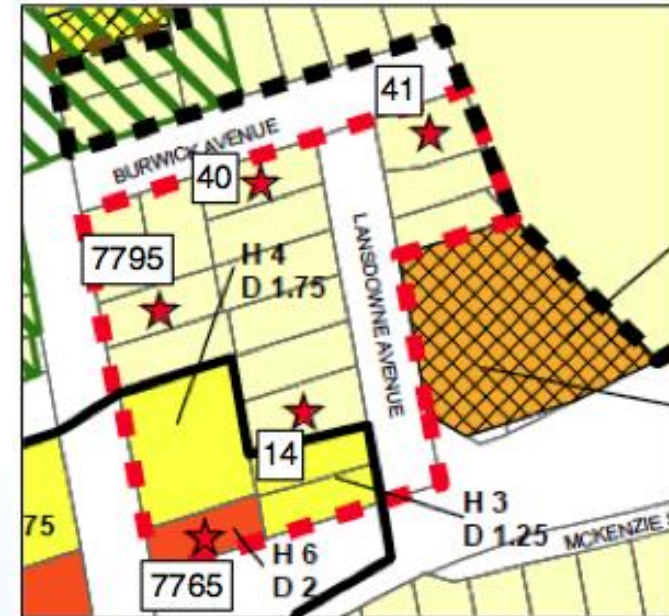


Allegra



Cultural Heritage Considerations

- There are a number of cultural heritage resources in the general area and within the K/7 Study Area.
- 5 properties in the K/7 Study Area that are currently listed on the City's Heritage Inventory – red stars on map.
- The City's Cultural Heritage staff conducted a walk-by review of the properties and recommended the following:
 - That 7765 Kipling Avenue be removed from the City's Heritage Inventory; and,
 - That the other properties be further assessed in the future.



Factors Considered

1. Highway 7 is a Regional Road – *change is encouraged and expected by all levels of government on Highway 7*
2. There have been a number of precedent developments and approvals in the area – *these need to be considered*
3. There is a need to ensure that new development is integrated with existing development – *to encourage land use compatibility*
4. There are significant transportation challenges in the area – *these should be addressed in some way before development occurs*
5. There are already some land use permissions in place that permit redevelopment to occur – *a 6 storey building is already permitted at the corner of Kipling and Highway 7*
6. Development in the area should not occur in a piece-meal manner – *land assembly is required to create large enough development blocks to ensure that appropriate amenities and parking is provided.*

Public Consultation

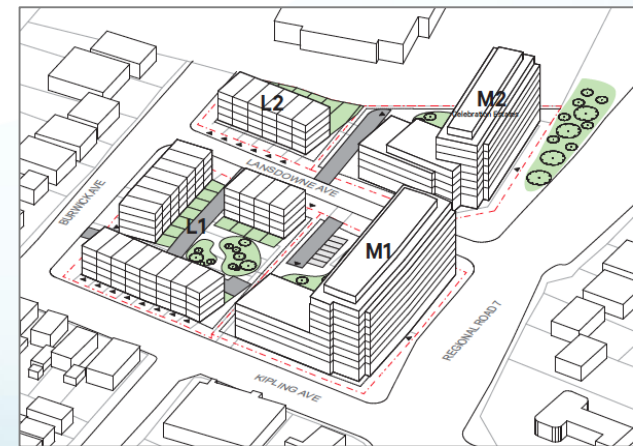
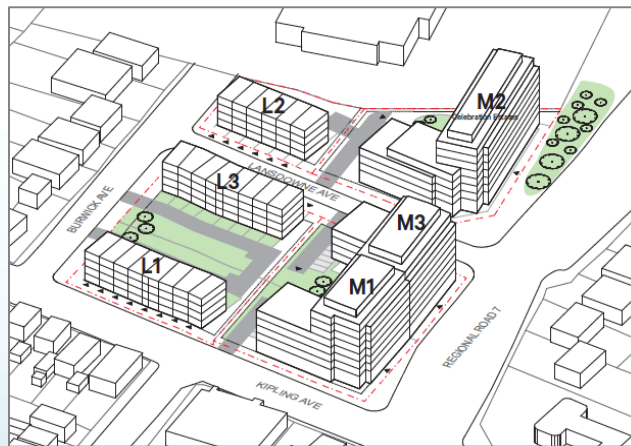
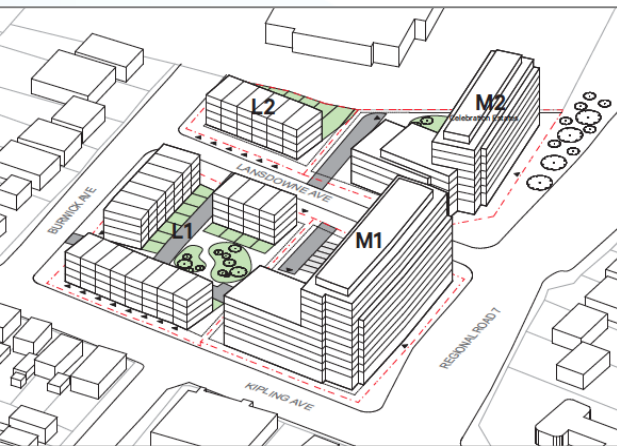
(A key component of this process)

- Landowner Meeting #1 was held on September 17, 2015 at the Woodbridge Pool and Memorial Arena.
- The purpose of this meeting was to obtain feedback from landowners on the overall vision, opportunities and challenges for redevelopment in the K/7 Study Area.
- The following questions were asked:
 - *“How would you like to see the study area evolve?”*
 - *“What potential opportunities exist in preparing a plan for the area?”*
 - *“What potential challenges exist in preparing a plan for this area?”*

Public Consultation

(A key component of this process)

- Landowner Meeting #2 was held on February 3, 2016 at the Al Palladini Community Centre.
- The purpose of this meeting was to present our initial thoughts on constraints, development precedents, design principles and preliminary built form options.
- The draft built form options presented at the meeting are shown below.



Public Consultation

(A key component of this process)

- Public open house #1 was held on May 5, 2016 at the Woodbridge Pool and Memorial Arena.
- The common concerns below were expressed:
 - Community not supportive of recent approved developments along Highway 7.
 - Community feels there is a lack of control with regard to height and density of new development and that their concerns were not considered as part of the approval process.
 - Concern about existing traffic congestion in the area, specifically at Highway 7 and the CPR bridge. Many also felt that the traffic situation is exacerbated by the number of cars from new developments.
 - Community strongly suggested that the K/7 Study be expanded in scope to complete a broader transportation review.
 - Community understands that new development is predicated on future transit plans, but feel that there is currently no viable and efficient option to travel in Vaughan (other than by car).

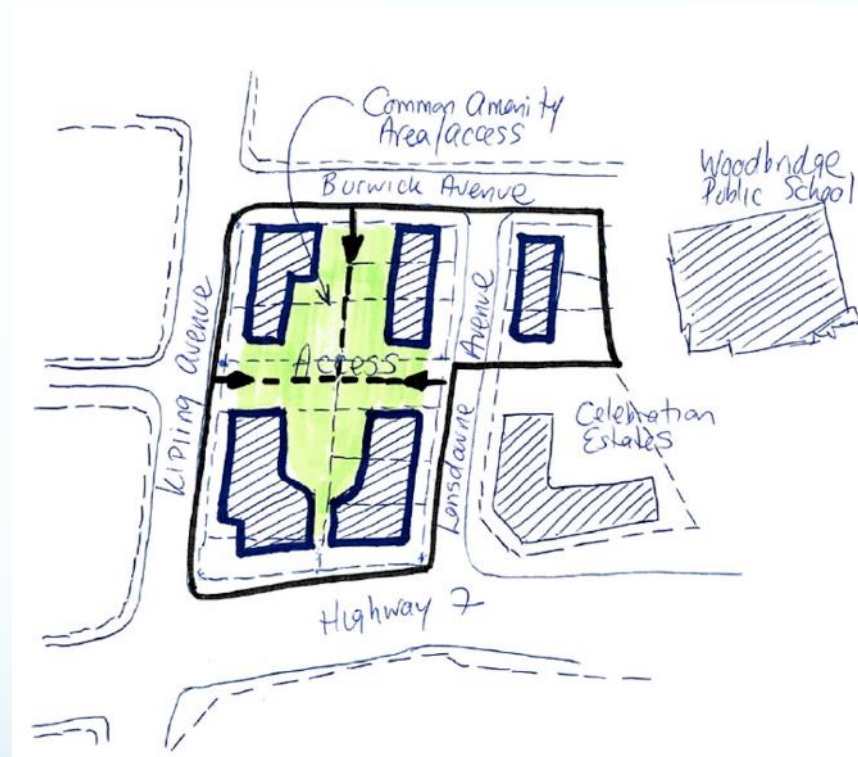
It is recommended that...

- The K/7 Study Area be redeveloped with a mix of land uses and at higher densities;
- Any new development in the area should contribute to the establishment of a strong sense of place and the increasing sustainability of Vaughan's built and natural environment;
- Properties within the K/7 Study Area be combined to form larger development parcels to realize this vision;
- A high standard of design be required for all new development and redevelopment; and,
- Development that combines commercial, residential and other land uses to facilitate the more efficient use of urban land and the establishment of a pedestrian environment be encouraged and promoted.

Recommendations – Height and Form of Development

Recommended Development Concept

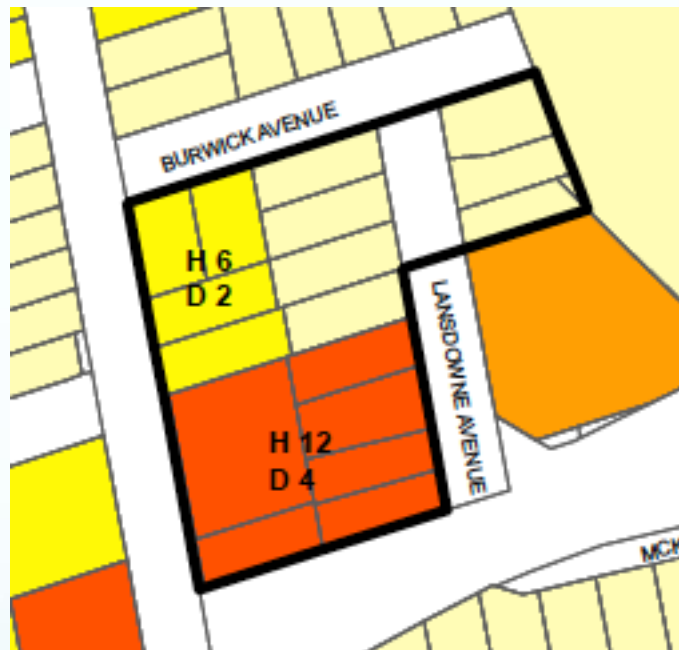
- Lands along Highway 7: **Maximum height 10-12 storeys to reflect the precedents that have already been set in the area.**
- Lands along Kipling Avenue: **Maximum height 6 storeys**
- Lands along Lansdowne: **Maximum height 3 storeys – townhouses are preferred form of development**
- Access locations would be carefully located and controlled
- Common central amenity and access area



Recommendations – Land Use Designations

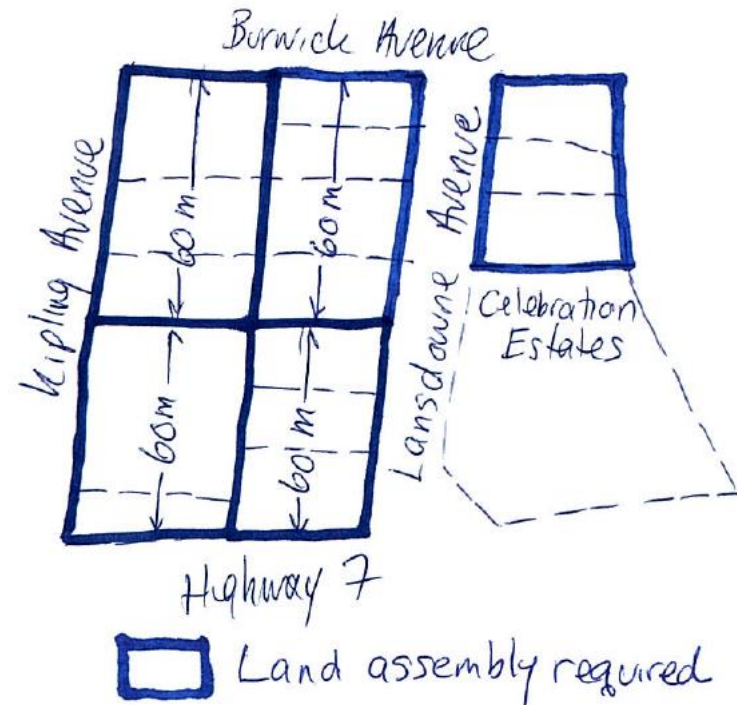
Recommended Land Use Designations

- Lands along Highway 7: Mid-Rise Mixed Use – *Maximum height is 12 with a floor space index of 4*
- Lands along Kipling Avenue: Low-Rise Mixed Use – *Maximum height is 6 with a floor space index of 2*
- Lands along Lansdowne: Remains in the Low-Rise Residential designation with policy that requires land assembly before development occurs



Recommendations – Land Assembly and Access

- In order to ensure that piece-meal development does not occur – it is recommended that larger development parcels be created
- Individual accesses from dwelling units on the south side of Burwick Avenue are not recommended.
- As development occurs – sidewalks should be established on both sides of Burwick Avenue and Lansdowne Avenue.



Recommendations – Need for More Detailed Plan (Block Plan)

- Before development can occur within the K/7 Study Area, it is recommended that a Block Plan be prepared to support the first development proposal to redevelop the lands within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations.
- The intent of a Block Plan is to consider:
 - The phased development of road and/or infrastructure connections on multiple parcels to ensure that orderly development occurs;
 - How development on each parcel will relate to each other from a land use and density perspective;
 - How parkland and other public amenities are provided in a consistent and logical manner as development occurs; and,
 - How development will be phased such that both residential and non-residential uses are developed in a timely manner.

Recommendations – Traffic and Transportation

- The lack of other road linkages in the area because of the barriers created by Highway 407, the Humber River and the CPR rail-line contribute to the issue of traffic congestion in the area – *this is acknowledged.*
- *It is recommended that any redevelopment beyond what is currently permitted not occur until there has been a broader Transportation Plan update*

Next Steps

- A statutory Public Meeting under the Planning Act is to be held in the Fall of 2017.
- Proposed Official Plan Amendment to be available before the Public Meeting

QUESTIONS AND COMMENTS