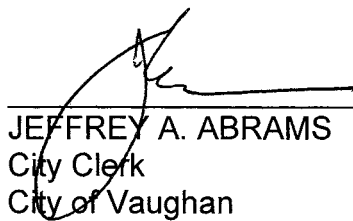


I, JEFFREY A. ABRAMS, City Clerk of the Corporation of the City of Vaughan, in the Regional Municipality of York, do hereby certify that attached is a true copy of Amendment Number 620 to the Official Plan of the Vaughan Planning Area, which was approved by the Ontario Municipal Board, with modifications, as per Board Order Issue, dated August 20, 2008.



JEFFREY A. ABRAMS
City Clerk
City of Vaughan

DATED at the City of Vaughan
this 5th day of September, 2008.

ISSUE DATE:

August 20, 2008



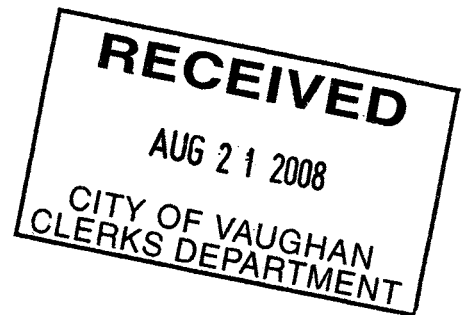
Ontario

Ontario Municipal Board
Commission des affaires municipales de l'Ontario

PL061195

IN THE MATTER OF subsection 17(36) of the Planning Act, R.S.O. 1990, C. P. 13, as amended

Appellant: Steeles-Keele Investments Limited
Appellant: Serenity Park Cemetery Corporation
Appellant: United Parcel Service Canada Ltd. and its affiliate
724352 Ontario Limited (UPS Canada)
Subject: Proposed Official Plan Amendment No. 620
Municipality: City of Vaughan
OMB Case No. PL061195
OMB File No. O060228



BEFORE:

H. GOLDKIND
MEMBER

) Friday, the 29th day of
)
) February, 2008

THE BOARD having received the consent of JS Investors Inc. (formerly Serenity Park Cemetery Corporation), the Regional Municipality of York, the Corporation of the City of Vaughan, the City of Toronto, and Toronto and Region Conservation Authority to the dismissal of the appeal of JS Investors Inc. (formerly Serenity Park Cemetery Corporation) on a without costs basis to all parties, which consent is attached hereto as Appendix "A";

THE BOARD ORDERS, on consent, that the appeal of JS Investors Inc. (formerly Serenity Park Cemetery Corporation) in the within matter is hereby dismissed in its entirety, on a without costs basis to any party;

AND THE BOARD upon hearing that the appeals of Steeles-Keele Investments Limited and United Parcel Service Canada Limited and its affiliate 724352 Ontario Limited have been resolved by way of certain modifications to Amendment Number 620 to the Official Plan of the City of Vaughan, which modifications are contained in the document attached hereto as Appendix "B";

AND THE BOARD upon receiving the evidence of Tim Smith that Amendment Number 620 to the Official Plan of the City of Vaughan, as attached hereto as Appendix "B" represents good planning, is consistent with the Provincial Policy Statement (2005), conforms to the Region of York Official Plan and conforms to the Places to Grow – The Growth Plan for the Greater Golden Horseshoe;

THE BOARD ORDERS that the remaining appeals by United Parcel Service of Canada Limited and its affiliate 724352 Ontario Limited, and of Steeles-Keele Investments Limited are allowed in part and Amendment Number 620 to the Official Plan of the City of Vaughan, is modified as set out in Appendix "B" to this Order, and as modified is approved;

AND THE BOARD FURTHER ORDERS that the reservations with respect to Sections 7.2(b), 5.3.1(n), 3.4.1(c) and 3.4.2(a) of Amendment Number 620 to the Official Plan of the City of Vaughan, which reservations are set out in Decision/Order No. 2867 issued on November 2, 2007, are hereby removed;

AND THE BOARD FURTHER ORDERS that in accordance with Decision/Order No. 2867 issued on November 2, 2007, the appeals of United Parcel Service Canada Limited and its affiliate 724352 Ontario Limited, and of Steeles-Keele Investments Limited are disposed of by this Order;

AND THE BOARD FURTHER ORDERS that there shall be no Order as to costs in either the appeal by United Parcel Service Canada Limited and its affiliate 724352 Ontario Limited or the appeal by Steeles-Keele Investments Limited.

A handwritten signature in black ink, appearing to read "Pelham", is centered on the page. The signature is written in a cursive style with a large initial "P".

SECRETARY

Appendix A

O.M.B. Case No.: PL061195

ONTARIO MUNICIPAL BOARD

IN THE MATTER OF subsection 17(36) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended

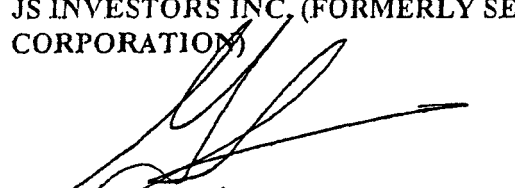
Appellant: Steeles-Keele Investments Limited
Appellant: Serenity Park Cemetery Corporation
Appellant: United Parcel Service Canada Ltd. and its affiliate
724352 Ontario Limited (UPS Canada)
Subject: Proposed Official Plan Amendment No. 620
Municipality: City of Vaughan

OMB Case No.: PL061195
OMB File No.: O060228

CONSENT

The parties, Regional Municipality of York, JS Investors Inc. (formerly Serenity Park Cemetery Corporation), the Corporation of the City of Vaughan, the City of Toronto, and Toronto and Region Conservation Authority do hereby consent to an Order dismissing the appeal of JS Investors Inc. (formerly Serenity Park Cemetery Corporation) in the within matter, on a without costs basis to all parties.

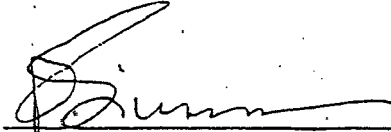
JS INVESTORS INC. (FORMERLY SERENITY PARK CEMETERY CORPORATION)


Name: Chris AMIAM
Title: Pres.

I/we have authority to bind the Corporation.

DATE:

CITY OF TORONTO


Name: PATRICIA SIMPSON
Title: SOLICITOR

Name:
Title:

I/we have authority to bind the Corporation.

DATE: JANUARY 24, 2008.

TORONTO AND REGION CONSERVATION AUTHORITY

Name:
Title:

Name:
Title:

I/we have authority to bind the Corporation.

DATE:

CITY OF TORONTO

Name:

Title:

Name:

Title:

I/we have authority to bind the Corporation.

DATE:

TORONTO AND REGION CONSERVATION AUTHORITY

J. Wig

Name:

Title: GARDINER, ROBERTS LLP
COUNSEL FOR TRCA.

Name:

Title:

I/we have authority to bind the Corporation.

DATE:

**THE CORPORATION OF THE
CITY OF VAUGHAN**

Name:

Title:

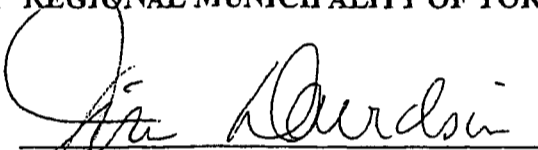
Name:

Title:

I/we have authority to bind the Corporation.

DATE:

THE REGIONAL MUNICIPALITY OF YORK



Name: Jim Davidson

Title: Commissioner of Corporate Services

Name:

Title:

I/we have authority to bind the Corporation.

DATE:

THE CORPORATION OF THE
CITY OF VAUGHAN

S. Fernandes

Name: SYBIL FERNANDES
Title: DEPUTY CITY CLERK
CITY OF VAUGHAN

Name:
Title:

I/we have authority to bind the Corporation.

DATE: *Dec. 20/07*

::ODMA\PCDOCS\TOR01\3701697\1

CITY OF VAUGHAN APPROVED BY COUNCIL
DATE <i>October 22/07</i>
BY-LAW <i>309-2007</i>
ITEM <i>6, CW (closed) 48</i>
INITIAL <i>DA</i>

IN THE MATTER OF subsection 17(36) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended

Appellant: Steeles-Keele Investments Limited
Appellant: Serenity Park Cemetery Corporation
Appellant: United Parcel Service Canada Ltd. and its affiliate
724352 Ontario Limited (UPS Canada)
Subject: Proposed Official Plan Amendment No. 620
Municipality: City of Vaughan
OMB Case No.: PL061195
OMB File No.: O060228

ONTARIO MUNICIPAL BOARD

CONSENT

BORDEN LADNER GERVAIS LLP

Barristers and Solicitors
40 King Street West
Scotia Plaza
Toronto, Ontario
M5H 3Y4

Stephen F. Waqué
Tel: (416) 367-6275
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Solicitors for the City of Vaughan

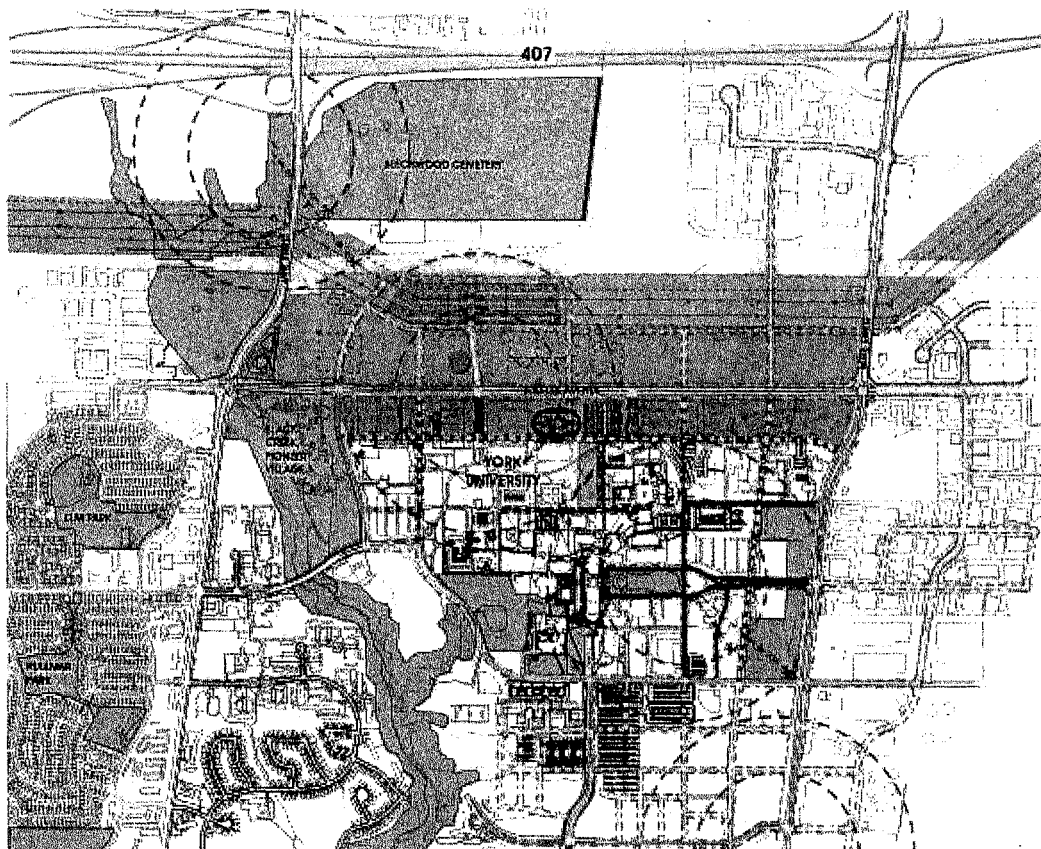
OPA 620 consolidated for OMB approval
February 29, 2008

Passed the XX day of XXX, 2006

Official Plan Amendment (OPA) 620

Steeles Corridor -Jane to Keele-

City of Vaughan Community Planning Department



AMENDMENT NUMBER 620

TO THE OFFICIAL PLAN

OF THE VAUGHAN PLANNING AREA

The following text including Part B and Schedules A to I, constitute Amendment Number 620 to the Official Plan of the Vaughan Planning Area.

Also attached hereto, but not constituting part of the Amendment, is "Part A – Preamble", which contains background information about the Steeles Avenue Corridor, Jane Street to Keele Street, Land Use Review.

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Part A - Preamble

1.0 INTRODUCTION

1.1 ORGANIZATION OF THE DOCUMENT

Part A introduces Amendment Number 620 to the City of Vaughan Official Plan that constitutes the Secondary Plan for that portion of the Steeles Avenue Corridor located between Jane and Keele Streets. It explains the policy rationale for the Secondary Plan, and is divided into the following sections:

- Section 1.0 describes the organization of this document, the location, and the purpose of this Secondary Plan.
- Section 2.0 provides pertinent background information such as the current planning policy context and existing and surrounding land uses.
- Section 3.0 discusses the planning process that has been employed in the preparation of this Secondary Plan.
- Section 4.0 describes five main elements that form the structural framework for this Secondary Plan.

Part B presents the policy framework for the Steeles Corridor -Jane to Keele - Secondary Plan, as outlined below:

- Section 1.0 discusses the technical details and general intent of the Plan;
- Section 2.0 expresses the fundamental Principles and Objectives;
- Section 3.0 describes the Land Use Designations and associated policy framework that will regulate development within the Secondary Plan;
- Section 4.0 sets out the Urban Design policies;
- Section 5.0 presents the Transportation policies including transit, road network, streetscaping, parking and Traffic Demand Management policies of the Plan;
- Section 6.0 presents the Environmental and Servicing policies;
- Section 7.0 outlines the Administration policies of the Plan;
- Section 8.0 includes the Implementation policies of the Plan including Development Concept Reports and Phasing Plans, zoning, subdivision, and monitoring; and,
- Section 9.0 includes the Interpretation policies of the Plan.

Schedule A is the land use schedule for the Steeles Corridor - Jane to Keele - Secondary Plan.

1.2 LOCATION

The Steeles Corridor - Jane to Keele - Secondary Plan is bounded by Steeles Avenue to the south, Jane Street to the west, Keele Street to the east, and the Hydro Corridor to the north.

1.3 PURPOSE OF THE SECONDARY PLAN

The purpose of this Secondary Plan is to establish policies that will guide the City of Vaughan in its consideration of development applications within the Steeles Avenue Corridor. More specifically, this Secondary Plan is intended to provide additional policies to manage and direct appropriate land uses as identified in Section 5.2.1.h) of OPA 529, including:

- An assessment of the potential additional land uses and increased density options for the area in the context of proximity to York University and the availability of high order transit;
- Determination of required improvements to the road network and public transit system;
- Urban design goals and objectives.

2.0 BACKGROUND

2.1 POLICY CONTEXT

The City of Vaughan Urban Structure Plan:

Vaughan's land use structure was established through the approval of Official Plan Amendment (OPA) Number 400 (1995) as amended by OPA 600 (2001). OPA 600 envisions an urban structure in which Vaughan Corporate Centre, plays a central role reflecting the City's civic and corporate image. OPA 600 also describes the urban structure and policy framework guiding greenfield development, including the two new communities of Vellore and Carrville.

OPA 450 is the City's Employment Area Growth and Management Plan that establishes the structure of the employment area land uses. The lands in the Steeles Corridor Secondary Plan were previously designated by OPA 450 as an employment area, with a "Prestige Area" designation on the Steeles Avenue frontage.

Both OPA 600 and OPA 450 encourage development to be planned in a manner which will encourage public transit ridership, and complement and support the City's planned urban structure and land use pattern.

The Vaughan Corporate Centre is planned to be the City's downtown:

The Vaughan Corporate Centre (OPA 500) is located east and west of the Highway 400 and Highway 407 interchange, and focused on Highway 7. The Vaughan Corporate Centre is planned to evolve into the City of Vaughan's "downtown". The Corporate Centre Node, within the Centre, is designated as a Regional Centre by the Region of York Official Plan.

The Vaughan Corporate Centre includes a transit connection to the Spadina Subway:

The Vaughan Corporate Centre Plan establishes policy to support the construction of higher order transit from the City of Toronto subway system to the Vaughan Corporate Centre. OPA 528 amended OPA 500, incorporating policies which identify the more detailed work needed to more specifically delineate the subway corridor. OPA 529 amended OPA 500, using Section 41(7) of the Planning Act to designate the right-of-way for the subway alignment north of Steeles Avenue. This right-of-way passes through the Steeles Corridor Secondary Plan area approximately midway between Keele Street and Jane Street.

The subway extension provides for a station on Steeles Avenue:

Section 5.2.1.h) of OPA 529 makes provision for a higher order transit right-of-way and associated station facilities to provide enhanced transit service to the north side of Steeles Avenue.

Steeles Avenue Corridor development should reflect transit-supportive uses and densities:

OPA 529 also recognizes that: "In combination with the opportunities inherent in its location opposite York University, it is apparent that the development potential of this area may exceed that which is currently permitted by OPA 450. Therefore, the long term land use potential of this area should be re-examined." This Secondary Plan responds to the policy basis founded in OPA 529.

City of Vaughan Highway 7 Policy Review

The City of Vaughan has completed its Highway 7 Policy Review, and is currently finalizing amendments to its Official Plan, to significantly enhance development densities and opportunities in the Highway 7 corridor, and thereby generate transit ridership in support of the Region's public transit initiatives. These amendments provide for increased development densities across the corridor, including the Vaughan Corporate Centre, the anticipated future terminus of the Spadina subway line.

York Region Official Plan promotes development of key centres and corridors

Section 5.4 of the York Region Official Plan includes policies "to identify corridors as mixed-use transit spines that link urban and Regional Centres". The ROP recognizes the Steeles Avenue Corridor as a Local Corridor. York Region has recently amended its Official Plan (January/05) to strengthen policies supporting development of Regional centres and corridors. The ROP provides that Regional Corridor policies should apply to segments of Local Corridors that have rapid transit services and facilities. This Plan conforms with and supports the Region centres and corridors policies.

York Region Transportation Master Plan and York Region Rapid Transit Plan

The Region of York Transportation Master Plan identifies the need for a "Gateway" to the Region's transit network within the Steeles Corridor amendment area. Also, the Region has purchased a property for a bus terminal/subway station on the north side of Steeles Avenue. In conjunction with the proposed transit station, a commuter parking lot would be established in the Hydro Corridor. The York Region Rapid Transit Corporation is now finalizing the Environmental Assessment (EA) report providing for a dedicated bus rapid transit and subway connection from Steeles Avenue to the Vaughan Corporate Centre to the north.

York Region is also doing the EA for the entire Highway 7 corridor to connect the Vaughan Corporate Centre to the other two southerly Regional Centres in Richmond Hill and Markham.

This involves the creation of dedicated bus rapid transit lanes that would be able to fully evolve to a light rail transit facility generally operating along the Highway 7 corridor.

City of Toronto Official Plan

The existing City of Toronto secondary plan for York University is out-of-date, as it predates the current environment in which a dedicated bus rapid transit or subway connection from York University to Downsview station is being planned. The City of Toronto Official Plan designates York University as an Institutional Area, and includes policies that would guide the review and update of the York University Campus Secondary Plan. Section 4.8 of the Toronto Official Plan supports the provision of a range of uses within the Institutional Area; strong linkages between the institutions and private sector to create "science parks" within or in the vicinity of Institutional Areas; a location close to rapid transit; and, the creation of campus plans based on a list of criteria, that may form the basis for a new or amended Secondary Plan.

York University

York University and the City of Toronto began a collaborative process to update the York University Secondary Plan in mid-2005. It is a goal of the exercise to develop a planning framework of appropriate land uses and development densities to support the significant infrastructure investment on the planned expansion of the Spadina subway line. It is expected the updated Secondary Plan will also provide the necessary policy direction to ensure development along the University's Steeles Avenue frontage will be consistent with, and complementary to, the anticipated development within the lands that are the subject of this Amendment.

The Toronto Transit Commission

The Toronto Transit Commission is nearing completion of its Class Environmental Assessment for bus-only lanes between Downsview Station and York University. The TTC has also identified the extension of the Spadina subway to York University as a preferred next major subway extension.

Current Provincial Policy

Provincial Policy Statement (PPS)

Early in 2005, the new Provincial Policy Statement (PPS) was approved. The PPS includes sections providing for "Managing and Directing Land Use To Achieve Efficient Development and Land Use Patterns" (Section 1) to create "Healthy, Livable and Safe Communities" (Section 1.1) The PPS also provides that "a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit".

For 'Employment Areas', which include the lands subject to draft OPA 620, the PPS provides:

"Planning authorities shall promote economic development and competitiveness by:

- providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;
- providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- planning for, protecting and preserving employment areas for current and future uses; and
- ensuring the necessary infrastructure is provided to support current and projected needs."

The PPS defines 'Employment Area' as 'those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities'.

Draft OPA 620 provides for the Amendment Area to become a mixed use area, with a variety of retail, office and residential uses, as well as other community uses. The Amendment Area will continue to be an employment area, and will provide significantly more employment than previously, owing to the anticipated redevelopment of existing low intensity uses to higher intensity uses like major office and retail development. Introduction of a wider range and mix of uses will also help to achieve more compact form, support the efficient use of public transit and other infrastructure, and enable a larger population to function in a 'live-work' situation, without the need to commute. As new uses are introduced and intensified, particularly sensitive land uses, measures to mitigate the impacts of existing and approved employment uses will be required to ensure compatibility.

Draft OPA 620 is consistent with the policies of the PPS.

Places To Grow Act

In June, 2005, the Places to Grow Act received Royal Assent. On November 24, 2005, the Proposed Growth Plan for the Greater Golden Horseshoe was released for public comment.

Among its many policies, the Places to Grow Act provides direction on where and how to grow (Section 2.2). In particular, it encourages intensification, and promotes reduced dependence on the automobile through development of mixed use, transit-supportive, pedestrian-friendly urban environments (Section 2.2.2)

This Secondary Plan provides the necessary land use policy support in the existing urban area to facilitate change consistent with new Provincial policy initiatives.

On March 23, 2006, the Province announced plans to significantly increase its funding of public transit, including the extension of the Spadina subway line from its current terminus, through York University to the Vaughan Corporate Centre at Highway 7, with a subway station at Steeles Avenue within the amendment area.

On June 16, 2006, the Places to Grow Plan was announced.

2.2. EXISTING LAND USES

2.2.1. WITHIN THE AMENDMENT AREA

Moving from west to east, the existing land uses within the Steeles Corridor - Jane to Keele Amendment Area are as follows:

- The northeast corner of Jane Street and Steeles is currently vacant and was approved under OPA 481 through an Ontario Municipal Board decision for a "Commercial Cemetery" which permits the use of the lands for a 4 storey and 2 storey crematorium and columbarium. An application has also been submitted for the creation of a Vacant Land Condominium to allow for the creation of two vacant land parcels with shared parking, engineering services, and landscaped areas. The landowner has recently expressed a desire to establish high density residential development on the property.
- The City of Vaughan owns the stormwater management pond located on the north side of Steeles Avenue directly to the east of the approved crematorium/columbarium.
- United Parcel Service Canada Ltd. (UPS) is located with access on both Steeles Avenue and Jane Street and is the company's main distribution facility. The eastern half of the site is currently vacant, and the owner has submitted a site plan application to expand the existing operations there. The TTC's Spadina Subway Extension EA includes a portion of the Steeles West Station platform and subway tunnels running under these lands as well as a surface level bus terminal.
- To the immediate east of the UPS property, the Region of York has acquired a now vacant site for a transit terminal. The Spadina Subway Extension Environmental Assessment recommends use of these lands for the Steeles West Station bus terminals. The site is part of the Environmental Assessment for the Bus Rapid Transit and Subway Station facilities associated with the proposed Spadina subway extension.
- A small vacant site is located to the immediate east of the York Region transit terminal site and to the east of the vacant parcel; the Glen Corporation also currently owns the two employment buildings being used for office, warehousing, transportation, and distribution purposes.
- Two multi-unit buildings with a mix of office, transportation, warehousing and light industrial uses are located in the next two properties to the east of the Glen Corporation Land.
- The largest single property at the east end of the Plan area is almost entirely vacant, except for a 4-storey office building on the northwest corner of Keele and Steeles. The Milestone Group currently owns the entire parcel and wishes to proceed with further office, retail and residential development. .

2.2.2. WITHIN SURROUNDING LANDS

The lands surrounding the amendment area include:

- To the south is York University, one of Canada's largest and fastest growing Universities with a student and faculty population in excess of 50,000.
- To the west, north of Steeles Avenue, is the north part of Black Creek Pioneer Village, Black Creek valley, and beyond that, single storey employment uses extending over to Highway 400.
- To the west and south of Steeles Avenue, is Black Creek Pioneer Village, the Black Creek valley, and a range of low to high density residential uses.
- To the east and southeast are largely single storey industrial employment uses.

- To the north are the Ontario Realty Corporation lands being leased to Hydro One for the transmission corridor, the CN Rail line that feeds into the CN MacMillan Yard, a cemetery, single storey employment uses, and Highway 407.

3.0 THE PLANNING PROCESS

After the Ontario Municipal Board approval of OPA 529 in July of 2001, the City prepared a draft Terms of Reference for the Steeles Avenue Corridor Land Use Review that was approved by Council in June of 2002. In October of 2002, the City retained a consulting team led by the planning firm Urban Strategies Inc.

In the winter of 2002/2003 individual interviews were held with key stakeholders and agencies that would be members of the City's Technical Advisory Committee, including staff from: the City of Vaughan Planning, Urban Design, Engineering, and Economic Development departments; York Region Planning and Transportation; York Region Transit; York Region Rapid Transit Plan; York University; City of Toronto; Toronto Transit Commission; GO Transit; and, the Smart Commute Association of Black Creek. The Technical Advisory Committee met three times during the course of preparing this Secondary Plan to receive input on the draft reports and recommendations.

Two series of personal interviews were also held with each landowner or their representative: once at the beginning of the study; and, once towards the end. Meetings were also held with staff of the Ontario Realty Corporation and Hydro One, and CN Rail. Two Community Open Houses were held: in February of 2003 to introduce the study; and, in January of 2004 to present the draft report and recommendations.

In October, 2004, a statutory Public Hearing was held to consider the findings of the Study, and the initial draft secondary plan. Subsequently, additional analysis was undertaken to examine the implications of increased development densities within the Amendment Area.

In November of 2005, Vaughan Council directed the consulting team to prepare a revised version of the secondary plan incorporating higher densities within the new designations proposed for the Amendment Area.

The revised secondary plan was the subject of a second public hearing on May 29, 2006.

4.0 THE STRUCTURAL FRAMEWORK OF THE SECONDARY PLAN

This Plan creates a structural framework within which development can proceed in a logical manner. The Plan is structured to respond to two main issues.

First and foremost, significant transit initiatives in the area form the basis for transit-supportive development, and the structure and scale of the land uses reflect this transit imperative.

Secondly, this Secondary Plan area is located opposite York University, one of Canada's largest and fastest growing universities. This Plan introduces a range of uses and densities that are complementary and supportive of the evolving and urbanizing University campus. This Secondary Plan has been developed in consultation with the City of Toronto and York University, and reflects the significant influence that the University is expected to have on the future development of this area.

The structural framework of this Plan is based on five underlying premises:

4.1. PROVIDES SUPPORT FOR HIGH ORDER TRANSIT

This Secondary Plan is located in one of a few areas in the Greater Toronto Area where there is a large confluence of transit providers. It is located at one of the two high order transit gateways between the City of Toronto and York Region. It is a place where the Toronto Transit Commission (TTC), York Region Transit (YRT), and GO Transit, all meet.

This Secondary Plan recognizes that with the introduction of higher order transit, the area will function as a hub for inter-regional and regional transit services. It is the intent of this Secondary Plan to promote a development pattern that supports this transit function by providing densities, land uses, and urban design requirements that encourage, and respond to, increasing levels of transit ridership in the future.

This Plan is based upon the policies and designations in OPA 529 that provide for the extension of the Spadina subway to the Vaughan Corporate Centre, a critical component of the Greater Toronto Area's (GTA) planned transportation network. The TTC has identified the extension as the preferred next major subway extension, and in 2006, the Province of Ontario announced it would be a high priority transit initiative, and committed to help finance the project. This subway connection compels the ultimate vision for this Secondary Plan.

Until the time when the subway connection is made, higher order transit infrastructure serving this area is expected to evolve from short-term operational improvements through the York Region Rapid Transit Plan's (YRTP) recently introduced 'Quick Start' program, to medium-term implementation of dedicated bus rapid transit lanes (YRTP, TTC, GO Transit). While interim, these are not insignificant transit improvements and will support the development of the area as well as build transit ridership. As a result it is important that every phase of development in this Secondary Plan recognize the transit imperative, and that transit-supportive density and design be a guiding principle at every stage of development. This will help to ensure that higher order transit can be efficiently and cost-effectively implemented in the future.

4.2. ESTABLISHES AN INCREASED RANGE OF HIGH DENSITY LAND USES

The historic land use permissions in the area date to the 1960's and were developed in the context of a suburban-industrial employment area. The previous land use regime was established when this portion of Vaughan was at the sparsely developed edge of a growing Metropolitan Toronto and when York University was an isolated suburban campus. Certainly the major employment areas and directly related rail yard surrounding the Secondary Plan area will remain significant to the local, regional and national economies. This specific Amendment Area, however, has since changed from being in an isolated suburban location to a central part of the GTA urban fabric. The context of the Amendment Area is changing rapidly, and it is appropriate to plan for an increased range and mix of higher density urban land uses that are integrated into an intensifying urban fabric.

4.3. ESTABLISHES A GRID PATTERN OF ROADS, PUBLIC REALM, AND BLOCKS

This Secondary Plan responds to the linear characteristics of this corridor by creating access, frontage and depth beyond the Steeles Avenue frontage through the introduction of public roads. The roads establish a block structure that: organizes access points to the major arterial network; increases porosity for pedestrians and vehicles; supports a public realm network; increases property frontage opportunities; and, supports a finer network of streets, pathways and blocks necessary for high-density development and city-building. While the Plan is not located in a 'greenfield' suburban context, achieving its ultimate vision requires that the necessary infrastructure and public realm be secured in the same manner as through a 'greenfield' subdivision. Furthermore, traffic and transportation impacts, the provision of water and sanitary sewage capacity, and stormwater management solutions must be addressed in a comprehensive manner for the Amendment Area as a whole.

On the north edge of the corridor, the network structure is founded on a continuous east-west public road that will parallel Steeles Avenue between Jane and Keele Streets. The grid and block pattern is established by a series of north-south public roads linking the new east-west road to Steeles Avenue. In the shorter-term these road rights-of-way will create the basic framework for development in the Corridor. In the longer term they will also support the further provision of a finer grid of local streets, and a secondary continuous east-west corridor.

It is an objective of this Secondary Plan to establish the road rights-of-way as early in the development process as possible in order to provide maximum long-term flexibility. As such, development approvals will require that all identified road rights-of-way are dedicated or otherwise secured by the City. Key in the network is the east - west road on the north edge of the area linking Keele Street to Jane Street.

4.4. PROMOTES AN URBAN FORM AND PEDESTRIAN FRIENDLY URBAN ENVIRONMENT AND STREETScape

A successful transit-supportive Plan is also a pedestrian-supportive Plan. The urban form promoted by this Secondary Plan is based on establishing a pedestrian-friendly environment and streetscape. Throughout the Secondary Plan Area, this Plan promotes the development of:

- a concentration of density at the subway station;
- a variety of compact and linked mixed use, high density commercial and residential land uses that generate pedestrian activity, particularly within a five-minute walk of the subway station;
- a network of streets that encourage pedestrian use;
- a well developed system of pedestrian circulation linkages along Steeles Avenue, between the blocks, and to the adjacent areas especially including York University;

- a publicly accessible, clearly identifiable, and linked network of passive public urban squares and parks, and public and private open space;
- streetscapes designed at a pedestrian scale; and,
- buildings that meet the street in a manner which provides physical human comfort and appropriate scale.

4.5. ENCOURAGES LAND USES THAT CAN INTENSIFY OVER TIME, AND AT THE SAME TIME ESTABLISH TRANSIT-SUPPORTIVE DENSITY AND DESIGN AT THE OUTSET

Development occurs when market demand and supporting planning policies coincide. Development is an evolutionary process; therefore, land use policies and decisions need to strike the appropriate balance between shorter-term opportunities and development that is based on longer-term public infrastructure investments. In the near term the demand for the ultimate uses and densities in this Plan will be less certain. However, the planned transit improvements mean that within the 25-year horizon of this Plan there will be a need, demand and support for these ultimate land uses and densities.

This Secondary Plan balances shorter-term opportunities with long-term objectives by taking the following key steps:

- changing the range of land use permissions;
- establishing long-term objectives for the scale and density of development;
- establishing the land use fabric and basic private ownership block structure needed to achieve the build-out of the Plan,
- securing at the outset, a network of public roads;
- establishing at the outset, transit-supportive urban design;
- requiring development applications to provide Development Concept Plans showing how each site is expected to achieve the target densities of this Secondary Plan, and how the current application supports it;
- including criteria to trigger the provision of additional public services, as the area increases in residential and employment density; and
- recognizing short-term development opportunities within an overall long-term build-out strategy

Part B – The Amendment – Steeles Corridor – Jane to Keele – Secondary Plan

1.0 INTRODUCTION

The Official Plan of the City of Vaughan Planning Area is hereby amended by:

- a) Adopting this Amendment, the “Steeles Corridor - Jane to Keele -Secondary Plan”, which includes the text of Part B, and Schedules A, B, C and D;
- b) Amending OPA 450 by:
 1. Deleting Schedule “1” attached thereto and substituting therefore Schedule “1” attached hereto as Schedule “E”.
 2. Deleting Schedule “2” attached thereto and substituting therefore Schedule “2” attached hereto as Schedule “F”.
 3. Deleting Schedule “2C” attached thereto and substituting therefore Schedule “2C” attached hereto as Schedule “G”.
 4. Deleting Schedule “3” attached thereto and substituting therefore Schedule “3” attached hereto as Schedule “H”.
 5. Deleting Schedule “7” attached thereto and substituting therefore Schedule “7” attached hereto as Schedule “I”, in order to add the roads identified as Street ‘G’ extending north to Snidercroft Rd, and Street ‘X’ extending the East/West Primary Road, east across Keele Street to Tandem Rd as shown on Schedule B to this Amendment.

1.1 GENERAL INTENT OF THIS AMENDMENT

The purpose of the Steeles Corridor – Jane to Keele Secondary Plan is to incorporate policies into the Vaughan Official Plan to manage the land use transformation of the Amendment Area for the next ten to fifteen years. It is the intention of this Plan that the area develops with a mix of uses that feature increased densities and a compact pedestrian-friendly urban form. The land uses, densities and built form are in response to, and supportive of, the varied higher order transit infrastructure plans and programs being implemented, including the extension of the Spadina Subway. In addition, it takes into account its location opposite York University.

This Plan covers approximately 43 hectares and provides opportunities for more intensive forms of residential and commercial development. It promotes mixed-use development and a strong ‘live/work’ relationship as a key objective, whereby residents and workers will have the opportunity to live, work and shop in the area. The corridor is focused on the future Steeles West subway station, which will connect this area to the Vaughan Corporate Centre, York Region’s Rapid transit corridor on Highway 7, TTC’s Spadina subway line and points beyond. Establishing these rapid transit connections is fundamental to achieving the land use vision.

This Secondary Plan recognizes that it will take a number of years for the Corridor to reach its full potential. Therefore each phase of development will need to serve the ultimate vision in terms of supporting the long-term goals and built-form objectives envisioned by this Plan. It is vital that transit-supportive and pedestrian-oriented development be achieved at the outset.

To ensure that this Secondary Plan can be implemented as envisioned, establishing the street and block pattern of this Secondary Plan is important. Through subdivision and rezoning processes, new development shall provide for the planned road network as a condition of approval. Schedule A identifies the comprehensive public road pattern, including local streets, and, consequently, the pattern of development blocks. Within the Corridor, the City’s objective is to establish a development block pattern based on a grid of new streets. This grid is comprised of three elements. The first is a continuous east-west primary road from Keele Street to Jane Street located within or at the southern edge of the Hydro Corridor. The second element is the structure of six north-south roads extending from the east-west primary road down to Steeles Avenue. The third will be an even finer network of local streets and pathways to be developed within these blocks (as shown conceptually on Schedule B).

The visual attractiveness and image of the Corridor is of prime importance, and development throughout the Corridor will be characterized by high quality urban design. Urban design requirements will be implemented through the policies of this Secondary Plan, the zoning by-law and through site plan control. Development related and scaled to the pedestrian is required on all lands within the Corridor.

1.2 COMMUNITY STRUCTURE AND URBAN FORM

Pursuant to the provisions of OPA 529, Section 1.c), the planned higher order transit right-of-way and associated station facilities will ultimately support enhanced service to this section of Steeles Avenue. To encourage the Corridor's development as a public transit hub, a concentration of residents and workers to support and encourage this function will be essential. The Secondary Plan provides for higher densities around the subway station site, which gradually lower with increased distance from the station. While Steeles Avenue and the municipal boundary define this area as a 'corridor', it is expected that the Amendment Area will combine with York University to create a seamless development node of significance to the Greater Toronto Area.

1.3 POPULATION AND EMPLOYMENT

The Amendment Area is expected to accommodate approximately 5,000 – 5,500 residential units, and a residential population of approximately 10,000 – 11,000, at full build out. Approximately 100,000 – 120,000 square metres of Office/Commercial uses is also planned, which would generate an estimated 4,000 – 5,000 employees.

2.0 DEVELOPMENT PRINCIPLES AND OBJECTIVES

The following principles express the fundamental premises for development within the Secondary Plan area. They will be considered in the review of all development applications and capital projects

2.1 *A transit-supportive Plan: Support and capitalize on existing and planned transit investments.*

- a) To establish high-density residential, office and mixed-use development that provides support to the existing bus transit and planned subway service.
- b) To establish a road and block structure that provides access for pedestrians, bicyclists, public transit and passenger vehicles.
- c) To develop a grid network of continuous and interconnected arterial, primary and local streets, and short development blocks, complemented by a public transit network, facilitating efficient movement by all modes.
- d) To establish, at as early a stage as possible, an east-west primary road connection between Jane Street and Keele Street to support bus and car movements and to provide relief to the Keele/Steeles and Jane/Steeles intersections.
- e) To protect for transit-related facilities (including bus terminals, passenger pick-up and drop-off and station entrances) required for the Steeles West Station.
- f) To optimize the use of existing public lands within and surrounding the area for infrastructure and community amenities, thereby maximizing the potential of private lands for transit-supportive development.

2.2 *A Plan to use infrastructure effectively: Manage development within the capacity of existing and committed transportation and servicing infrastructure.*

- a) To maximize land use densities within the capability of the infrastructure.
- b) To plan for infrastructure improvements and community facilities and services that will support further increases to permitted land use densities.
- c) To phase land uses so that they match with the implementation of the infrastructure improvements, meaning all public and/or private utilities (including but not exclusive of CATV, Hydro, Gas, Communications/Telecommunications, Canada Post, etc.), which are required to service a development.
- d) 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 ensure that the ultimate forecast population and employment growth resulting from this Plan can be accommodated.
- e) To ensure that the costs of private development are fully borne by, shared equitably among, and recovered from benefiting landowners.
- f) 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 Corridor, in concert with market demand.

2.3 Create a compact, mixed-use precinct, concentrating worker and resident population within a 10-minute walking distance of the future Steeles West Station.

- a) To provide the opportunity for a full range of high density land uses.
- b) To support a mixing, rather than separation, of land uses.
- c) To provide an opportunity for the highest densities to be concentrated in the areas closest to the planned transit stops and station.
- d) To establish a concentration of residential and major office development close to the subway station that supports development of a vibrant urban area.
- e) To provide for the achievement of a substantial commercial centre with market synergies among the various uses and which fosters increased public transit ridership.
- f) To provide retail development opportunities to address the needs of the employee and resident population in the Corridor, while avoiding creation of a retail centre serving broader City or Region wide needs.
- g) To establish the mixed-use residential and commercial corridor as an integral component of a pedestrian-friendly urban environment which is conveniently accessible by public transit, bicycle, and on foot from York University and the surrounding community.
- h) To ensure that the Corridor develops in a manner consistent with its 'planned function' in the City's hierarchy of transit-supportive centres and corridors.

2.4 Complement and reinforce the academic function and campus environment of York University.

- a) To provide for a range of land uses that support the continued evolution of York University.
- b) To recognize the core of the campus as the primary area for academic function, and provide support for other uses ancillary and complementary to that core academic function.
- c) To become a complementary component to the York University campus, rather than a separate corridor in another context.
- d) To make connections across Steeles Avenue and enhance pedestrian access between the north and south sides.
- e) To visually connect land uses across Steeles Avenue from a built form and urban design perspective.

2.5 Ensure early phases of new development establish the vision for the Corridor at the outset and provide the opportunity for further land use evolution.

- a) To ensure that the first phase of development enables the City to acquire or secure the planned road/street right-of-ways which define the primary lot and block structure.
- b) To encourage and support as high a density as supported by this Plan at the earliest possible stage of development.
- c) To have all phases of development, including initial phases, reflect transit-supportive urban design.
- d) To require preparation of development phasing plans that provide for the logical progression of development from its initial phase to a mature phase reflecting the urban form envisioned by the Plan.
- e) To ensure as early as possible, the development of the key public sector elements needed to achieve the vision for the Steeles Corridor Secondary Plan Area, including the establishment of:
 - i. public transit services, and associated infrastructure and facilities;
 - ii. a grid network of streets;
 - iii. the continuous east-west primary road connection between Jane and Keele Streets;
 - iv. a pedestrian promenade along Steeles Avenue with a high-quality streetscape;
 - v. appropriately sized and located park/neighbourhood square and school sites

- f) To ensure compatibility between new sensitive land uses and existing and approved land uses, particularly industrial employment uses, in all phases of development.
- g) To provide for an appropriate transition, as necessary, between existing and approved employment uses and new sensitive land uses introduced in the Amendment area.
- h) To protect against the displacement of employment from surrounding employment areas that are, in particular related to the CN Rail Yard and significant to the local, regional and national economy.

2.6 *Develop a consistent, attractive image and pedestrian environment along Steeles Avenue through landscaping and the placement and massing of buildings.*

- a) To promote the development of a mixed use residential and employment district focused along the Steeles Avenue frontage.
- b) To have development concentrated and massed along Steeles Avenue to create a physical presence and focus for the transit-riding pedestrian.
- c) To develop a walkable, pedestrian-friendly environment, with connections to the subway station, public facilities such as schools, parks, urban squares, and commercial areas.
- d) To encourage built forms and streetscapes that support walking through a continuous, street-oriented urban area that is safe, attractive, and human in scale.
- e) To encourage the grouping or clustering of utilities wherever possible in order to reduce or mitigate street clutter within the public or private realm. Wherever practical, the City encourages utilities to locate within buildings.

2.7 *Provide a balanced transportation system convenient, safe and comfortable for pedestrians, cyclists, public transit, and private vehicles.*

- a) To develop a pedestrian and bicycle network through the Corridor, connecting private amenity areas, parks, neighbourhood squares, public buildings, stormwater management areas, utility easements and, where appropriate, local streets, within and adjacent to the Corridor, and particularly to the subway station and York University.
- b) To support on-street parking on the local north-south roads, to support street-related retail uses that are accessible to both pedestrians and drivers.
- c) To encourage the City of Toronto to consider, over the evolution of this Plan, the potential for on-street parking on Steeles Avenue.
- d) To encourage travel on foot and bicycle, by providing safe and convenient pedestrian and bike networks on public streets and connections to the subway station, parks, public facilities and publicly accessible private amenity areas.
- e) To use appropriate building setbacks, lane widths, turning radii, etc. as traffic calming measures as appropriate, to reduce traffic speeds, enhance public safety, and create a more urban condition.
- f) To secure, acquire and/or protect for road rights-of-way and transit rights-of-way that make up the grid network of primary and local roads/streets.
- g) To facilitate bus access to the subway station and automobile access to the passenger pick-up and drop-off and the commuter parking lot in the hydro corridor.
- h) To reduce the need for commuter travel by encouraging a closer relationship between the workplace and the home.

2.8. *Integrate transit facilities, roads and development as seamlessly as possible with surrounding development.*

- a) 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.
- b) To provide for a transition of land uses and density from the subway station to adjacent areas.
- c) To provide a network of north-south road rights-of-way connecting across to the south side of Steeles Avenue to York University that also facilitate pedestrian and bicycle crossings.

- d) To facilitate east-west movement through the corridor by pedestrians, cyclists and vehicles through the provision of linked, mid-block connections.
- e) To continue to work closely with York Region, City of Toronto, York University and the various transit providers to implement the transit and road system improvements complementing the development policies in this Secondary Plan.
- f) To support additional longer-term road connections to areas beyond the Secondary Plan.

2.9. *Ensure future residential neighbourhoods are adequately served by community services and amenities such as schools, urban squares and parks, libraries, emergency services and recreational facilities.*

- a) To provide population and employment forecasts that support the planning and provision of community services.
- b) To provide opportunities for multi-use institutional and community facilities.
- c) To recognize the personal, social, economic and environmental benefits of recreation, urban parks and squares, and open spaces.
- d) To establish policies for securing public uses, urban parks and squares, and publicly accessible private amenity areas.
- e) To create a convenient and continuous pedestrian and bicycle network throughout the Corridor, connecting to transit, parks, public facilities, and linking it to the surrounding community.
- f) To provide urban parks and squares that address the passive recreational needs of the anticipated households and employees within the Corridor.
- g) 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.
- h) To ensure that the institutional uses are compatible with and complementary to neighbouring uses and the surrounding community, and are designed to facilitate the achievement of the urban design and streetscape objectives of the Plan.
- i) To encourage major institutional users to locate on sites conveniently accessible to pedestrians and via the public transit network.

2.10. *Maintain and support the primary function of the Hydro Corridor to transport electricity*

- a) To continue to work with York Region Rapid Transit Plan, Ontario Realty Corporation and Hydro One on expediting the design details and approvals of the continuous east-west primary road right-of-way between Keele Street and Jane Street.
- b) To support a design of the east-west road right-of-way that protects the primary function of the Hydro Corridor.
- c) To encourage as much of the east-west road right-of-way as is technically feasible to be located in the Hydro Corridor.
- d) To protect the use of the Hydro Corridor for facilities that support the subway station and public uses but do not interfere with the primary function of the corridor.

2.11. *Encourage the urban design of future development to be of the highest quality.*

- a) To provide high quality development by:
 - i. encouraging and attracting private investment that will respond to the high order of public investment;
 - ii. adding value to private lands served by the public realm;
 - iii. encouraging a range and mix of high density residential, institutional and employment uses; and
 - iv. establishing simple development "rules" in order to encourage, rather than discourage, development that meets the objectives of this Plan.
- b) To use, in addition to the policies of this plan, the City of Vaughan's draft "Corridor and Employment Area Urban Design Guidelines – February 2004" as a guiding document to development in the Secondary Plan Area.

2.12 Promote and demonstrate environmental sustainability.

- a) To ensure a compact, mixed-use pattern of development and a network of streets and paths that encourage walking, cycling and transit use.
- b) To remediate contaminated land.
- c) To utilize best practices in watershed management.
- d) To achieve high levels of energy efficiency in buildings and utilities.
- e) To encourage the use of renewable energy sources.
- f) To minimize the heat island effect from buildings and paved areas.
- g) To integrate stormwater management and water recycling facilities in the design of buildings, open spaces and parking areas.
- h) To protect the integrity of the Black Creek valley system.
- i) To support the development of district energy, heating and cooling systems.
- j) To encourage "green" buildings designed to achieve high standards, for example, a high Leadership in Energy and Environmental Design (LEED) rating.
- k) To ensure trees line streets and populate parking areas, and are well maintained.

3.0 LAND USE DESIGNATIONS and DENSITIES

3.1 GENERAL

- a) Schedule A illustrates the precise physical boundaries of the Steeles Corridor - Jane to Keele Secondary Plan.
- b) This Amendment permits High-Density Residential, Prestige Office Employment, and Commercial uses in mixed-use development, and supporting Public and Institutional uses. The desired high level of development and human activity is supportive of the existing and planned transit services.
- c) This Secondary Plan establishes the location and minimum and maximum densities, expressed as floor space indices (FSI), of each permitted use. "Floor space index" is the gross floor area of a building divided by the area of the lot.
- d) The permitted uses within this Secondary Plan include:
 - i. High Density Residential
 - ii. Prestige Office Employment
 - iii. Commercial uses in mixed-use development
 - iv. Public and Institutional uses
- e) In accordance with Policy 7.1(d) and Policy 7.2(a), previously approved uses and existing uses are also permitted.
- f) The maximum permitted densities for the Amendment Area are identified on Schedule A and are based upon the following transition in scale from the subway station:

i. Transit Core	within 250 m of station	FSI = 4.0
ii. Transit Transition	250 - 500 m from station	FSI = 2.5
iii. Corridor	500m+ from station	FSI = 1.6
- g) The floor space indices set out in Schedule A are the targets to which future development should aspire. In accordance with Section 8.2, development applications will require conceptual Block and Phasing Plans for logical planning units that demonstrate how these floor space indices are to be achieved over time.
- h) Notwithstanding the density and height policies of this Plan, the City may permit additional density and/or height under Section 37 of the Planning Act in exchange for community facilities and public open space features within the Amendment Area, over and above those required by this Plan, or funds for the provision of such facilities and features. Such community benefits may include, but are not limited to, daycare facilities, space for community use, public art, special park amenities, streetscape enhancements, and pedestrian and/or bike trails,
- i) Prestige Office Employment uses include:

- i. Office Building
 - ii. Research laboratory
 - iii. Printing and publishing
 - iv. Hotel
 - v. College or university
 - vi. Commercial school
 - vii. Financial institution
 - viii. Data processing ancillary to a permitted use
- j) Commercial uses are to be provided at grade and only as part of a multi-storey, mixed-use High Density Residential, Prestige Office Employment, or Public and Institutional building. Retail commercial uses permitted on the ground floor of mixed-use buildings may include:
 - i. Personal and business services
 - ii. Business and professional offices
 - iii. Retail stores
 - iv. Restaurants
 - v. Places of entertainment
- k) Single-use High Density Residential, Prestige Office Employment, and Public and Institutional developments may be permitted.
- l) The ultimate location of the transit station(s) is yet to be confirmed and is the subject of an Environmental Assessment process. Any resulting major shift in this station location, or addition of a station in the Amendment Area, will trigger a review of the location of the designations in this Plan. Any minor shift in the transit station location may require a minor adjustment in the land use designations of this Plan which is permitted without the need for an amendment to the Plan.
- m) The ORC/Hydro One corridor extending along the north side of this Plan is subject to the policies of the Parkway Belt West Plan. Within this corridor and in relation to the transit station exists the potential for a public parking facility that could accommodate up to 3,000 cars. This Plan permits the use of these lands for a parking facility in association with the transit station. However, there is also the potential for a large commuter parking facility to be provided in the Highway 407 corridor to serve a subway station there. The ultimate size of the parking facility in the hydro corridor should be determined based on a study of the projected demand for commuter parking associated with the subway station and the impacts of traffic from the future development anticipated by this Plan.
- n) The area used for the calculation of permitted density shall include the land for the buildings, the land dedicated for the east-west road connecting Jane Street to Keele Street, parkland, private streets and open spaces, landscaping, parking, servicing and driveway areas. The calculation of density shall not include the gross floor area of public transit uses, such as bus terminals and subway entrances, provided such uses are located within commercial or mixed use buildings.
- o) Development shall be undertaken on a comprehensive basis and provide an over-all design to achieve proper access, internal traffic circulation, adequate parking, and the desired urban design characteristics of the built form.
- p) The needs of the transit rider and pedestrian shall be supported by providing street-related commercial and public uses.
- q) Public and private utility facilities shall be permitted in all land use designations and subject to detailed engineering designs to be approved by the City.
- r) Non-transit-supportive land uses including, for example, retail warehousing, service stations and gas bars, drive-through establishments of all types and uses, banquet halls, bowling alleys, motels, funeral homes, car brokerages, golf driving ranges, and miniature golf courses, are not permitted in this Secondary Plan.
- s) No outside storage of goods or materials shall be permitted in this Secondary Plan area.
- t) The zoning by-law shall establish the applicable development standards.
- u) This Plan establishes a framework for the designation of the Amendment Area, or portions of it, for a Community Improvement Plan. The objective of the Community Improvement Plan will be to provide incentives for the development of transit-supportive land use densities.

3.2 PERMITTED USES AND DENSITIES

3.2.1. Transit Core

3.2.1.1. Purpose

- a) To encourage and support High Density Residential and Prestige Office Employment uses to locate within 250 metres of the subway station and support the existing and planned transit system.
- b) To provide for the highest scale and density of residential and major office uses to surround the subway station and, if possible, be integrated with its development.
- c) To support the residential population and major office employees by providing opportunities for mixed use development.
- d) To accommodate facilities that support the subway station and integrate them with development as efficiently as possible.

3.2.1.2. Uses and Densities

- a) The following uses shall be permitted:
 - i. High Density Residential, including housing types such as apartments and other multiple-unit dwellings
 - ii. Prestige Office Employment
 - iii. Mixed-use development, combining High Density Residential, Prestige Office Employment, Commercial and/or Public and Institutional uses in the same building
 - iv. Public and Institutional uses.
- b) In accordance with Policy 7.1(d) and Policy 7.2(a), previously approved uses and existing uses are also permitted.
- c) Prestige Office Employment uses in the form of office buildings are encouraged to locate at the subway station, on the corners of the Street 'C' and Steeles Avenue intersection as identified on Schedule A.
- d) Commercial uses oriented to public streets and plazas shall be provided on the ground floor of buildings fronting Steeles Avenue and New Street 'C' as identified on Schedule A.
- e) The maximum density in the Transit Core area shall be 4.0 FSI. The minimum density on a lot that is not a park shall be 2.0 FSI. Permitted density may be transferred from one lot to another within each of Block C and the portion of a Block D designated Transit Core, provided the minimum density of 2.0 FSI is achieved on all lots within Block C or the portion of the Block D, where the density transfer is occurring, and the total density on each of Block C and the portion of the Block D does not exceed 4.0 FSI.
- f) Retail uses shall be ancillary to the main use and provided at grade, and only as part of a multi-storey, mixed-use High Density Residential, Prestige Office Employment, or Public and Institutional building.

3.2.2. Transit Transition

3.2.2.1. Purpose

- a) To encourage and support High Density Residential uses and Prestige Office Employment uses to locate 250 metres to 500 metres from the subway station and support the existing and planned transit system.
- b) To provide for a transition in scale and density from the highest density uses surrounding the subway station to adjacent and surrounding areas.
- c) To support the residential population and employees by providing opportunities for mixed use development.

3.2.2.2. Uses and Densities

- a) The following uses shall be permitted:
 - i. High Density Residential, including housing types such as apartments and other multiple-unit dwellings
 - ii. Prestige Office Employment
 - iii. Mixed-use development, combining High Density Residential, Prestige Office Employment, Commercial and/or Public and Institutional uses in the same building
 - iv. Public and Institutional uses.

- b) In accordance with Policy 7.1(d) and Policy 7.2(a), previously approved uses and existing uses are also permitted.
- c) The maximum density for residential, mixed-use and hotel developments in the Transit Transition area shall be 2.5 FSI. The minimum density for these uses on a lot that is not a park shall be 1.5 FSI. Permitted density may be transferred from one lot to another within each of Block B and the portions of Blocks D and E1 designated Transit Transition, provided the minimum density of 1.5 FSI is achieved on all lots within Block B or the portions of Blocks D and E1, where the density transfer is occurring, and the total density on each of Block B and the portions of Blocks D and E1 does not exceed 2.5 FSI. Densities for shall be in the range of 1.5 to 2.5 FSI.
- d) Within each of Block B and the portions of Blocks D and E1 designated Transit Transition, the maximum density of Prestige Office Employment uses, except a hotel, shall be 0.6 FSI.
- e) Retail uses shall be ancillary to the main use and provided at grade and only as part of a multi-storey, mixed-use High Density Residential, Prestige Office Employment, or Public and Institutional building.

3.2.3. Corridor

3.2.3.1. Purpose

- a) To provide opportunities for High and Medium Density Residential and Prestige Office Employment uses to locate more than 500 metres from the subway station and support the existing and planned transit system.
- b) To provide for a further transition in uses, scale and density from the highest density uses surrounding the subway station to adjacent and surrounding areas.
- c) To support the residential population and major office employees by providing opportunities for mixed use development.

3.2.3.2. Uses and Densities

- a) The following uses shall generally be permitted:
 - i. High and Medium Density Residential, including housing types such as apartments and other multiple-unit dwellings
 - ii. Prestige Office Employment
 - iii. Mixed-use development, combining Residential, Prestige Office Employment, Commercial and/or Public and Institutional uses in the same building
 - iv. Public and Institutional uses.
- b) In accordance with Policy 7.1(d) and Policy 7.2(a), previously approved uses and existing uses are also permitted.
- c) The maximum density for residential, office, mixed-use and hotel developments in the Corridor area shall be 1.6 FSI, except where the density bonus provided for in Policy 3.2.3.2(d) is utilized, in which case the maximum density for all uses shall be 1.6 FSI plus 0.6 times the area of underground parking dedicated to non-residential uses, to a maximum of 1.75 FSI. Within Blocks A, E2, F and the portion of Block E1 designated Corridor the minimum density for these uses on a lot that is not a park shall be 0.8 FSI. Within Block G the minimum density for these uses on a lot that is not a park shall be defined by the Zoning By-law and may be less than 0.8 FSI. Permitted density may be transferred from one lot to another within each of Blocks A, E2, F and G and the portion of Block E1 designated Corridor, provided the minimum density is achieved on all lots within Blocks A, E2, F and G or the portion of Block E1, where the density transfer is occurring, and the total density on each of Blocks A, E2, F and G and the portion of Block E1 does not exceed 1.6 FSI.
- d) On Block A and on Blocks E2, F and G combined, the maximum density of Prestige Office Employment uses, except a hotel, shall be 0.6 times the area of the lot plus 0.6 times the area of underground parking dedicated to non-residential uses to be provided on the lot, to a maximum of 0.75 FSI.
- e) Retail uses shall be ancillary to the main use and provided at grade and only as part of a multi-storey, mixed-use High Density Residential, Prestige Office Employment, or Public and Institutional building.

3.3. POLICIES FOR THE PROVISION OF PUBLIC and INSTITUTIONAL USES and COMMUNITY SERVICES

3.3.1. General

- a) The success of this Secondary Plan in reaching the population and employment targets and in supporting the major public investment in transit infrastructure also depends upon the ability to provide necessary community facilities and services.
- b) Public and Institutional uses include:
 - i. Parks
 - ii. Schools
 - iii. Community facilities such as community and civic centres, libraries, theatres, arts & cultural centres, places of worship, daycare centres and day nurseries, police stations and fire halls.
- c) Public and Institutional uses are permitted in all land use designations without an amendment to this Plan.
- d) The development of joint facilities will be strongly encouraged.
- e) In the infill and redevelopment context of this Secondary Plan, the timing and phasing of new development, the mix of land uses, and the delivery of necessary community facilities and services are less predictable than with traditional 'greenfield' development. The City will assess the need for other community facilities and services to serve the Amendment Area, based on the population and employment targets of this Plan. At various points of population and employment growth, the delivery of services will need to be addressed through further study by the City and/or Development Concept Reports and Phasing Plans submitted with Plans of Subdivision, as provided for in Section 8.2 and Section 3.3.1 g).
- f) The City is undertaking a City-wide Master Plan for the provision of Recreation, Culture, Parks, Buildings, Facilities and Libraries. Through this process, recommendations will be made which will evaluate and if necessary include any consideration for parks, recreation facilities and services in the Amendment Area.
- g) A monitoring, review, and report on the status of growth in the Amendment Area and the delivery of services will be undertaken in conjunction with the monitoring policies in Section 8.2.
- h) Development of all Public or Institutional uses shall be in an urban form and scale that is sensitive to and supportive of the adjacent and highest density, transit-supportive land use designation and adhere to the Urban Design Policies contained in Section 5.0.
- i) Without an amendment to this Plan, all Public and Institutional sites may be redesignated to permit an alternative use in accordance with the adjacent land use designations should they not be ultimately required for the original purpose.

3.3.2. Parks and Neighbourhood Squares

- a) Parks and neighbourhood squares are to be provided in the Secondary Plan to provide central common spaces and key social gathering spaces for citizens. Neighbourhood squares are smaller than typical neighbourhood parks, and are intended to address the passive recreation needs of residents and employees of the Amendment Area.
- b) A system of Parks shall be established in the Amendment Area and integrated into the surrounding community's pedestrian and open space system. Schedule C conceptually illustrates the general locations of Parks to support a mix of uses across the area and a significant residential population. The actual location, types and sizes of Parks will be determined by the City's Parks and Recreation Master Plan and may vary from Schedule C without amendment to this Plan. Development Concept Reports shall identify the precise location and phasing of parks and neighbourhood squares, and the dedication of parkland shall be consistent with the Planning Act, as set out in Policy 3.3.2(h).
- c) Parkland in this Secondary Plan area shall provide sufficient park space in the preferred locations to accommodate anticipated development and meet the needs of its future resident and worker population.
- d) Suitably sized and located park and neighbourhood square sites shall be conveyed to the municipality as a condition of approval of draft plans of subdivision, to ensure that the long term passive and active recreational needs of the Corridor residents and employees are accommodated.

- e) Parks and neighbourhood squares should be designed based on the following design guidelines:
- i. Parks and squares should be planned as focal points.
 - ii. Streetscapes along the street right-of-way that abut a park should be designed to reinforce a high-quality, formalized relationship between the open space and its adjacent land uses.
 - iii. Buildings should front onto the park to create built form edges to the public space.
 - iv. The landscape along the street frontage should include high canopy street trees and be complementary on both sides of the street.
 - v. Entry/access points should be located conveniently and incorporate civic design themes.
 - vi. Hard and soft landscape elements and features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.
 - vii. Parks and squares should be designed with a minimum of two (2) street or lane frontages.
 - viii. Neighbourhood parks should be 0.8-2.5 hectares in size.; neighbourhood squares will range in size from 0.4 to 0.8 hectares.
- f) An urban plaza shall be located and provided in conjunction with the subway station. The plaza will support passive use of hard surfaces and include a high level of urban design detail and treatment.
- g) The parks and neighbourhood squares provided in this Secondary Plan area shall be shown on draft plans of subdivision, and shall be conveyed to the City at the time of plan registration.
- h) Parkland shall be dedicated on the basis of a ratio of 5% of the gross land area for residential areas, and 2% for the commercial areas, or 1.0 hectare for each 300 dwelling units, or a combination of 5%, 2% and 1 hectare per 300 units at the City's discretion, as provided in Section 42 or Section 51 of the Planning Act. Parkland dedication may also be provided via payment of cash-in-lieu at the discretion of Council. The City shall generally give preference to the provision of park via land dedication, rather than payment of cash-in-lieu.
- i) Lands utilized for stormwater management facilities shall not be considered as any part of the parkland dedication requirement provided under the Planning Act.
- j) A system of private open spaces should be provided to complement and interconnect parks.
- k) Parks, private open spaces, and the public street system should be organized to connect to the Black Creek ravine system.
- l) To complement the provision of public space to meet the needs of residents of the Amendment Area, Amenity Space will be provided. A percentage, to be identified in the zoning by-law, of the required Amenity Space shall be provided outdoors and on ground level to complement the public parks and open space system.

3.3.3. Schools

- a) The Secondary Plan area has been identified as a potential location for one (1) new elementary school. A location for the school is identified on Schedule C. The location and site area for the school may change without amendment to this Plan.
- b) In locating the school, the following criteria shall be considered:
- i. size and shape of the site
 - ii. physical site conditions
 - iii. the potential to establish itself as a focal point
 - iv. accessible and visible from major pedestrian, transit and traffic routes
 - v. proximity to residential population
 - vi. locations outside of the Transit Core and not fronting onto Steeles Avenue
 - vii. the potential for future expansion.
- c) The school may be a stand-alone building or part of a shared, mixed-use building or multi-use facility. Where the school is one part of a shared facility, the following issues in particular are to be considered:
- i. ready access to the public
 - ii. self-contained with a separate entrance and services
 - iii. a clearly visible and separate identity

- iv. a convenient service access which implements the urban design policies of this Plan.
- d) The school site may be needed upon the population in the Corridor reaching a threshold of approximately 10,000 residents. The school boards will monitor population and student demand based on the land use approvals, Development Concept Reports, and Phasing Plans, and identify to the City in advance when, and where, a school site may need to be secured.
- e) To provide an opportunity for a school facility to be developed as part of a mixed-use building, school boards will be circulated site-specific rezoning and site-plan applications.

3.3.4. Library

- a) The Secondary Plan area has been identified as a potential location for a new library.
- b) The library could be of a "Neighbourhood Library" scale with floor space of approximately 560 square metres.
- c) The selection of the library location should consider the following criteria:
 - i. size and shape of the site
 - ii. physical site conditions
 - iii. the potential to establish itself as a focal point
 - iv. accessible and visible from major pedestrian, transit and traffic routes
 - v. proximity to residential population
 - vi. locations within the Transit Core and Transit Transition designations, and adjacent to Steeles Avenue are to be preferred
 - vii. the potential for future expansion.
- d) The library may be a stand-alone building or part of a shared, multi-use facility. Where the library is part of a shared multi-use facility, the following issues in particular are to be considered:
 - i. ready access to the public
 - ii. self-contained with a separate entrance and services
 - iii. a clearly visible and separate identity
 - iv. a convenient service access which implements the urban design policies of this Plan.
- f) The library site may be needed upon the residential population reaching the planned population of approximately 10,000. The library board will monitor the population levels based on the land use approvals, Development Concept Reports, and Phasing Plans, and identify to the City in advance when, and where, a site or facility may need to be secured.

3.4. NOISE AND VIBRATION

3.4.1. Purpose

- a) This Amendment is intended to manage the evolution of land use in this area from the context of a low-intensity industrial employment area to that of a high density urban community with a mix of residential and office uses served by high order transit. The most predominant potential noise source in relation to this Amendment Area is the CN rail corridor and MacMillan Freight Classification Yard which are located north of the Hydro Corridor and Amendment Area. The long-term protection of the CN Rail Yard function is important to the employment land base and economy of Vaughan; it is however, only one component of the City's overall growth management framework. While industrial and railyard-related uses have been compatible with the historical function of the area, this function is changing, as expressed through the long-term vision and policies in the York Region Official Plan, OPA 500-Vaughan Corporate Centre, and OPA 529-High Order Transit Protection Corridor. To address noise and vibration issues, this Amendment requires identification of the limits and levels of the CN Rail Yard noise sources and mitigation against any adverse effect resulting from noise and vibration so that changes to accommodate sensitive land uses envisioned by this Amendment can be incorporated into development.
- b) To mitigate the impacts of noise and vibration from the subway and bus traffic.
- c) To mitigate the noise and vibration impacts of activities and truck traffic associated with existing and approved industrial employment uses, in accordance with all applicable Provincial and municipal guidelines.

3.4.2. Policies

- a) To demonstrate compatibility and ensure appropriate measures are implemented to mitigate the impacts identified in 3.4.1(a)-(c) above, all residential development and other sensitive land uses within the Amendment Area are required to undertake a noise and vibration study to the satisfaction of the City and CN Rail prior to the approval of plans of subdivision and zoning by-laws for such uses. As a condition of approval, the development proponent shall undertake appropriate measures to mitigate any adverse effects from the identified noise and vibration. Such measures may include a separation distance consistent with all applicable Provincial and municipal guidelines or as recommended by an area-specific or site-specific noise and vibration study.
- b) Prior to the development of sensitive land uses, including the residential land uses provided for by this Amendment, noise and vibration studies in accordance with Ministry of the Environment Guidelines and in consultation with CN, will be required. This study will identify the CN Rail Freight Classification Yard and other noise sources, and control and mitigation measures, through enhanced building designs or acoustical building construction measures, for example, for development within 300 metres of CN facilities.
- c) A portion of the sensitive residential land uses permitted by this Amendment are planned to locate along the Steeles Avenue frontage. Prior to development approvals, Development Concept Reports and Phasing Plans, as provided for in Section 8.2, are to address any potential phasing and integration of sensitive land uses with other non-sensitive land uses.
- d) All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City, in consultation with CN.
- e) The City may require, development applicants to undertake, noise and vibration studies, prepared by qualified consultants, that address the potential impacts on development of the subway and associated bus terminal.
- f) Where noise and vibration from development, including the development and operation of transit facilities, may have an adverse impact on Black Creek Pioneer Village, the City shall require the submission of noise and vibration studies prepared by qualified consultants and the implementation of appropriate mitigation measures.

4.0 URBAN DESIGN POLICIES

4.1 GENERAL

- a) In addition to the policies of this Plan, the City may require, with development applications, the submission of detailed Urban Design Guidelines and a Streetscape and Open Space Master Plan prepared to the satisfaction of the City, to further illustrate and articulate the policies.
- b) To provide flexibility in the design process, other comparable design arrangements that achieve the principles and objectives of this Plan, and are satisfactory to the City, may be utilized without amendment to this Plan.
- c) Any Development Concept Reports or Phasing Plans that are required under Section 8.2 of this Plan are to illustrate how the policies of this plan and associated guidelines are being addressed and can be addressed in both current plans and future phases of development.
- d) Site Plan applications within the lands subject to this Amendment will be reviewed taking into consideration matters relating to exterior design, including the character, scale, appearance and design features of buildings and their sustainable design.

4.2 BUILT FORM

- a) Buildings are to:
 - i. define street edges, public spaces and, intersections;
 - ii. face and have their main entrances onto a public street and sidewalk;
 - iii. have their main entrance facing Steeles (where the buildings are located on Steeles Avenue);
 - iv. be massed at an appropriate scale to ensure good sunlight, sky views, and wind conditions in streets, parks and open spaces, providing stepbacks as appropriate;
 - v. be sited and organized to achieve a harmonious relationship to the planned built form context through building massing and setbacks, roofline, profile, and scale;

- vi. be designed, where through-lots are provided, so that all elevations facing a street present active front elevations and fenestration;
 - vii. address the street such that a continuous building façade along the street frontage and at corners is created;
 - viii. be generally sited parallel to the public street and along the edges of parks and open spaces;
 - ix. maximize ground floor coverage;
 - x. be sited and organized at-grade to enhance the public nature of streets, open spaces, and pedestrian routes, and so provide convenient access for pedestrians to public transit;
 - xi. have grade-oriented main entrances connected directly to the public sidewalk and, where possible, located close to on-street parking; this applies in particular to each commercial use located at grade;
 - xii. each building shall have its own lobby and entrance adjacent to the street;
 - xiii. be sited and organized so that principal windows and walls are separated to ensure adequate light, view and privacy; light, view and privacy setbacks should be proposed, to regulate the design of building facing conditions; and
 - xiv. overlook all streets, parks and publicly accessible open spaces with active building faces, in order to provide "eyes-on-the-street".
- b) All commercial and residential buildings shall have windows fronting onto the public street system. In recognition of the role that windows play in providing a visual connection between the building and the outside environment, it is important that appropriate glazing materials be used. Glazing materials shall generally allow for the transmission of light and views between the outside and inside of the building, and shall not be opaque.
- c) The built form of development in the vicinity of Black Creek Pioneer Village shall be sensitive to its "sense of place" and views from the Village. The City will require view studies from strategic locations within the Village to determine if measures (in addition to the 6-storey height limit), such as setbacks, angular planes and landscaping, should be applied to development.

4.2.1 Heights, Setbacks, Build-to Lines and Built Frontage

- a) Building Heights:
- i. Maximum building heights shall be established in the zoning by-law and shall not exceed the height limits identified on Schedule D, except as provided for in 4.2.1(a)(ii).
 - ii. Where additional levels of underground parking are provided for prestige office employment uses beyond the one level required by Policy 4.3.4(a)(xi), the maximum permitted height of the building containing the office use shall be increased by one storey for each additional level of underground parking.
 - iii. The zoning by-law may establish maximum heights lower than those identified on Schedule D for buildings or portions of buildings adjacent to parks and streets to address impacts related to shadows, wind and sky views.
 - iv. The tallest buildings should be located on the corners closest to the subway station, and fronting onto Steeles Avenue.
 - v. Buildings fronting Steeles Avenue shall be a minimum of 13 metres in height (4 storeys).
 - vi. Buildings greater than 8 storeys shall have a 3-6 storey podium.
- b) Setback Areas:
- i. The area between the building wall and the public right-of-way is to serve as the transition zone between the public and private realms, and constitute an important social and visual element of the street image.
 - ii. In the case of residential development, the semi-public space creates a "buffer zone" between the public and the private domains, which enhances the visual appearance of the street edge and provides outdoor spaces for casual social interaction. Planted and constructed elements in the setback - low hedges, trees, masonry and decorative metal fences and gates - should be designed to provide a transition from the public sidewalk to the finished floor level of adjacent residences.
 - iii. In the case of mixed-use retail/residential or retail/office buildings, the space between buildings and the street shall act as a connecting link between the public realm and the private realm, and provide for generous pedestrian amenity space, and may include benches and outdoor cafes.
 - iv. Driveways and parking spaces are not permitted between buildings and the street.

- v. The minimum setback for residential buildings fronting the east-west road shall be 5 metres; the minimum setback for non-residential buildings fronting the East-West Road shall be 3 metres.
- c) **Build-to Lines:**
- i. In addition to providing a 'connecting link', a consistent building setback will be provided to give a sense of definition and containment to the street.
 - ii. Build-to lines shall be established in the zoning by-law for all buildings along Steeles Avenue and the north-south local roads.
 - iii. Build-to lines require buildings to locate at the build-to line by setting both a minimum and maximum setback.
 - iv. Buildings fronting Steeles Avenue, east of Murray Ross Parkway, and buildings fronting the north-south local roads shall have a build-to line a minimum of 3 metres and a maximum of 6 metres from the property line, or an equivalent identified distance from the curb of the traveled lanes of the street on which the building fronts, as illustrated in Figure 1. These minimum and maximum distances are subject to restrictions created by existing easements, in which case the distances may be varied without amendment to this Plan, to the satisfaction of the City, to reflect the restrictions created by the existing easements.
 - v. Buildings fronting Steeles Avenue, west of Murray Ross Parkway, shall have a build-to line a minimum of 9 metres and a maximum of 12 metres from the property line, or an equivalent identified distance from the curb of the traveled lanes of the street on which the building fronts.
- d) **Minimum Built Frontage:**
- i. A street wall or the 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 and transit-oriented corridors of Steeles Avenue and the local north-south streets.
 - ii. The minimum built frontage requires a portion of each building façade and ultimately of each entire property to be located within the build-to-line zone and will be further implemented through the zoning by-law.
 - iii. At least half (50%) of the property frontage along Steeles Avenue and the north-south streets shall have a building set within the build-to zone.

4.2.2 Building Massing

- a) **Angular Planes:**
Front angular planes, which require upper storeys of buildings to be set back further than the maximum setback or build-to line, may be established in the zoning by-law to ensure that direct sunlight reaches sidewalks and open spaces at most times of the year. Rear angular planes may also be established to provide a transition and mitigate impacts between high-rise and low-rise development.
- b) **Space Between Buildings:**
In order that appropriate spacing is achieved between buildings on the same block, minimum light, view and privacy setbacks shall be established in the zoning by-law.
- c) **Maximum Building Depths:**
The dimension of new buildings generally should be limited to fifty (50) metres in either direction, in order to encourage street-related development with open courtyards in the center of the block, to reinforce pedestrian routes, mews and other forms of public open space, and to provide a fine grain of development. Office, research and institutional buildings may be longer than fifty metres but should not exceed seventy-five (75) metres. The façades of long buildings should be articulated with vertical recesses and architectural treatments for visual interest and to support a fine grain of development.
- d) **Corner Buildings:**
The advantages of better visibility, light and view, make corner sites good locations for landmark buildings. Corner sites are consequently often occupied by prestigious or civic buildings. Corner sites and intersections will play particularly significant roles in defining landmarks and activity nodes and in making improved connections at signalized sections of Steeles Avenue across to York University. It is important that the treatment of corner sites be carefully considered throughout the Plan.
- i. Corner buildings should enhance intersections with well-articulated and prominent building facades that face both Steeles Avenue and the north-south streets and which are visually different from adjacent development.
 - ii. Corner buildings are ideal locations to meet the maximum density, height and massing provisions of this Plan; in the Transit Core and along Steeles Avenue, generally they should not be less than 6 storeys.
 - iii. Corner buildings generally shall have their entrances at the corner.

- e) **Rooftops**
Mechanical penthouses shall be integrated into the design of the building. Tall buildings should include “sculpted” roof tops to avoid box-shaped building forms and create visual interest. An interesting architectural feature/treatment shall be added to all rooftops of all buildings of eight storeys or more to avoid box-shaped building forms. Variation and articulation in the building mass including horizontal and vertical setbacks, such as setbacks at the upper storeys, shall be established in the implementing zoning by-law.

4.3 PEDESTRIAN REALM

- a) The grid of local streets and associated public or private open spaces shall provide the framework for the development of pedestrian realm in the Corridor.
- b) The pedestrian realm as provided through streetscaping within the right-of-way is conceptually identified in Schedule C.
- c) Sidewalks on both sides of all streets shall form a connected system of optional routes to provide pedestrians access to the subway station.
- d) The Steeles Avenue streetscape along with key buildings or facilities shall be designed to signal the importance of this urban corridor for pedestrians.
- e) Parking, servicing, mechanical equipment and automobile drop offs are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways and service courts at the side and rear of buildings are to be provided for these functions. Parking ramps to structured parking should occur within the building.
- f) To promote the comfortable pedestrian use of streets, parks and open spaces, development shall provide:
 - i. well-designed, coordinated streetscape improvements, including trees, pedestrian-scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open spaces;
 - ii. appropriate landscape treatments, including trees and lighting, throughout parking lots and along their edges, in order to improve the appearance of the lots and along the edges, contribute to the visual continuity of the street edge, mitigate the heat island effect, and encourage the safe use of these spaces;
 - iii. high-quality, usable open spaces which are physically and visually linked to streets, parks and mid-block pedestrian routes;
 - iv. appropriate pedestrian weather protection at the transit station, along Street ‘C’, and in the Transit Core generally;
 - v. buildings with primary entrances, transparent windows and signage facing the street; and,
 - vi. barrier-free design of buildings, streets and publicly accessible open spaces.

4.3.1. Courtyards

- a) Courtyards will be formed in many of the commercial, residential and mixed-use blocks. Their principal role will be to provide on-site, at-grade open space amenity for occupants of that block. The functional and spatial characteristics of the courtyard vary depending on building typology and size of the block.
- b) Development applications and/or Development Concept Reports will be expected to present coordinated design concepts for courtyards that provide appropriate grading, pedestrian and landscape facilities, and coordinated servicing and automobile access to maximize usable landscaped open space.
- c) To be most effective, courtyards should have a unified landscape design to ensure that gardens and play areas on individual sites can be shared with those living or working on the block as a whole.

4.3.2. Grade-related Uses

- a) In the entire Corridor, the provision of community services, restaurants, cafes, stores and display windows, etc. at grade are encouraged, as they provide visual interest, support the use of sidewalks and transit, promote retail continuity and viability, and contribute to a safer and more vibrant pedestrian and transit-supportive environment.
- b) Buildings in the Transit Core and Transit Transition areas generally shall contain active uses along most of their street frontages, such as shops, restaurants, personal and business services, professional offices, front lobbies, and meeting, recreation, or activity rooms.

- c) Ground-floor uses will over time change to adapt to a variety of urban community needs; as a result, the floor-to-ceiling height of ground floors for all buildings on Steeles Avenue and on Street 'C' in the Transit Core and other main north-south streets, should be a minimum of 4-5 metres.
- d) The entrances to ground-floor commercial uses shall be grade-oriented and barrier-free.

4.3.3 Mid-Block Connections

- a) The provision of publicly-accessible, privately-owned spaces is encouraged on individual sites in order to complement the public open space system. These will be provided on an incremental and coordinated basis as development occurs.
- b) Development on each block identified on Schedule A shall include functionally continuous mid-block local streets, lanes, and/or pedestrian connections running east-west and north-south;
- c) Other mid-block connections are encouraged that:
 - i. are wide enough to safely serve the designed function;
 - ii. are designed as pedestrian landscaped mews, and lit, landscaped and maintained for public use;
 - iii. provide a fine grain of pedestrian circulation and an important connection between streets; and,
 - iv. lead to the subway station and other public destinations such as the open space valley system to the west.

4.3.4 Parking, Service Entrances, Loading Areas, Utilities

- a) In order to reinforce streets as primary public spaces, the location of parking and service entrances need to be carefully considered.
 - i. Parking and service entrances should have the least possible impact on the streetscape and public open spaces.
 - ii. No parking, driveways, lanes, aisles or loading areas will be permitted between a building and the public sidewalk along Steeles Avenue and the north-south local roads.
 - iii. Large surface parking areas, where they are appropriate, shall be divided by rows of trees planted in landscape strips .
 - iv. Surface parking areas shall generally be located behind buildings fronting onto Steeles Avenue.
 - v. Limited side yard parking may be permitted.
 - vi. Surface parking should be set back 3 metres from the property line or behind the building line along the local north-south road.
 - vii. Setback areas should be substantially landscaped in order to continue to define the street edge and provide safety and amenity for pedestrians.
 - viii. Where surface parking is provided beside buildings located on Steeles Avenue and the north-south local roads, low walls and landscaping should be used to continue the visual street wall along the right-of-way.
 - ix. Where surface parking is provided, the visual impact shall be mitigated with significant landscaping and pavement treatments including landscape materials, trees and lighting throughout parking lots and along the edges. Attractive fences and generous landscaping between parking and adjacent residential uses should be provided.
 - x. Parking is encouraged to be located below grade or in above-grade structures in particular where density is highest around the subway station.
 - xi. Prestige Office Employment uses shall include a minimum of one level of underground parking.
 - xii. All parking for residents in apartment buildings shall be provided underground.
 - xiii. Entrances to below grade or structured parking and service areas generally should occur within the building. Underground parking structures that extend beyond the footprint of the building above should not prevent appropriate site landscaping. Allowance should be made for the planting and full growth of trees unencumbered by structure, where appropriate, particularly along driveways/streets, in outdoor amenity areas, and in large surface parking lots. Exits and air vents associated with underground parking structures should be integrated into the design of buildings where possible.
 - xiv. Structured or below grade parking should be considered in the context of Development Concept Reports and Phasing Plans in terms of shared parking, parking ramps and loading bays.
 - xv. Above-grade parking garages in the Transit Core should be faced with active uses on the street, and all parking structures should be

- designed as buildings, with architectural treatments in keeping with design of adjacent buildings.
- xvi. Service entrances are not permitted on Steeles Avenue but should occur off of the local north-south streets, mid-block local streets or service lanes to the side or rear of buildings.
- xvii. Service entrances should be consolidated with adjacent development wherever possible.
- xviii. Loading areas shall be located at the rear or side of buildings and screened from view, to the satisfaction of the City. The location of loading areas will be controlled in the zoning by-law.

b) The following shall apply to utilities:

- i. When determining block layout, consideration should be given to the location of utilities away from and not within view of the public right-of-way.
- ii. Utilities should be clustered to minimize visual impact, and located on or within buildings where possible.
- iii. Utilities should generally be located within buildings or on the side of buildings and where they are easily accessible by the utility service provider.
- iv. Utilities shall not visually detract from the building treatment.
- v. Large, above-ground utility infrastructure should be located and designed to be compatible with its environment and innovative methods of containing utility services on, or within streetscape features, such as gateways, lamp posts, or transit shelters, should be considered when determining appropriate locations for large utility equipment and utility cluster sites.

4.3.5 Signage

An area-specific sign by-law shall address the following:

- i. Signage should provide a high level of clarity, visibility and visual interest with minimal visual clutter, and complement the building architecture in its scale, materials, consistency and design,
- ii. Building signage should be top-lit, or lit-letter; back-lit box signage is prohibited.
- iii. Pylon signage is prohibited; signage shall be incorporated onto the building.
- iv. Signage lighting should adhere to Vaughan's draft Exterior Lighting Guidelines.

4.3.6 Lighting

- a) The design and provision of lighting should adhere to the policies set out in the draft "City of Vaughan Exterior Lighting Guidelines" July 30, 2004 (or any other lighting policy document that supercedes this), with reference to the Local City Centre-Lighting District, Light Zones 1-4 and Lighting Quality Classes 3, 5 and 6.
- b) The impacts of lighting from new development, particularly from commercial uses and parking lots, on adjacent properties and on Black Creek Pioneer Village in particular, shall be minimized.

4.3.7 Streetscaping

- a) High quality streetscaping is fundamental to the creation of attractive, pedestrian-friendly streets. The Amendment Area is envisioned as an intensively developed urban place with a high concentration of residents and employees. To ensure that it can fully achieve the intended vision, a cohesive approach to the treatment of the streetscapes on all streets is crucial.
- b) Steeles Avenue will play a particularly important role as the primary 'face' of development, and will be subject to special treatment on both sides. Steeles Avenue is identified in the City of Toronto's draft Streetscape Manual as a **Green Street/Scenic Street**. To complement the intended treatment on the south side, a similar level of high quality streetscape treatment is required along the north side of Steeles Avenue, and in particular, on the frontage facing Black Creek Pioneer Village, as well as along Jane Street.
- c) Other roads within the Amendment Area also have important roles to play. The new major east-west road will become a major thoroughfare for private autos and transit vehicles. The parallel local east-west street conceptually identified on Schedule B will facilitate pedestrian, bicycle and vehicular traffic within the Amendment Area. The north-south roads will provide connecting links from the Amendment Area to and across

Steeles Avenue. The important functions of each of these roads will be facilitated and enhanced by appropriate high quality streetscape treatment.

- d) The following streetscaping policies shall apply:
- i. Public realm conditions should support year-round and day and night activities.
 - ii. 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. A detailed streetscape plan will need to be developed in consultation with the City of Toronto and York University. Streetscape improvements shall include:
 - Paving and soft landscaping;
 - Street furniture;
 - Pedestrian-scale and street lighting; and
 - Signage.
 - iii. 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.
 - iv. Soft landscaping shall be maximized and hard surfacing minimized, with the exception of well-designed and planted plazas, forecourts, patios, and streetscapes associated with Steeles Avenue.
 - v. 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.
 - vi. High-quality public realm elements such as railings, pedestrian lighting and tree pits shall be provided; and
 - vii. 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:
 - Provide for public safety and comfort through a co-ordinated 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;
 - Provide additional planting of street trees and plantings on private lands;
 - Ensure proper maintenance of public and private walkways; and
 - Provide secure bicycle parking in commercial, public open space and public transit areas.

5.0 TRANSPORTATION POLICIES

5.1 GENERAL

- a) The intent of the transportation system is to provide an integrated, multi-modal transportation network for all residents and businesses, that is safe, convenient, affordable, efficient, energy conserving, and minimizing in environmental impacts.
- b) The arterial, primary and local right-of-ways in the Corridor shall form a connected system to serve all parts of the Corridor and allow pedestrians, public transit and private vehicles a multiple choice of routes.
- c) The early establishment of the east-west primary road is critical to the implementation of this Secondary Plan.
- d) The establishment of the TTC Spadina Subway Extension from Downsview Station through the Steeles Corridor is important to the ultimate achievement of the land use vision.

5.2. TRANSIT

- a) The Region of York has acquired the property on Schedule B at the northwest corner of Street C and Steeles Avenue, for the development of a transit terminal. Within the ORC/Hydro One corridor that extends along the north side of this plan exists the potential for a parking facility that could accommodate up to 3,000 cars. York University is already a significant transit node served by many transit services and it is expected that the Corridor land uses will intensify as the transit service levels increase, and the road

- network is fully developed. The land uses provided for in this Secondary Plan are premised upon and support the existing and planned road and transit network.
- b) This Plan does not supersede the policies in OPA No. 529 respecting the protection of the public transit right-of-way.
 - c) The preferred location for the Steeles West Station has been identified through the EA process. An enlargement or minor shift in the transit station location and a corresponding adjustment in the land use designations of this Plan may occur without an amendment to the Plan.
 - d) It is a major objective of the City to increase transit ridership and the transit modal split within the entire City of Vaughan and, in particular within this Secondary Plan Area. To achieve this objective, the transit network within the Corridor will provide opportunities for regional and inter-regional transit routes and facilities, including connections to:
 - i. the TTC subway and bus network, including potentially bus rapid transit facilities as a precursor to the subway extension;
 - ii. the Vaughan Corporate Centre and the York Region Rapid Transit corridor in the Highway 7 corridor to the north, in the initial phase via prioritized 'Quick Start' bus service, evolving to a dedicated bus rapid transit route, and ultimately, to a subway.
 - iii. the proposed Transitway stations within the Highway 407 corridor;
 - iv. existing, proposed and potential GO rail station sites and GO bus stops; and,
 - v. to the local transit system along Steeles Avenue, Keele Street, and Jane Street.
 - e) 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.
 - f) 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.
 - g) The City shall encourage the increased use of public transit by requiring transit-supportive urban design, retaining rights-of-way for off-street bus loops, as well as providing for bus shelters and bus stop locations. Improvements to the public transit network, based on the existing system of roads, should be initiated immediately, and continue as necessary to meet the needs of development as it proceeds.
 - h) Inter-regional, regional and local transit routes should converge in a coordinated manner within the Corridor, and transit stops shall be established at appropriate locations.
 - i) To promote transit use, optimize land use, create comfortable pedestrian environments and achieve other urban design objectives of this Plan, the integration of transit facilities with development is strongly encouraged. Direct connections between the subway station and adjacent development should be provided. Below-grade and surface transit facilities should be designed to permit commercial and/or residential development on the same site to ensure a fully integrated complex, above and below grade, for the subway station.

5.3 ROAD NETWORK AND ROAD ALLOWANCES

5.3.1 General

- a) The grid network of local and primary road rights-of-way illustrated on Schedule B is fundamental to the efficient functioning of the Corridor transportation network. Minor modifications to the alignment of primary roads on Schedule B are permitted without amendment to this Plan, provided the principle of a grid network is maintained.
- b) A more refined network of streets and pathways than identified on Schedule A will be considered in preparing and reviewing development applications and Development Concept Plans and implemented over time. The refined network shall include a functionally continuous mid-block east-west public street between Block A and Street G as conceptually illustrated on Schedule B. This street shall be designed for pedestrians, cyclists and vehicles, except in the designated Transit Core area, where it may be designed for pedestrians and cyclists only, at the discretion of Council.
- c) A network of driveways designed as streets for vehicular, pedestrian and bicycle movement shall be provided on Block G.
- d) The road network is comprised of arterial roads (Steeles Avenue, Jane Street, Keele Street), the primary east-west road, six (6) local north-south roads, mid-block local roads

and laneways. Schedule A identifies the major road network. The right-of-way widths for the various roads are generally as follows:

- i. east-west primary road – up to 26 metres;
 - ii. local roads (with transit) – 23 metres;
 - iii. local roads (without transit) – 20 metres;
 - iv. mid-block local roads up to 17.5 metres; and,
 - v. laneways, where necessary - 7.5 to 8 metres.
- e) The road allowance widths identified in this Plan are approximate and relate to the structural right-of-way width for an urbanized cross-section. In certain cases, widening of existing roads to the ultimate road allowance width shown may not be required. In some cases the right-of-way may need to be wider to accommodate engineering and/or design requirements.
- f) The Figures in this Plan illustrating the right-of-way and streetscape typologies are conceptual. Final right-of-way requirements and the design of road surfaces, utilities, sidewalks, daylight triangles, boulevards, etc., will be determined during the review of development applications.
- g) When public transit routes have been finalized, they will be located on roads with a minimum right-of-way of 23 metres to accommodate transit vehicles, even if the road is identified as a 'local road'.
- h) It is a requirement of this Plan that all roads identified within the Corridor shall be built and maintained to an operational standard satisfactory to the City, and shall provide for permanent public access for traffic through the Corridor at locations satisfactory to the pertinent authorities.
- i) Local and primary road rights-of-way shall be identified in all approved plans within the Corridor, and shall be conveyed to the municipality as a condition of approval of draft plan of subdivision, prior to the registration of the plans. Alternatively, the City may in the subdivision agreement permit private roads designed and built to City standards with a public easement that conveys the road to the City at no cost, any time in the future the City deems necessary.
- j) No plan shall be approved which permits the construction of any structure on a local or primary road right-of-way identified on Schedule A. Road allowances reserved or conveyed to the municipality may be used on a temporary or permanent basis for parking purposes at the sole discretion of Council.
- k) The road network within the Corridor shall recognize natural and built constraints and shall form a continuous and interconnected grid pattern, integrated with the planned road network on surrounding lands. The City will work with the Region of York, City of Toronto and York University in implementing the north-south local road network, so that the connections identified in the Plan align with pedestrian and vehicular connections to the south of Steeles Avenue.
- l) The City may implement laneways or other similar traffic calming and traffic control measures subject to the evaluation of functional, operational and financial issues associated with their use.
- m) Every street shall be designed to accommodate street trees to give streets a unity of form and shade for pedestrians.
- n) Individual and direct vehicular access to Steeles Avenue via driveways not existing prior to adoption of this Amendment shall not be permitted.
- o) The use of cul-de-sacs shall generally be prohibited.

5.3.2. Arterial Road Network

- a) Steeles Avenue is under the jurisdiction of the City of Toronto, and is also identified in the York Regional Official Plan as a Regional Corridor. The treatment of the road allowance is extremely important to the overall character of the Secondary Plan area.
- b) The City of Toronto with respect to Steeles Avenue, and The Region of York with respect to Jane Street and Keele Street, shall be encouraged to modify the role and function of the arterial roads from that of a single use transportation corridor, to that of a multi-purpose urban street and pedestrian and transit supportive place.
- c) To allow for pedestrian access across Steeles Avenue, signalized intersections are encouraged.

- d) Arterial road widenings may also be required to implement the streetscaping elements identified in this Plan. Where necessary, these widenings shall be conveyed to the Region of York or City of Toronto as a condition of approval of draft plan of subdivision, prior to the registration of the plans. Alternatively, the Region or the City of Toronto may, in the subdivision agreement, permit streetscaping that is designed and built to these standards to be provided on a public easement that retains the streetscaping function on the private lands.
- e) The City of Vaughan will work with the City of Toronto, York University, and York Region towards the implementation of an enhanced streetscape on Steeles Avenue, Jane Street and Keele Street as the Corridor develops over time.
- f) Given its dominant length and impact on the function and character of the entire Corridor, the potential treatment of Steeles Avenue is illustrated below in Figure 1.

FIGURE 1 – STEELES AVENUE RIGHT-OF-WAY AND STREETSCAPE

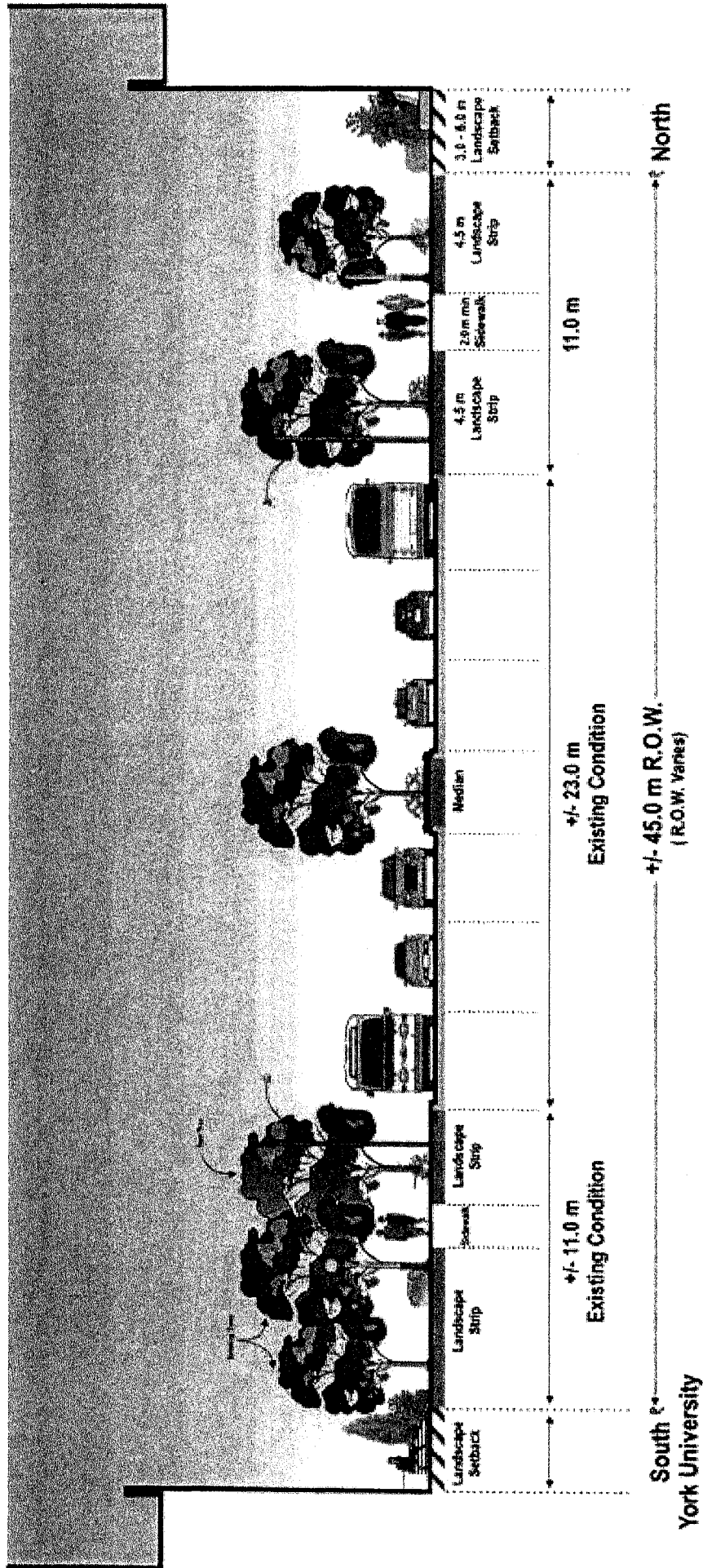
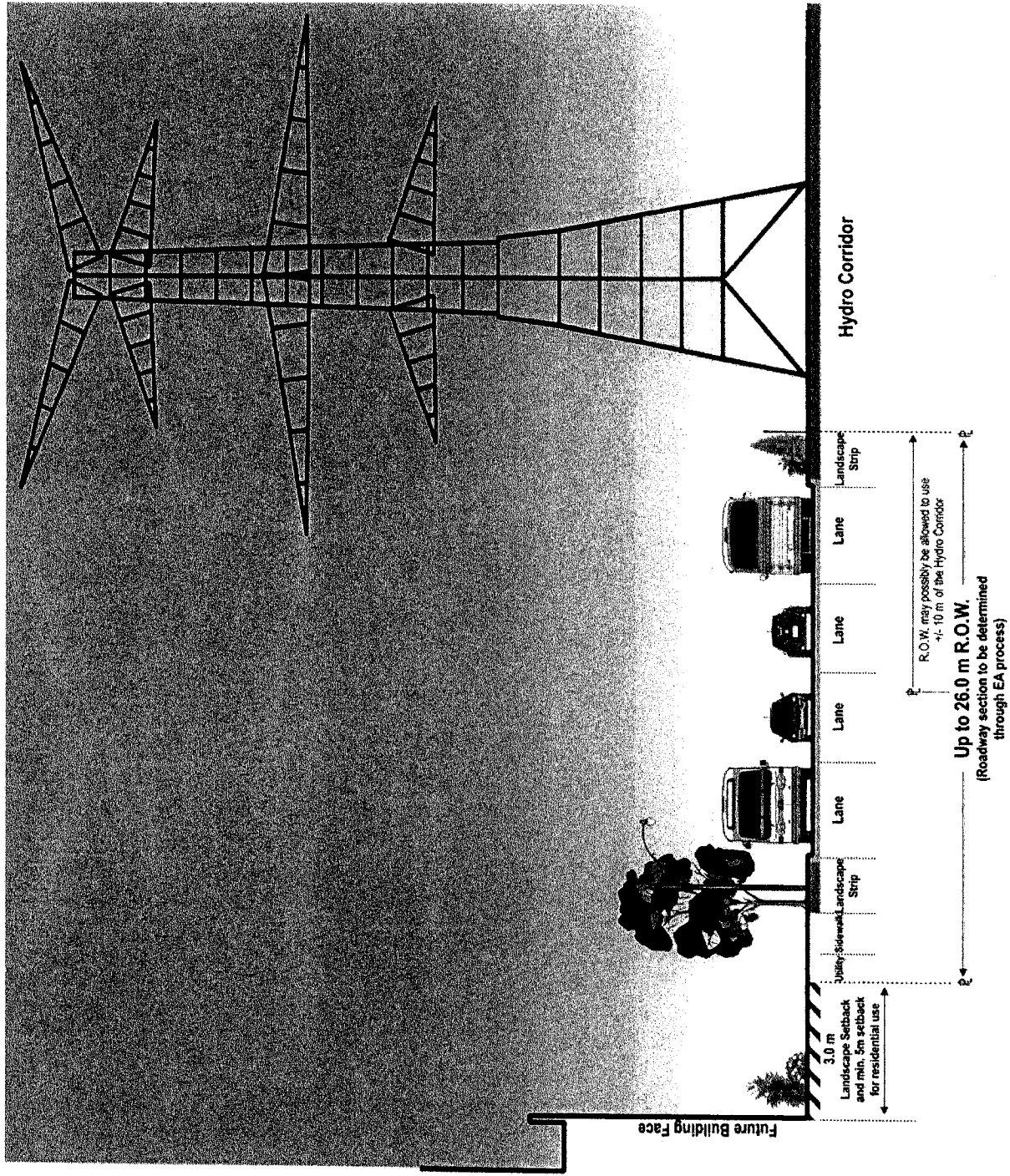


FIGURE 1 – STEELES AVENUE RIGHT-OF-WAY AND STREETSCAPE

5.3.3. Primary East-West Road

- a) The continuous east-west primary road is a critical transportation connection to serve transit and road network needs, and therefore support access to and from the land uses in this Secondary Plan. The east-west primary road is to enable traffic flow through and around the Corridor and reduce the already considerable congestion on the Steeles/Jane and Steeles/Keele intersections. This Secondary Plan establishes the principle and process for securing the east-west primary road.
- b) The east-west road is to be established as early as possible as a continuous road, and in the initial phase of all development.
- c) The east-west primary road is to be located to the greatest extent practicable, in the lands owned by the Ontario Realty Corporation (ORC) and being leased to Hydro One. Figure 2 illustrates the preferred option of using at least 10 metres of the Hydro Corridor for the east-west primary road right-of-way. The detailed location, design and geometries of this road will need to be addressed as part of an Environmental Assessment and will need the approval of ORC and Hydro One. The connections of this east-west road to Jane Street and Keele Street are to ultimately be fully signalized intersections.
- d) Until the scale and precise location of the east-west primary road is determined and approved, the City will secure a right-of-way, easement, or reserve of up to 26 metres wide as part of all development applications. The easement or reserve is to be located at the northern limit of the private lands abutting the Hydro Corridor. Once the necessary right-of-way in the Hydro Corridor is secured, all excess right-of-way will be returned to private landowners to further facilitate development in the area. Until the east-west road is established, the easement or reserve may be used for driving aisles and/or parking but not for the location of buildings.
- e) The portion of the required right-of-way for the east-west primary road located on private lands shall be secured through the subdivision control and/or rezoning process where such lands are proposed for new development or redevelopment. Where portions of the right-of-way traverse existing and approved uses, or vacant land not subject to a development application, it is anticipated the right-of-way will be secured through other means.
- f) Pedestrian streetscape amenities within the east-west primary road are to focus on the south side of the east-west primary road.
- g) Connections should be made from the east-west primary road to the Community/Multi-use Recreational trail identified in the draft Pedestrian and Bicycle Master Plan Study (2004).
- h) The potential treatments of the east-west primary road, both using and not using the corridor respectively, are illustrated below in Figures 2 and 3. Localized widenings may be required to accommodate exclusive left-turn lanes and may be secured without amendment to this Plan.
- i) Developers shall be financially responsible for the portion of the primary east-west road required on existing private lands that are subject to an application for plan of subdivision. Alternatively, the City may consider other arrangements that result in the costs of this portion of the road being distributed among multiple landowners, including public agencies.
- j) Residential uses on the south side of the east-west primary road should provide a minimum 5 metre landscaping buffer.



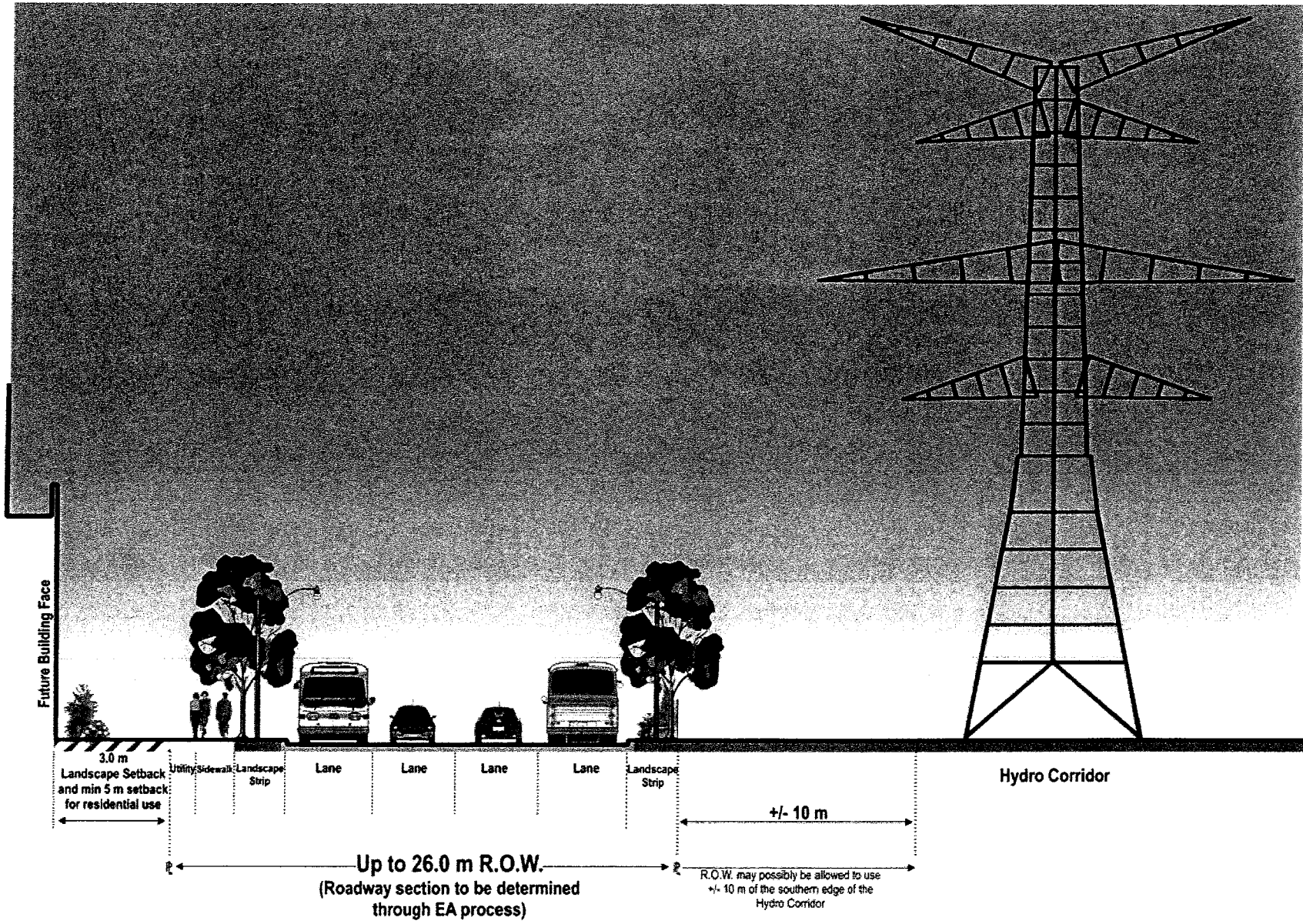


FIGURE 3 – EAST-WEST PRIMARY ROAD AND STREETSCAPE (not using the Hydro corridor)

5.3.4. Local North-South Road Network

- a) The alignments of the local north-south road connections are to establish logically sized and configured development blocks, appropriate signal spacing, and integration with pedestrian routes, roads, and/or driveways to the south of Steeles. Generally, the north-south local roads shown on Schedule B are to align with signalized intersections and connect to the pedestrian and/or road system on York University's lands.
- b) The roads shown on Schedule B on the south side of Steeles Avenue are conceptual only. York University and the City of Toronto are encouraged to establish over time a grid network of streets on the south side of Steeles Avenue aligned with the planned grid on the north side, to service development and facilitate movement by all modes of transportation. If it is not practical or desirable to extend all of the north-south roads south of Steeles Avenue, the roads on the north side still will be required. Signalized pedestrian connections to the south side of Steeles Avenue are to be implemented in accordance with this Plan. The City of Vaughan will work with the City of Toronto and York University to coordinate the specific alignments and connections of the local north-south road connections to Steeles Avenue.
- c) Local north-south roads shall be designed to provide high levels of pedestrian amenity and connections while providing adequate accommodation for cars and transit vehicles.
- d) Street 'A' is to be aligned opposite Murray Ross Parkway to the south. Streets 'A' and 'B' are to occur as part of the redevelopment of the affected lands, and not as part of the expansion of the existing and approved use.
- e) As part of the location of the Transit Station, Street 'C' is to be aligned opposite North West Gate to the south of Steeles Avenue in York University.
- f) Founders Road shall be extended north to intersect with the new east-west road in conjunction with development of the adjacent lands or when required for the purposes of traffic management in the area.
- g) The other road connections to Steeles Avenue (Streets 'B', 'D', 'F' and 'G') may shift slightly east or west from the locations identified on Schedule A, and, an early determination of the precise locations of these streets is strongly supported by this Plan.
- h) As a potential bus transit route, one of the local north-south Streets may need the ability to accommodate transit vehicles and therefore provide a right-of-way sufficient to accommodate transit vehicles. This Plan supports such a route and will accommodate the required right-of-way.
- i) The potential treatments of the local roads, both with transit and without transit, are illustrated below in Figures 4 and 5.

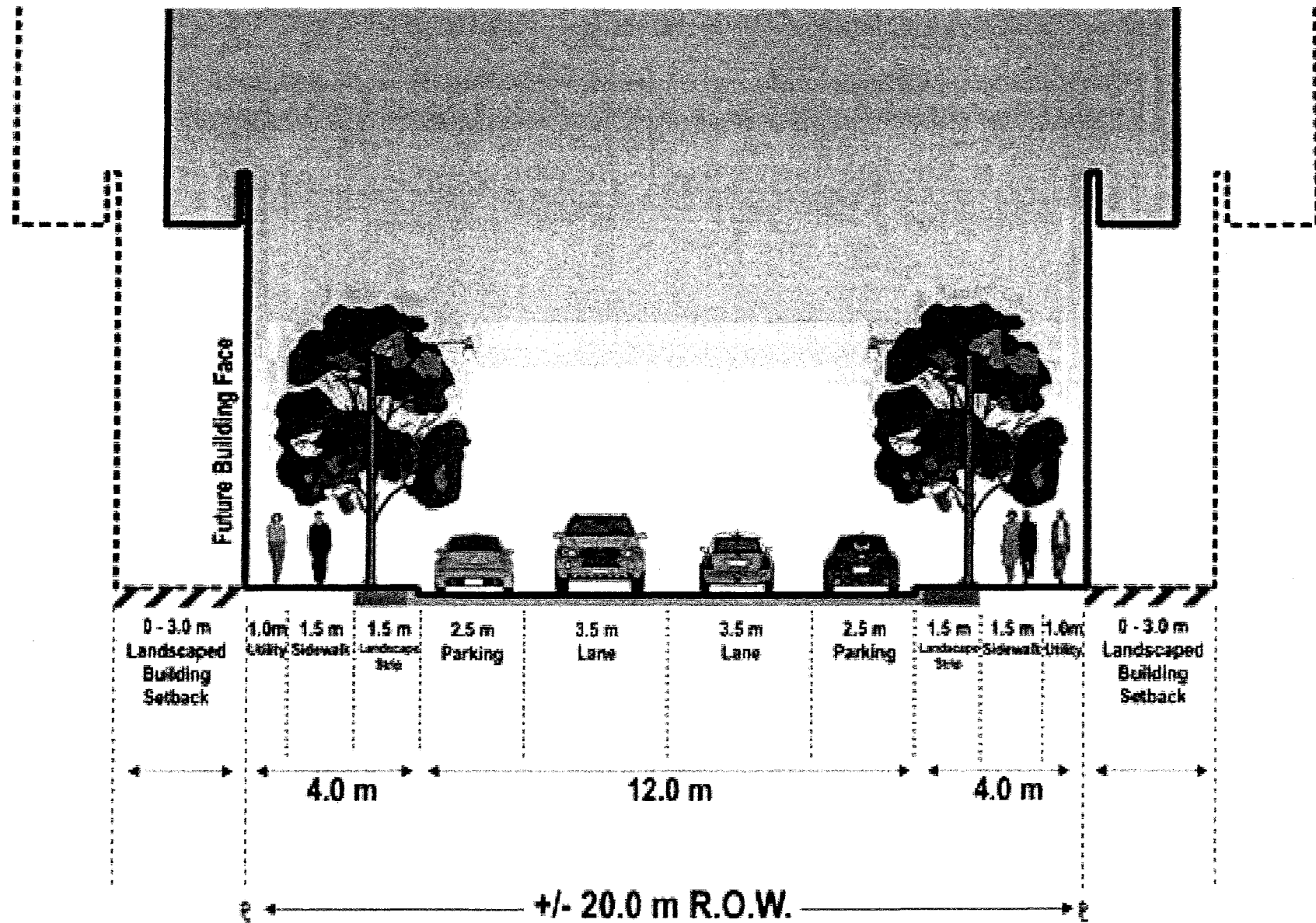


FIGURE 4 – LOCAL ROAD AND STREETScape (without transit)

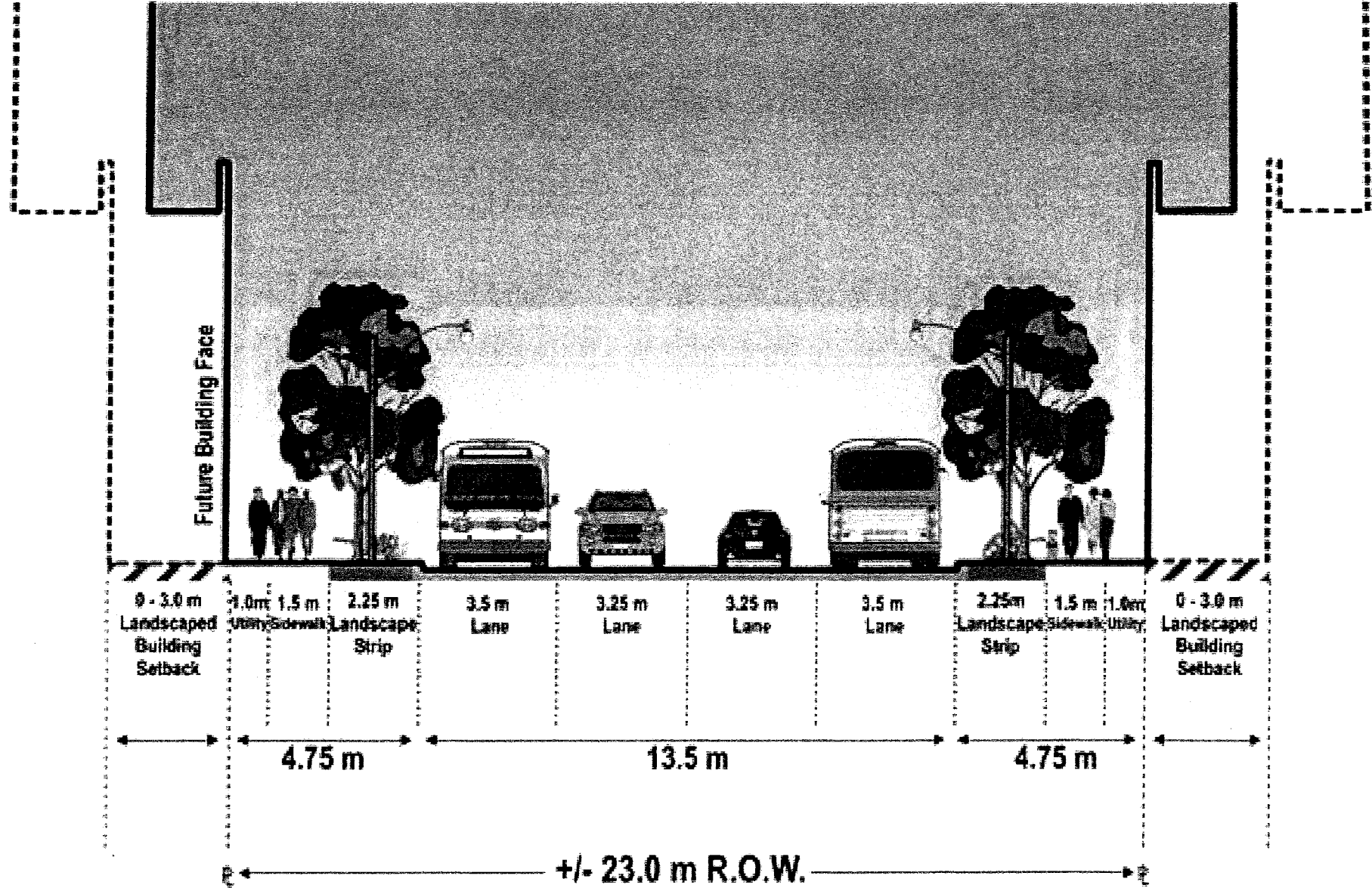


FIGURE 5 – LOCAL ROAD AND STREETSCAPE (with transit)

5.4 BICYCLE NETWORK

- a) The development of all roads shall include safe, convenient and attractive facilities for cyclists.
- b) The draft Pedestrian and Bicycle Master Plan Study has identified the potential need for a Community/Multi-use Recreational Trail extending from Jane Street to Keele Street in the Hydro Corridor and two pedestrian and bicycle north-south connections between Jane and Keele Streets. These links, shown on Schedule C, will facilitate continuity of the City-wide pedestrian and bicycle network, north-south movements across Highway 407, and provide an alternative to the busy streets of Jane and Keele.
- c) The Recreational Trail within the Hydro Corridor should:
 - i. be developed as a dedicated corridor/bicycle lane as part of, or adjacent to, the final alignment of the east-west primary road right-of-way;
 - ii. have convenient and direct access to the Transit Station through incorporation of a dedicated bicycle lane in Street 'C';
 - iii. be linked to York University, potential bus stops, and sites in the Secondary Plan area via the north-south local streets and other mid-block connections;
 - iv. connect to the City of Toronto's bike route on Murray Ross Parkway, and potentially to a Steeles Avenue off-street bike route west of Keele Street.
- d) An adequate supply of secure bicycle parking shall be provided at the subway station, near bus stops, in urban squares, and in other high activity areas.

5.5 PARKING

- a) Transit-supportive parking standards shall be established for the Corridor through a City-initiated zoning by-law amendment based upon a City-initiated parking study, or on an application-specific basis with a supporting parking study. Reduced parking standards may be phased in over time as the target densities in the Plan are achieved. To encourage transit use and discourage an oversupply of parking, maximum parking standards will be established for the Corridor.
- b) Sharing of parking in mixed-use developments will be encouraged within the Corridor, subject to evaluation by the City.
- c) On-street parking may be permitted, and spaces provided on either the local, east-west primary or arterial roads may be credited towards the parking provided on-site as long as the peak roadway demands and functions are not significantly compromised.

5.6 TRAVEL DEMAND MANAGEMENT

- a) The City will actively work with the Region, Smart Commute North Toronto, Vaughan, and with developers, owners and tenants in the Corridor to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking, and reduce the use of low occupancy automobiles for trips, particularly trips to and from work. These measures may include:
 - i. promoting the use of public transit by employees;
 - ii. promoting measures to foster higher vehicle occupancy;
 - iii. assisting in organizing and promoting car pooling;
 - iv. giving priority parking space assignments and/or reduced rates for car pool participants;
 - v. varying hours of work to reduce peak hour loads;
 - vi. participating in a Transportation Management Association; and,
 - vii. giving priority parking space assignments or reduced rates for low and non-polluting motor vehicles such as electric cars, as they become available to the general market; and/or, other measures that may be identified.
- b) Measures to support transit use, such as maximum parking standards, priority signaling, shared parking arrangements, public parking structures, and "paid parking only" strategies, may also be required.
- c) Traffic Impact Studies submitted in support of development applications shall identify and assess proposed Transportation Demand Management Strategies. The recommendations of these studies shall include the method of implementing the travel demand management program for the proposed development.
- d) Traffic Impact Studies submitted in support of development applications are required to review background traffic growth generated by the York University campus.

5.7 TRANSPORTATION IMPROVEMENTS

5.7.1 General

- a) Full implementation of this Plan requires the following improvements to the transportation system:
- i. Region of York:
 - construction of the road widenings for Keele Street and Jane Street
 - construction of a transit station and dedicated bus rapid transit lanes connecting north to the Highway 7 corridor
 - construction of the subway station and connection to the Vaughan Corporate Centre and Highway 7 Rapid Transit corridor.
 - ii. City of Toronto:
 - construction of dedicated bus rapid transit lanes connecting south to the Spadina subway line
 - construction of the subway connection from Downsview Station on the Spadina Subway Line to the vicinity of Steeles Avenue
 - streetscaping improvements to Steeles Avenue including the centre median
 - iii. City of Vaughan:
 - construction of the north-south road connection to Snidercroft Road
 - construction of the easterly extension of the east-west primary road east of Keele Street and south to Steeles Avenue.
 - iv. Region of York/City of Vaughan:
 - Securing and construction of the continuous east-west primary road connecting from Keele Street to Jane Street
 - v. City of Vaughan/City of Toronto/York University
 - the alignment of the north-south local roads with driveways, roads or pedestrian connections on the south side of Steeles Avenue.
- b) It is the policy of Council to assist the Region of York and City of Toronto in protecting and obtaining lands required for the rights-of-way and for the widening of roads for the provision of public transit services through the development approval process, consistent with provisions of the *Planning Act*.
- c) Where lands have been identified as required for the construction of the local and primary road network, and where such lands are the subject of a development application, it is the policy of Council to require the dedication of such lands before permitting the development of the site. Alternatively, lands may be provided in accordance with policies in Section 5.3.1.h). This policy shall not apply to the expansion of existing and approved uses subject to site plan approval only.
- d) From time to time, at the discretion of Council, lands for planned road or transit improvements may be directly purchased or expropriated by the City, in order to foster the planned and orderly development of the Corridor. It is Council's intention that the funds for such acquisition of land and for the construction of planned road or transit improvements be provided to the greatest extent practical through a charge against development in the Secondary Plan and/or the City and/or the Region under the provisions of the Development Charges Act, or by other means available to the City.
- e) To enable the development of the Secondary Plan to proceed as expeditiously as possible, it is Council's intention that the planned transportation improvements be reflected in the capital works forecasts and any Development Charges By-law, in such a fashion as to permit development without delay. As such, the City will urge other levels of government to proceed likewise in circumstances where the jurisdiction for a transportation network improvement is not with the City. The specific need and timing for these improvements will be determined based on the monitoring program set out in Section 8.8. of this Plan.

6.0 ENVIRONMENTAL AND SERVICING POLICIES

6.1 ENERGY AND THE ENVIRONMENT

- a) Development shall recognize the significance of the Black Creek valley system to the health of the local and regional environment. Impacts on the valley system and the larger Black Creek watershed shall be managed following best practices in sustainability. Impacts from development in the Amendment Area on downstream water quality shall be positive or neutral.
- b) The use of permeable materials for parking areas is encouraged.
- c) The design of rooftops and parking areas should minimize the heat island effect, through rooftop gardens, green roofs and the planting of shade trees between parking aisles.
- d) Streetscaping shall include irrigation systems for street trees where appropriate and feasible.
- e) The City shall support and encourage the development of district energy, heating and cooling systems.
- f) Solar power shall be considered for street lighting.
- g) The City may require that development applications include a Sustainability Plan. Sustainability Plans shall consider the following techniques to reduce stormwater runoff, improve water quality and conserve energy:
 - rain barrels or cisterns to capture rainwater for reuse in landscape irrigation and other non-potable water applications;
 - vegetated swales to filter and detain stormwater;
 - porous surfaces for pathways, patios and parking lots to allow infiltration of stormwater;
 - greywater systems that capture stormwater runoff and other greywater for reuse in toilets and industrial operations;
 - the use of renewable energy sources for building systems and exterior lighting, such as solar, wind and geothermal;
 - cogeneration, i.e., capturing and using heat from power generation;
 - green roofs;
 - other techniques encouraged by the policies of this Plan, and which may be identified by City staff.

6.2 WATER, WASTEWATER AND STORMWATER MANAGEMENT SERVICES

- a) Development within the Amendment Area shall be on the basis of the full forecasts of development within this Secondary Plan and on the basis of full urban water, wastewater and stormwater management facilities.
- b) A comprehensive approach to address the servicing requirements of the Amendment Area is needed. As these requirements must be addressed prior to consideration of development approvals, completion of the necessary studies is a priority. The City will undertake a study to comprehensively address the Amendment Area's storm water management requirements. A Master Environmental Servicing Strategy outlining preliminary functional water distribution, wastewater collection and stormwater management facilities, including designs and costs, will be prepared by the City in consultation with the Region, TRCA or, alternatively, by proponents to the satisfaction of the City, the Region and the TRCA as a condition of approval of development applications. The MESP should include a comprehensive storm water management strategy identifying the development-related storage requirements and storage locations, including innovative, sustainable water management practices (e.g., 'green roof' storage, underground storage).
- c) Development may be phased to coincide with the availability of all the necessary services being available for development, subject to the Phasing Policies of this Plan.
- d) Stormwater management practices shall be designed and implemented to the satisfaction of the City and the Toronto and Region Conservation Authority, based on overall stormwater management criteria for Steeles Avenue within this corridor. The overall Master Servicing Strategy should include a comprehensive stormwater management strategy that sets out criteria for the entire area.
- e) The integration of stormwater management and water recycling facilities in the design of buildings, open spaces and parking areas is encouraged. Where public stormwater management facilities, in addition to those identified on Schedule C, are required, they shall be designed as publicly-accessible, park-like open spaces.

- f) Development shall provide for the management of stormwater runoff, and the promotion of water quality treatment on a comprehensive watershed basis. On-site storage of stormwater (e.g. parking lots and rooftop controls) will also be considered as an option for the treatment of stormwater.
- g) New infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, stormwater management facilities, municipal water and electricity supplies, required to serve proposed development shall be provided and paid for by the developer.

6.3 UTILITIES AND SERVICING

- a) All utilities, including telecommunications, will be planned for and installed on a coordinated and integrated basis in initial common trenches, wherever possible, in order to be more efficient, cost effective and minimize disruption.
- b) The approval and processing of all development applications within the Plan shall be subject to the availability of sewage and water capacity as identified by the Region of York and distributed/allocated by the City.
- c) A comprehensive approach to address the servicing requirements of the Amendment Area is needed. As these requirements must be addressed prior to consideration of development approvals, completion of the necessary studies is a priority. The City will undertake a study to comprehensively address the Amendment Area's storm water management requirements. A Functional Master Servicing Strategy Report and a Traffic Impact Study to comprehensively address proposed development within the Amendment Area will also be required to determine servicing and transportation infrastructure requirements for the Amendment Area.

7.0 ADMINISTRATION

7.1 APPLICATION

- a) The policies contained in this Plan shall apply to the lands shown on Schedule A as the Steeles Corridor -Jane to Keele - Secondary Plan Area. Subject to the provisions of Section 7.1(b)-(d) and of Section 7.2, and as otherwise provided herein, the policies of this Plan shall supersede the policies of any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan.
- b) This Plan does not supersede the policies of OPA No. 529 respecting the protection of the public transit right-of-way.
- c) This Plan does not supersede the policies of OPA 529 respecting the lands identified therein as the "Station Site and Commuter Parking Access" and "Remaining Parcels" on Schedule 8C so long as the current and permitted uses of such lands are continued. The policies of this Plan shall apply to a redevelopment of such lands for new uses introduced by this Plan and in the event the existing uses are abandoned
- d) In respect of the lands located at the northeast corner of Jane Street and Steeles Avenue, which are subject to Amendment No. 454, as amended by OPA No. 481, the policies of Sections 4.2.3.f) (Regional modification No. 4) and 4.2.3.g) (Regional modification No. 5) of Official Plan Amendment No. 500 shall apply (with necessary modifications). In addition, the policies established by this Amendment, as expressed in Section 3.2.3 and other relevant sections, also apply to the northeast corner of Jane Street and Steeles Avenue.

7.2 STATUS OF USES PERMITTED UNDER PREVIOUS AMENDMENTS TO THE OFFICIAL PLAN

- a) Existing land uses throughout the Secondary Plan Area are expected to continue to exist in the near term, and some may remain for the foreseeable future. Existing uses approved under previously approved amendments, and the zoning in place for such uses at the time this Plan was adopted, shall be deemed to conform to this Plan.
- b) This Plan shall require that new land uses, particularly sensitive land uses, which are proposed in a location proximate to existing uses, demonstrate compatibility and where necessary mitigate the impact of the existing use in terms of noise, vibration, air quality, lighting, parking and traffic generation, in accordance with all applicable Provincial and municipal guidelines.
- c) Extensions or expansions of such uses shall be permitted without amendment to this Plan, provided that the intent of this Plan, as it applies to adjacent properties, is not compromised and the tests prescribed below, are met:

- i. the road pattern and transit routes envisioned by this Plan are not compromised or precluded in the long-term;
- ii. the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the zoning by-law;
- iii. the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odor, lighting, parking and traffic generation;
- iv. the neighbouring uses will be protected where necessary by the provision of landscaping, buffering or screening devices, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or,
- v. in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.

8.0 IMPLEMENTATION

8.1 GENERAL

- a) This Secondary Plan shall be implemented using some or all of the following:
 - i. the approval of individual draft plans of subdivision/condominium submitted pursuant to Section 51 of the Planning Act, and part lot control exemptions pursuant to Section 50 of the Planning Act;
 - ii. the enactment of zoning by-laws pursuant to Section 34 of the Planning Act;
 - iii. the use of bonusing provisions under Section 37 of the Planning Act;
 - iv. the registration of site development agreements pursuant to Section 41 of the Planning Act;
 - v. the use of the holding zone provisions of the Planning Act in accordance with Amendment No. 200 to the Vaughan Official Plan;
 - vi. the dedication of parkland or cash-in-lieu of parkland in accordance with the provisions of the Planning Act; and
 - vii. the execution of collateral development agreements designed to achieve municipal objectives related to development and the provision of services.
- b) A Steeles Corridor Coordinating Committee, including staff from the City of Vaughan, the City of Toronto and York Region, York University Development Corporation, Black Creek Pioneer Village, Hydro One, CN Railway Properties, TRCA and the various transit providers in consultation with area landowners will be established to oversee and facilitate the coordinated implementation of the plans north and south of Steeles Avenue and address, on an ongoing basis, specific issues related to road and pedestrian connections, land use and built form compatibility, transit facilities, community services, noise and streetscaping.
- c) The initiation and completion of an Environmental Assessment for the proposed east-west road adjacent to, and potentially within, the Hydro Corridor is a critical early step in implementing this Plan. Upon approval of this Plan, the City will initiate the EA in cooperation with Ontario Realty Corporation, the Region of York and the transit providers.

8.2 DEVELOPMENT CONCEPT REPORT AND PHASING PLAN

- a) To provide a context for coordinated development, and to demonstrate conformity with the policies of this Plan, each development application, in particular those applications intended to develop over a number of phases, shall include a Development Concept Report, providing a detailed description of the proposed development, and the manner in which it addresses the policies of this Plan. The Development Concept Report will form part of the plan of subdivision application and address the following matters:
 - i. phasing of development, within appropriate planning units, from initial construction to ultimate completion, as envisioned by this Plan and as required by Section 8.2 f);
 - ii. achievement of the transit-supportive and pedestrian-oriented uses;
 - iii. how the development has regard for the land use and design policies of the York University Secondary Plan that are applicable to the Steeles Avenue corridor;

- iv. height and massing of buildings;
- v. views from Black Creek Pioneer Village (where applicable);
- vi. distribution of land uses, lot sizes and densities;
- vii. relationship between streets and buildings, including how the proposed development and subsequent phases address the policies in this Plan respecting build-to lines;
- viii. how the street-related commercial uses are being provided in the current phase of the application in accordance with the phasing policies of this plan;
- ix. integration of development with transit services;
- x. pedestrian and vehicular circulation networks;
- xi. parks and open space system;
- xii. location, dimensions and character of publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
- xiii. general location, size and treatment of surface parking facilities and vehicular access points, including the potential for shared parking, parking ramps and loading facilities;
- xiv. location, size and design of stormwater management facilities;
- xv. identification and design of streetscape and pedestrian route improvements for the entire property including the area from the building face to the curb, with respect to the provision of street trees (including a double row on Steeles Ave), signage, street furniture, landscaping, street and pedestrian scale, and lighting;
- xvi. location of street-related uses and principal pedestrian building entrances to street frontages, and how the role of the public street and pedestrian movement along the street are supported;
- xvii. micro-climatic conditions, modifications or enhancements; and
- xviii. protection and enhancement of significant views and landscape focal points;
- xix. energy conservation and other proposed sustainability features of the development.

b) In evaluating development applications throughout the Secondary Plan Area, the City shall consider:

- i. the support the proposed use provides to the operation of the local, regional and inter-regional transit network in both the short and long term;
- ii. the availability of water and sewer services and related Regional Allocation Capacity;
- iii. the suitability of the proposed stormwater management facilities;
- iv. that all interested utility and telecommunication providers confirm if services can be provided to support the proposed development; and shall determine appropriate locations for large utility equipment or utility cluster sites to the satisfaction of the City;
- v. the degree of compatibility with adjacent approved land use designations in proximity to the proposed use;
- vi. the compatibility of the proposal with the urban design policies and principles described in this Plan and the zoning bylaw;
- vii. the proposed parking areas and access points;
- viii. the traffic impacts on adjacent existing and/or approved land uses, including the York University campus, and the short and long -term impact of the proposed use on the operation of the regional and local road network; and,
- ix. availability and adequacy of community services to serve the proposed development.

c) Prior to the approval of any development application, the City may require the preparation of any or all of the following studies:

- i. traffic and transit impact study, including traffic demand management initiatives;
- ii. storm water management plan;
- iii. master servicing study;
- iv. development concept report and phasing plan;
- v. open space and streetscape master plan;
- vi. community services needs assessment and delivery strategy;
- vii. Noise Impact Analysis Report and/or Vibration Impact Analysis Report; and,
- viii. archaeological survey of the lands.

The City shall establish specific requirements for studies addressing the foregoing concerns with development proponents. The costs associated with the conduct of these

studies shall be the responsibility of the landowners and be shared equitably among benefiting landowners on a pro-rata basis. Should the City determine it does not have the technical expertise required to properly evaluate a study, it may require a peer review and may require applicants to bear the cost of that peer review.

- d) Within each block of the Secondary Plan, development applications should co-ordinate neighbouring development proposals in a mutually complementary fashion. Non-participating lands in the block shall be shown conceptually in the Development Concept Report and Phasing Plan.
- e) Development shall be phased to provide for the orderly development of the Corridor and Amendment Area, 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:
 - i. the development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;
 - ii. the development satisfies all requirements regarding the provision of parkland and other public facilities including streetscaping and landscaping;
 - iii. traffic from the proposed development can be accommodated on the existing and planned road network, and,
 - iv. phasing may be addressed through the appropriate use of the policies of this Plan respecting the application of the holding zone provisions of the zoning by-law .
- f) As a component of the Development Concept Report, development applications shall provide a Phasing Plan, which:
 - i. describes and illustrates how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;
 - ii. considers existing neighbouring uses and the potential need to buffer or stage particular uses;
 - iii. identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater management, roads, transit, parks and open spaces, and other community facilities and services, and their proposed phased construction; and
 - iv. describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners.
- g) Phases are to be based upon the existence of, or commitment to construct, the following infrastructure elements:
 - i. Components of the local road network, including the continuous east-west primary road;
 - ii. bus-rapid transit;
 - iii. the subway; and,
 - iv. public and community services.

8.3 ZONING BYLAW

- a) To implement all new development in the Steeles Corridor – Jane to Keele- Plan, Council may enact amendments to By-law 1-88 providing zoning categories and standards specific to this Plan.
- b) The City may, when enacting implementing zoning by-laws, apply a holding zone with the suffix 'H' and specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development for any one or more of the following reasons:
 - i. the Development Concept Report, submitted in support of a development application has not been finalized to the City's satisfaction;
 - ii. community services and facilities such as sanitary sewers, stormwater management facilities, water supply, parks, recreation facilities and schools are insufficient to serve the proposed development;
 - iii. transportation facilities are inadequate or inappropriate based on planned road capacities and anticipated traffic, or planned transit capacities and anticipated ridership;
 - iv. the number and location of access points to the site are inadequate to function safely and efficiently;
 - v. where development relies upon other matters occurring first, such as the consolidation of land ownership or completion of a development

agreement, to ensure the orderly development of the project, and/or to secure funding and/or to equitably cost-share among benefiting landowners, for sewer, water, stormwater, roads, parks, community services and facilities, or outstanding application processing fees;

- vi. a site plan agreement is required;
 - vii. supporting studies are required on matters related to traffic, soils, stormwater management, protection of any site features, environmental constraints or design features.
- c) Prior to enacting comprehensive amendments to the zoning by-law that have the effect of permitting residential and other sensitive land uses, Council shall be satisfied that such uses are compatible with existing and approved uses, as provided for in Section 3.4 of this Plan.

8.4 SUBDIVISION CONTROL

- a) Subdivision Control encompasses draft plans of subdivision/condominium, consents and part lot control exemptions.
- b) To secure the related infrastructure improvements required, all new development in the Secondary Plan area shall, as part of its initial development application process, proceed by way of the subdivision approval process or, at the City's discretion, via a development agreement that provides for the construction and conveyance of public roads identified in this Plan and other appropriate public facilities that may be required. Applications for plan of subdivision approval, and plans subject to alternative development agreements, shall include the full extent of property ownership or other appropriate planning unit as agreed upon between the applicant and the City. All applications for plan of subdivision and/or zoning by-law amendments shall include a Development Concept Report and Phasing Plan. Plans of subdivision/condominium shall only be draft approved which:
- i. conform with the policies and designations of this Secondary Plan;
 - ii. can be provided with adequate services and facilities as required by the policies of this Plan; and,
 - iii. are not premature and are in the best interest of the municipality.
- c) Section b) does not apply to extensions or expansions to existing uses as provided for in Section 7.2.c).

8.5 SITE PLAN CONTROL

- a) The Steeles Corridor-Jane to Keele- Secondary Plan area is subject to site plan control in accordance with OPA No. 200 and the City's Site Plan Control By-law.

8.6 DEVELOPMENT AGREEMENTS

- a) Development Agreements based on this Secondary Plan and the findings of any supporting studies may be required by the City as a condition of the approval of development applications.
- b) Such agreements shall ensure that the necessary approvals and the required contributions of funds, lands and commitments for services will be in place and operative prior to, or coincident with occupancy and use of land, without adverse impact on the City's financial capability. This may require front-ending agreements to advance the timing for the required infrastructure, and to address any acceleration in associated costs, and/or bonusing agreements specifically identifying the matters to be provided in exchange for an increase in density. Items which shall be addressed in the Development Agreements include, but are not limited to:
- i. water;
 - ii. wastewater collection;
 - iii. storm water management;
 - iv. transit and road infrastructure and widenings;
 - v. streetscape features as identified through a comprehensive Streetscape Master Plan,
 - vi. parks, and open space features;
 - vii. community services and facilities; and,
 - viii. other utilities.

8.7. COMMUNITY IMPROVEMENT

- a) It is the intent of the City that the area identified on Schedule A of this Secondary Plan be identified as a Community Improvement Area under Section 28 of the Planning Act.

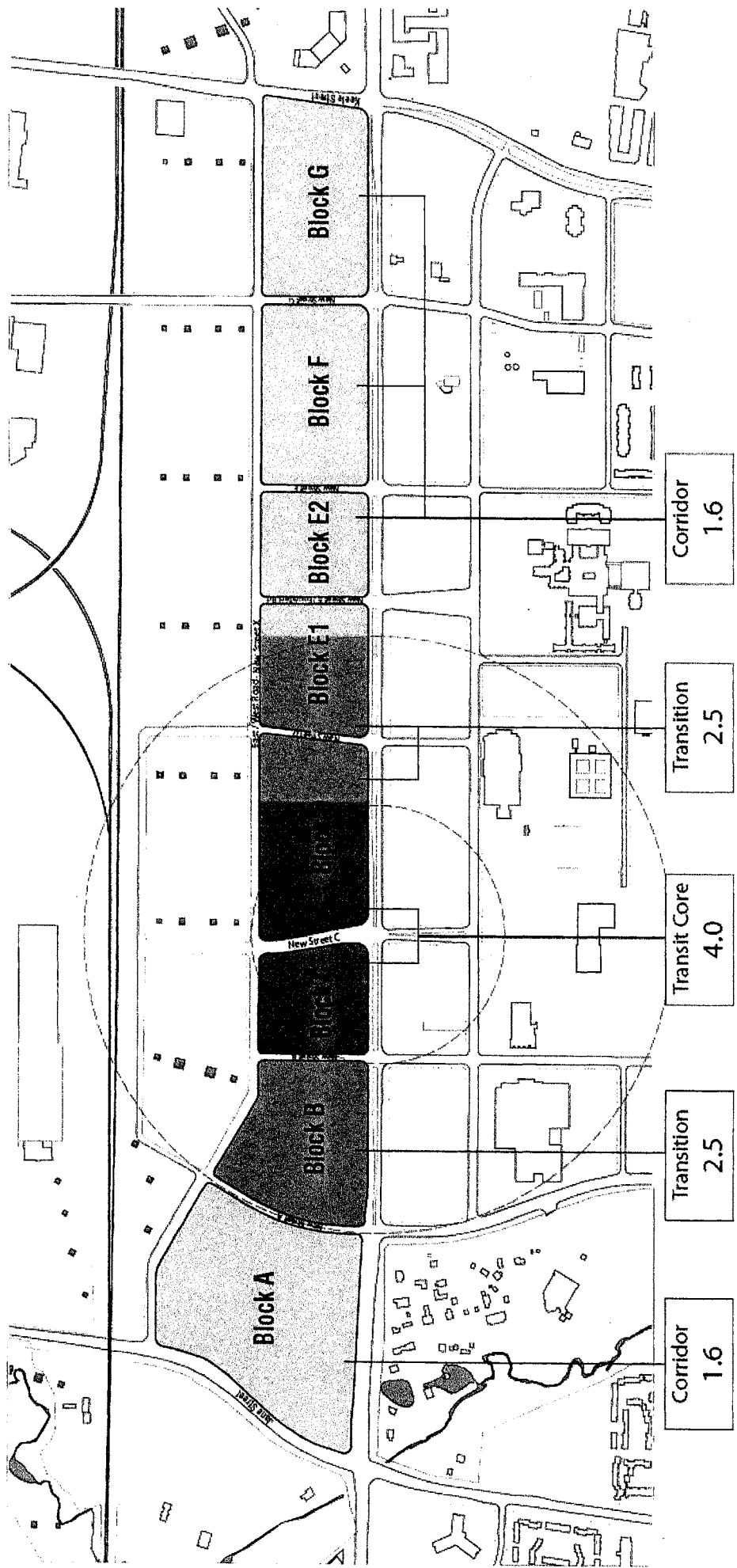
- b) It is the intention of the City that this Secondary Plan Area may in whole or in part be further designated by by-law, as a "Community Improvement Project Area", for which a detailed Community Improvement Plan will be prepared. The City will identify and delineate a "Community Improvement Project Area" in areas that display any or all of the following conditions:
 - i. inadequate municipal infrastructure, including piped services, roads and streetscapes, public parking facilities and/or stormwater management facilities;
 - ii. inadequate community services such as social services, public recreational/cultural facilities, and public open spaces.
 - iii. building and/or property deterioration to the extent that it negatively affects the overall image of the area;
 - iv. development at densities that are too low to support the planned transit facilities; and,
 - v. site contamination levels that require environmental site remediation prior to development.
- c) In the preparation of a Community Improvement Plan, the City will solicit the input of affected residents, property owners and other interested stakeholders. Community Improvement Plans, and subsequent amendments thereto, will be adopted by Council.
- d) Within this Secondary Plan area, the City may then engage in the following activities:
 - i. acquire, hold, clear, grade or otherwise prepare land for community improvement activities;
 - ii. construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the Community Improvement Plan;
 - iii. sell, lease, or otherwise dispose of land and any buildings acquired or held by it in conformity with the Community Improvement Plan; and,
 - iv. make grants or loans to the registered owners or the assessed owners to pay for the whole or any part of the cost of developing or rehabilitating such lands and buildings in conformity with the Community Improvement Plan, and the policies of this Plan.
- e) The strategy for the application of any financial or other incentives provided by the City shall be tied to achieving the targeted transit-supportive densities identified in this Plan. This Secondary Plan establishes a framework for using financial and other incentives (e.g. development charges, tax increment financing, parking requirements, parkland dedication, municipal fees, etc.) to encourage transit-supportive densities.
- f) The Community Improvement Plan should include criteria to determine when the intent of a Community Improvement Plan has been carried out, and when Council may, by by-law, dissolve the Community Improvement Project Area.

8.8. MONITORING

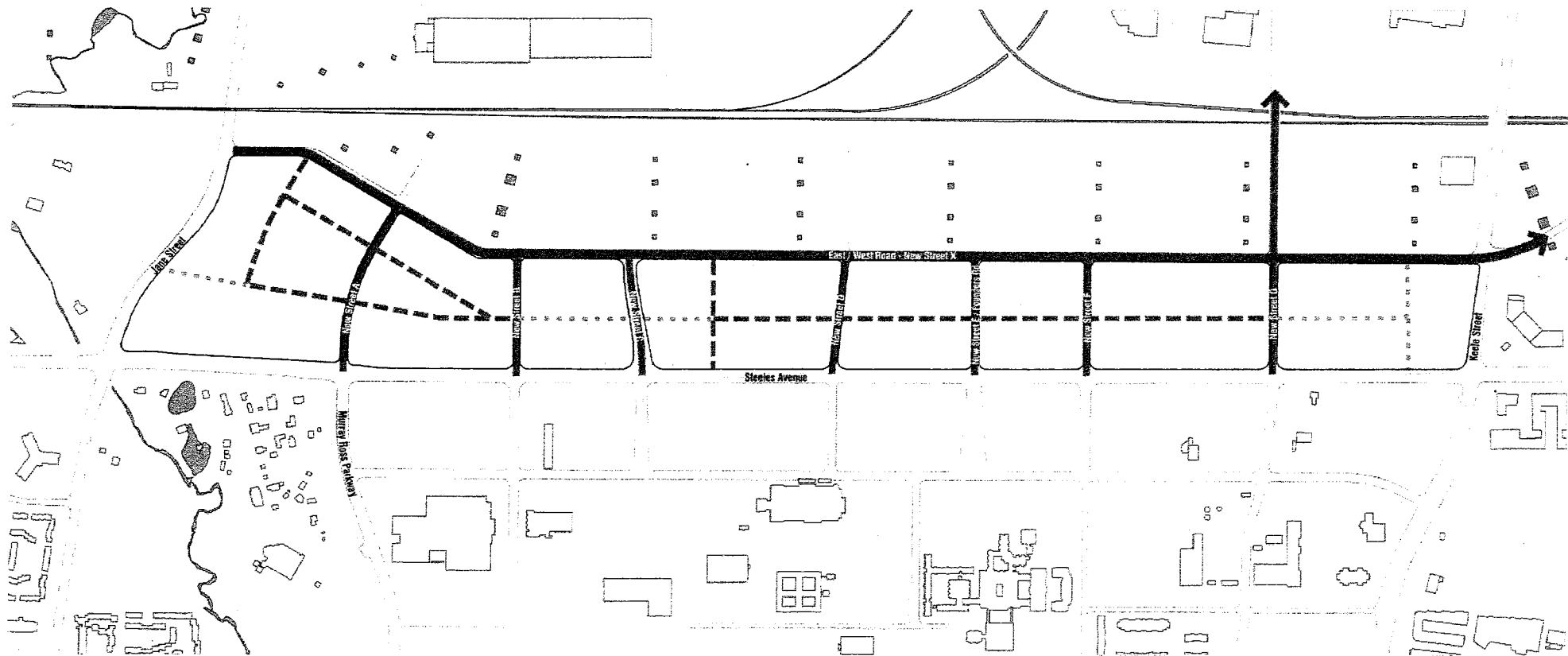
- a) The City, in partnership with the Region, is to establish a formal program to monitor and report on the level of development in the Secondary Plan.
- b) The Monitoring Program will address:
 - i. traffic volumes on key routes and at key intersections, based on periodic traffic counts in the Corridor;
 - ii. the amount of existing and proposed floor space for which subdivision, zoning or site plan approval has been granted, status of development approvals, completions and occupancy;
 - iii. travel characteristics and modal split including if possible, trends in the number of pedestrians and cyclists;
 - iv. population and employment generated by existing development and projected for approved but not yet occupied development;
 - v. evaluation of traffic volumes and transit ridership in the context of available capacity; and,
 - vi. evaluation of existing, planned and proposed Development Concept Reports, Phasing Plans, and the status of the York University Secondary Plan, in order to allow for identification and planning of transportation improvements, or to allow time to take steps to control the pace of development in relation to the provision of services.
- c) The regular monitoring program is, at a minimum, to take place as part of the periodic review of this Plan, at intervals of five years, and at a public meeting of Council. Sufficient detail will be made available to the public to enable the verification of results and conclusions.

9.0 INTERPRETATION

- a) This Secondary Plan is a statement of policy. It is intended to guide the development of the Steeles Corridor - Jane to Keele- Secondary Plan Area. Some flexibility in interpretation is permitted, provided the intent of the policies and principles of this Plan are maintained.
- b) The designations identified on Schedule 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 Plan, except where the designations are established by fixed boundaries, such as road rights-of-way, or where they are specifically stated as fixed in the policies of this Plan.
- c) 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.
- d) Minor variations from numerical requirements in the Plan may be permitted without an Official Plan Amendment provided that the general intent of the Plan is maintained.

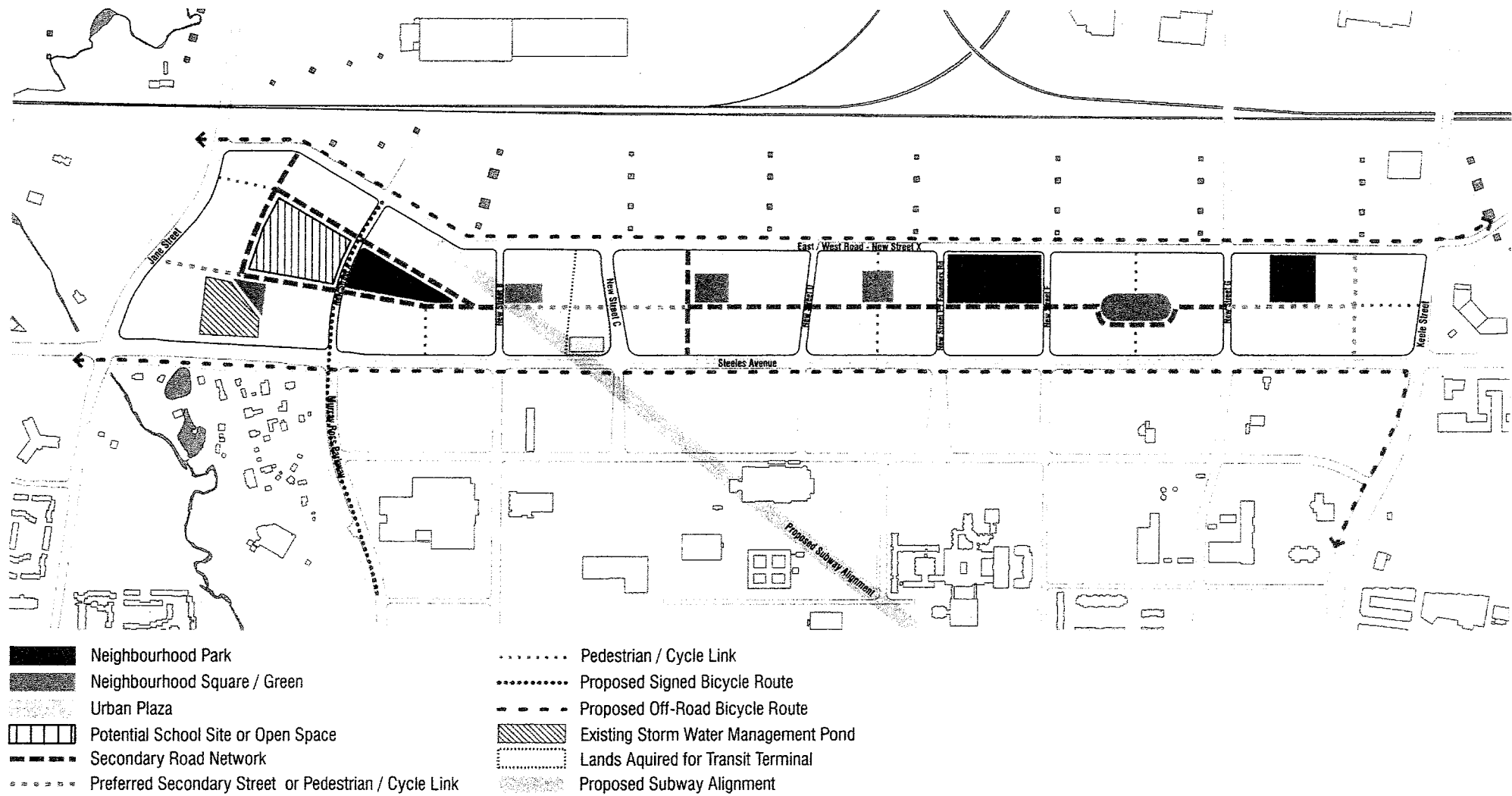


Schedule A - Land Use & Density

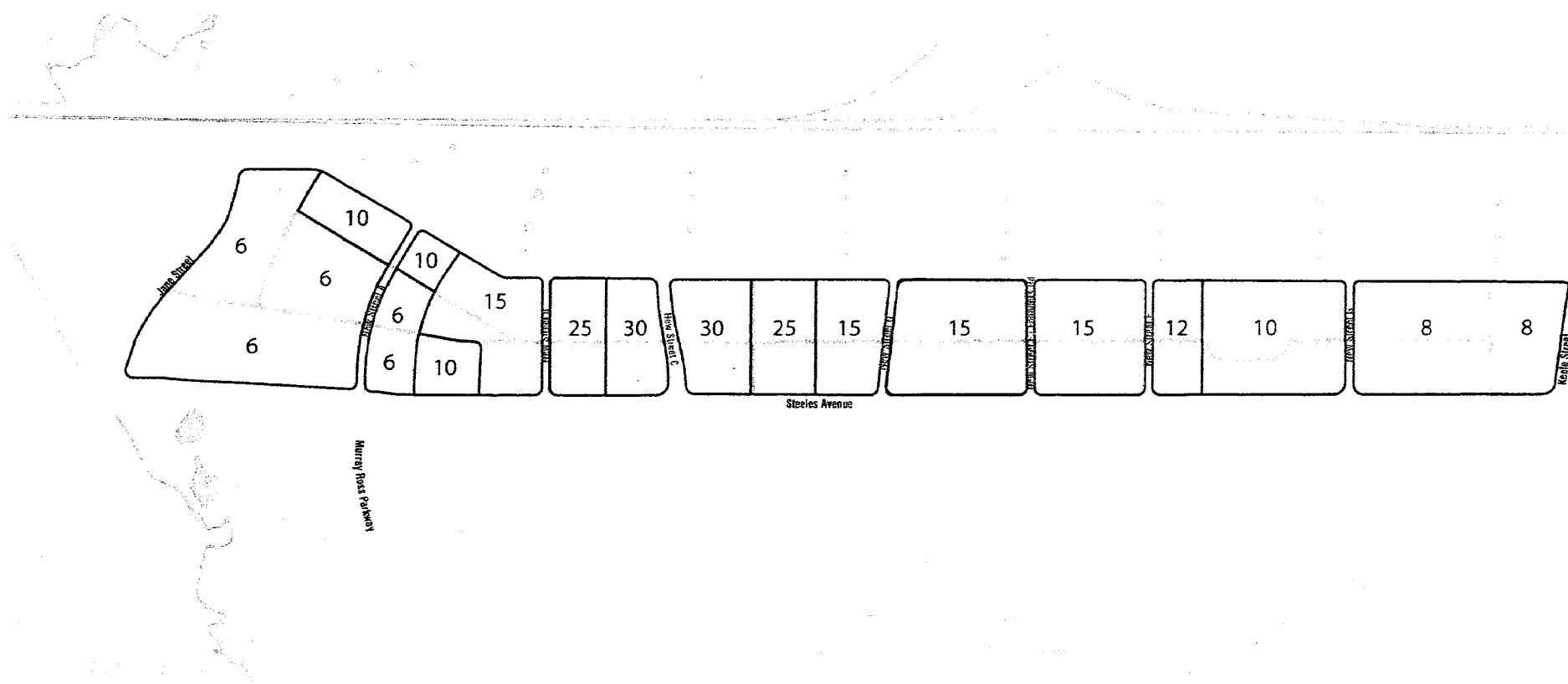


- Primary Road Network
- - - Secondary Road Network
- Preferred Secondary Street or Pedestrian / Cycle Link

Schedule B - Conceptual Street Network



Schedule C - Conceptual Open Space Network and Public Amenities



- 15 Maximum Permitted Height in Storeys
- Secondary Road Network
- Preferred Secondary Street or Pedestrian / Cycle Link

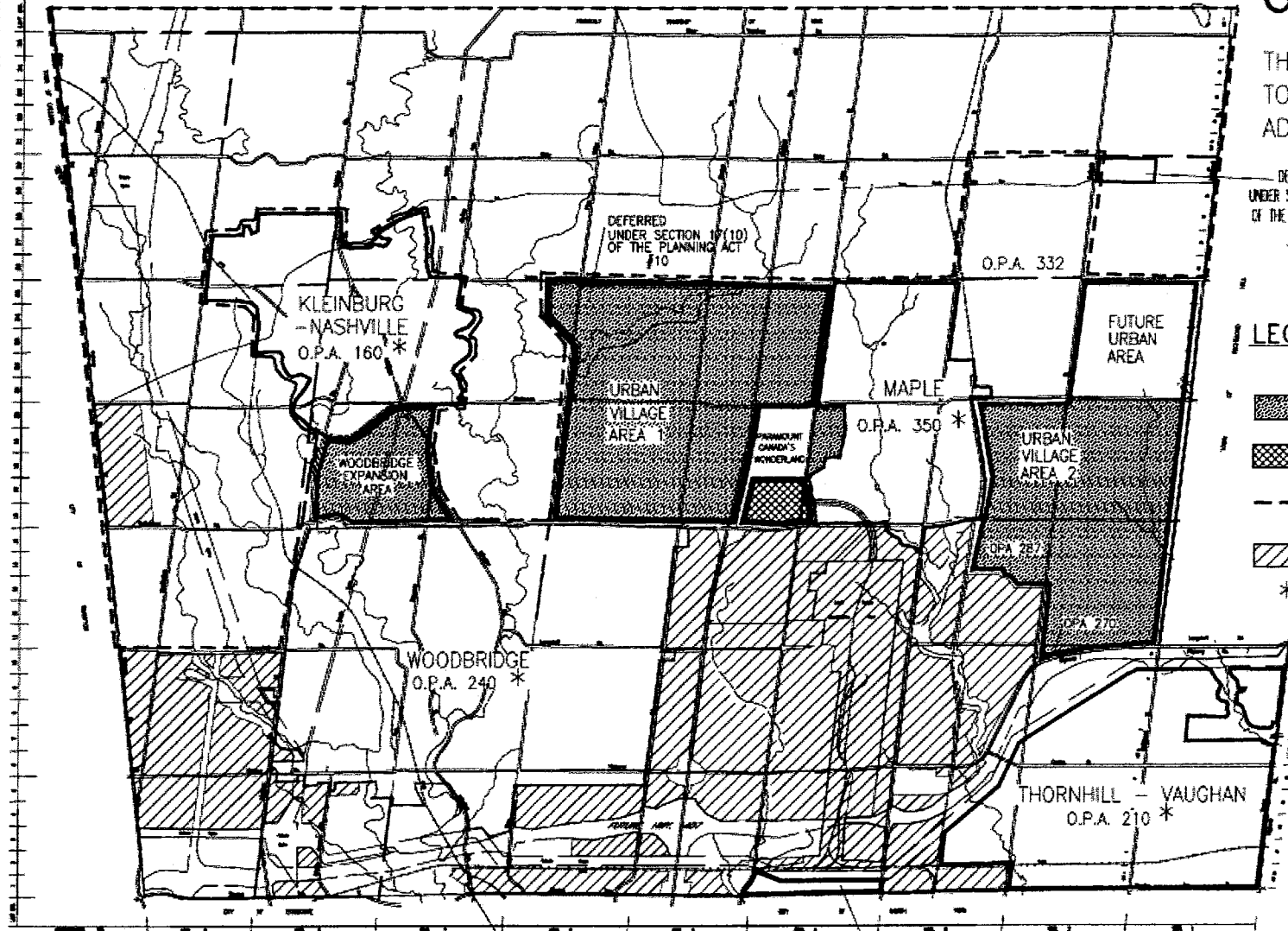
Schedule D - Maximum Heights

THIS IS SCHEDULE 'E'
TO AMENDMENT NO. 620

THIS IS SCHEDULE 'I'
TO AMENDMENT NO. 450

FIGURE '1' EMPLOYMENT AREA CONTEXT PLAN

THIS IS SCHEDULE 'A'
TO AMENDMENT NO. 480
ADOPTED THE ___ DAY OF _____, 1997







DEFERRED
UNDER SECTION 17(10)
OF THE PLANNING ACT

#4

MAYOR

CLERK

LEGEND

-  URBAN VILLAGE AREAS AND WOODBRIDGE EXPANSION AREA
-  VAUGHAN CENTRE SECONDARY PLAN AREA
-  RURAL AREA - GENERAL
-  EMPLOYMENT AREA
- * AS AMENDED

MODIFICATION
No. 27
UNDER SECTION 17(9) OF
THE PLANNING ACT

0 2000 4000 m





REVISED FEBRUARY 26, 1996 AND
JANUARY 2, 1997





AREA SUBJECT
TO AMENDMENT
NO. 480

AREA SUBJECT
TO AMENDMENT
NO. 620

LEGEND

-  PRESTIGE AREA
-  EMPLOYMENT AREA GENERAL
-  CENTRE
-  RAILWAY FACILITIES

-  VAUGHAN CORPORATE CENTRE
SECONDARY PLAN AREA
-  AS AMENDED

THIS IS SCHEDULE 'F'
TO AMENDMENT NO. 620

EMPLOYMENT AREA STRUCTURAL PLAN

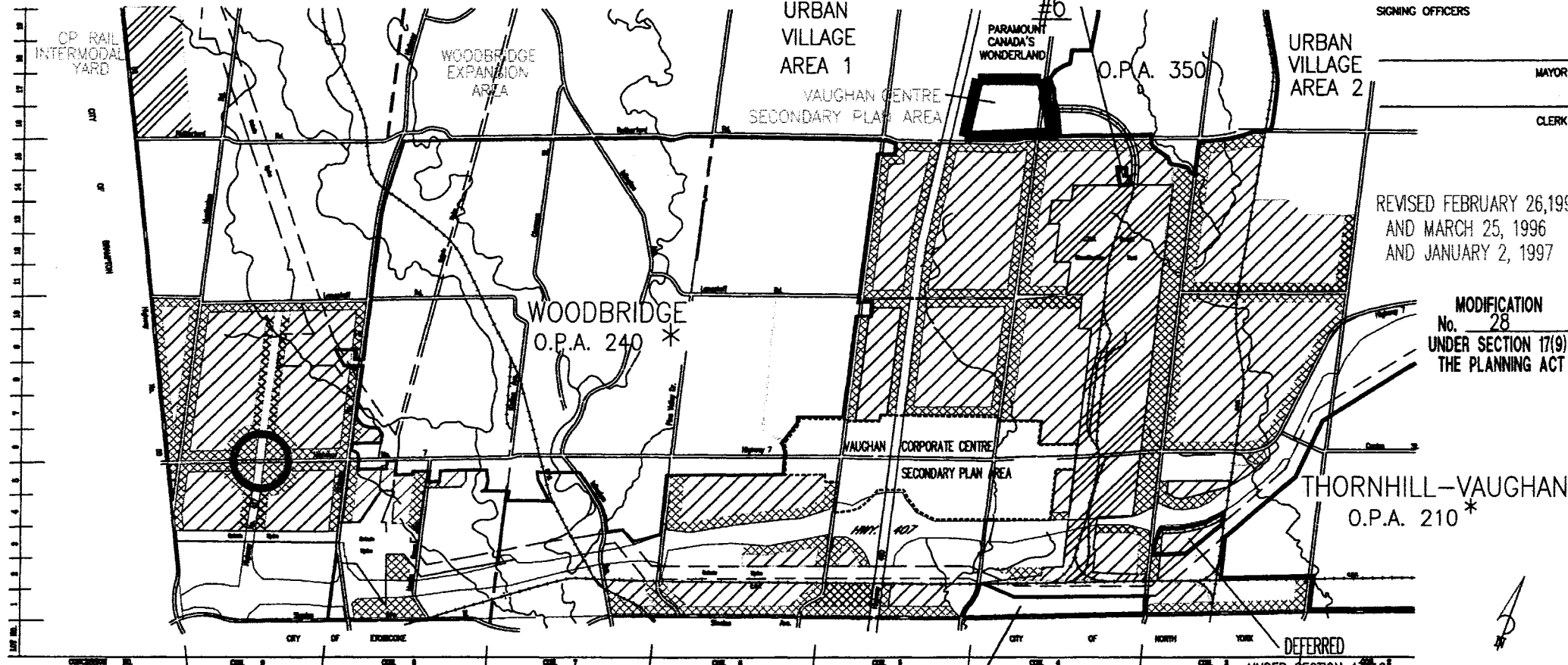
THIS IS SCHEDULE 'D1'
TO AMENDMENT NO. 500

ADOPTED THE ___ DAY OF ____, 1997

SIGNING OFFICERS

MAYOR

CLERK



REVISED FEBRUARY 26, 1996
AND MARCH 25, 1996
AND JANUARY 2, 1997

MODIFICATION
No. 28
UNDER SECTION 17(9)
OF THE PLANNING ACT

THIS IS SCHEDULE '2'
TO AMENDMENT NO. 450

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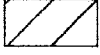
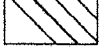



AREA SUBJECT TO
AMENDMENT NO. 620

DEFERRED
UNDER SECTION 17(10)
OF THE PLANNING ACT
#3b



EMPLOYMENT AREA (EAST) STRUCTURAL PLAN

THIS IS SCHEDULE 'D3'
TO AMENDMENT NO. 500
ADOPTED THE ___ DAY OF ____, 1997

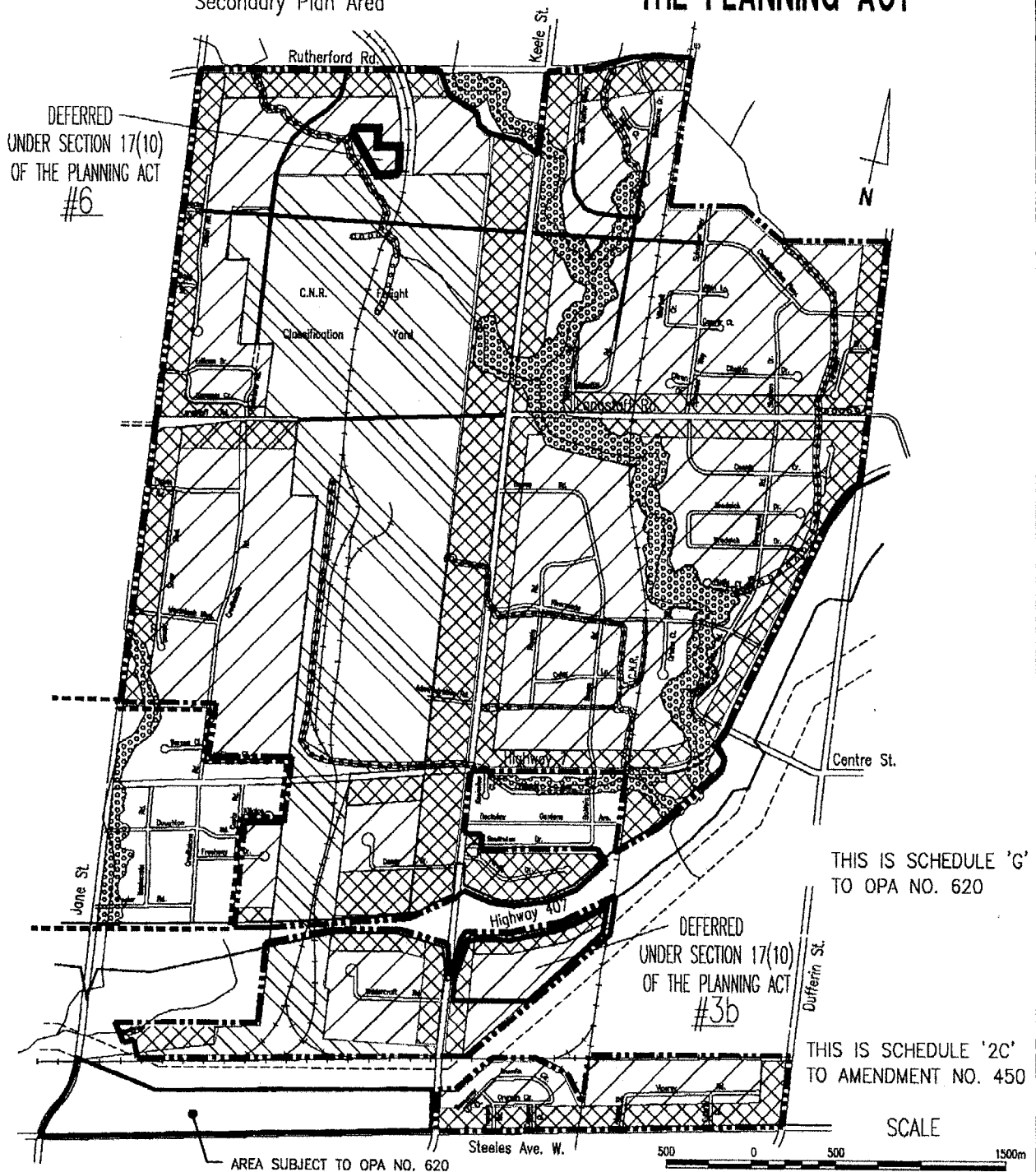
-  Amendment Area
-  Prestige Area
-  Employment Area General
-  Rail Facilities
-  Valley Lands (Valley Corridors)
-  Stream Corridors
-  Vaughan Corporate Centre
Secondary Plan Area

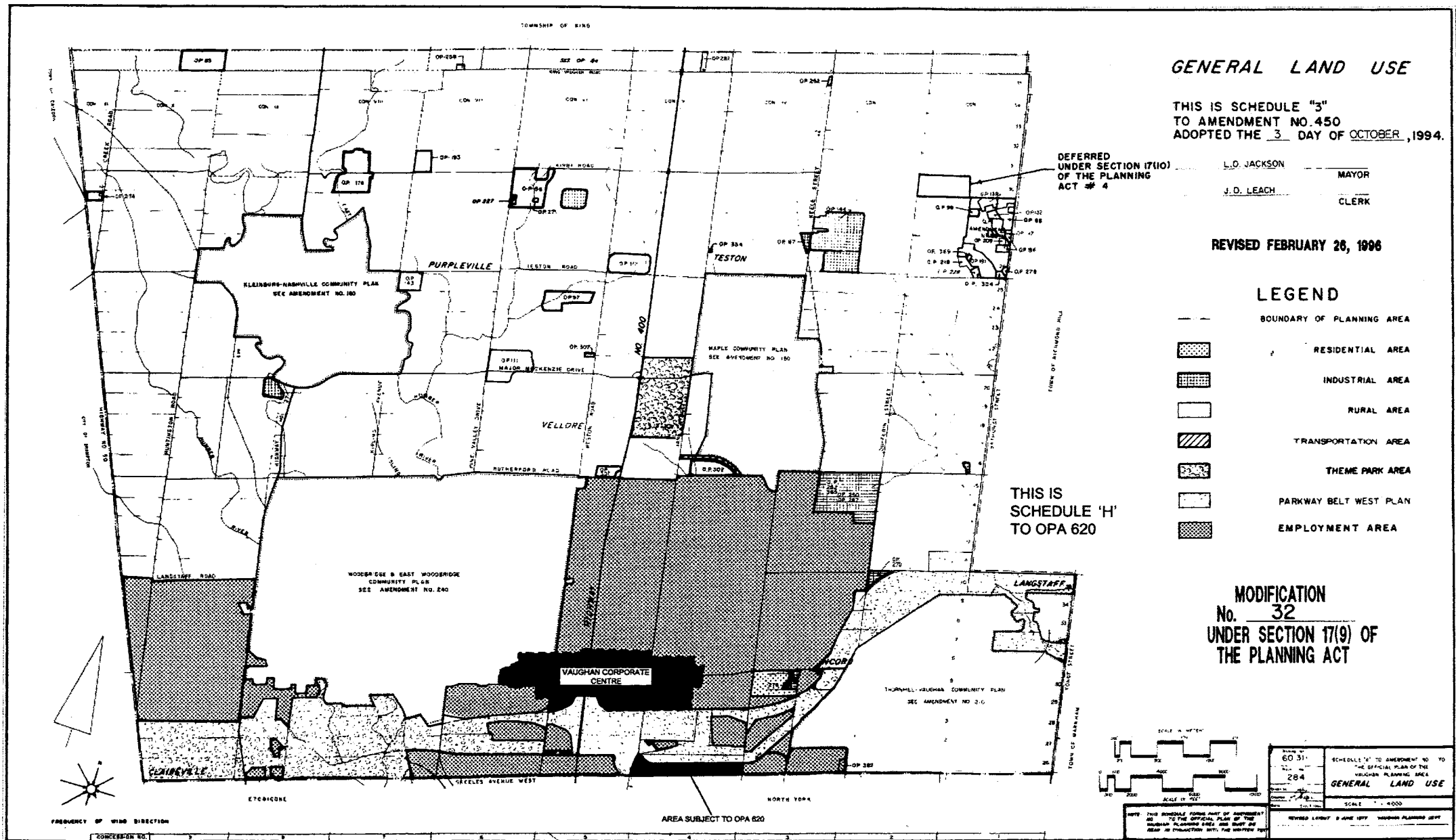
MAYOR

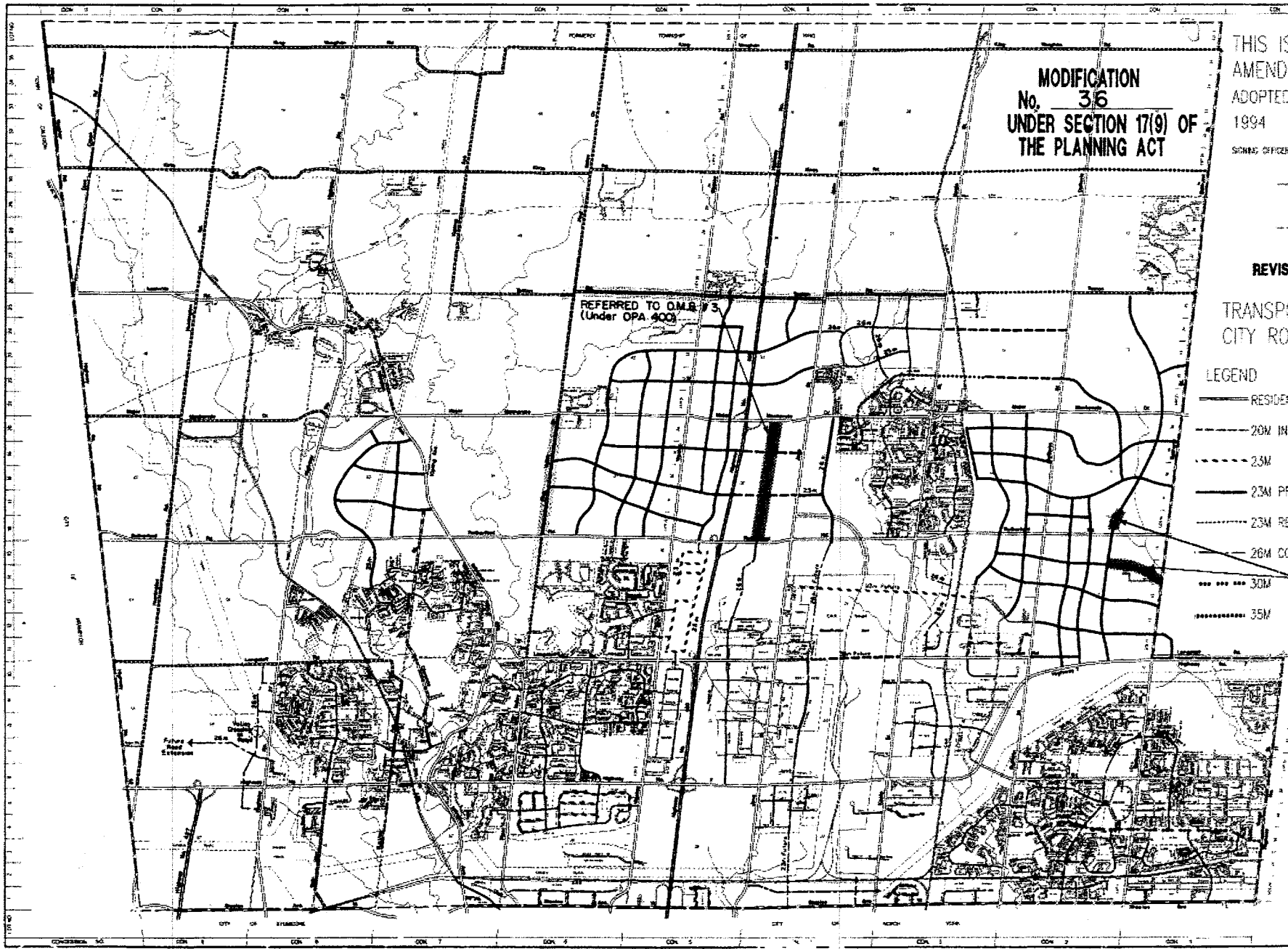
CLERK

REVISED FEBRUARY 26, 1996
AND MARCH 25, 1996

MODIFICATION
No. 31
**UNDER SECTION 17(9) OF
THE PLANNING ACT**







MODIFICATION
 No. 3/6
UNDER SECTION 17(9) OF
THE PLANNING ACT

THIS IS SCHEDULE '7' TO
 AMENDMENT NO. 450
 ADOPTED THE 3 DAY OF OCTOBER
 1994

SCHEMATIC OFFICERS

 L. S. JACKSON

 J. D. LEACH

 CLERK

REVISED FEBRUARY 26, 1998

TRANSPORTATION -
CITY ROAD NETWORK

LEGEND

- RESIDENTIAL LOCAL
- 20M INDUSTRIAL
- 23M
- 23M PRIMARY (PLANNED)
- 23M RESIDENTIAL FEEDER
- 26M COLLECTOR
- 30M
- 35M
- 23M PRIMARY (FUTURE)
- IMPROVEMENTS (AS PER CITY-WIDE TRANSPORTATION STUDY)
- NEW LINKS

REFERRED TO O.M.B. # 5
 (Under OPA 400)

The Ministry of Transportation
 acknowledges and approves in principle
 to implement the following selected
 several improvements of Highway 400
 in Urban Village 1: the widening of
 Highway 400 for the Crestview Area
 extension, the new link immediately
 west of Highway 400 in the location
 relative to the proximity of the ramp
 at major multi-level interchanges and
 those proposed roads in the Urban
 Village 1 interlocking with Highway 7

THIS IS SCHEDULE '2' TO
 AMENDMENT NO. 200
THIS IS SCHEDULE '1' TO
AMENDMENT NO. 620