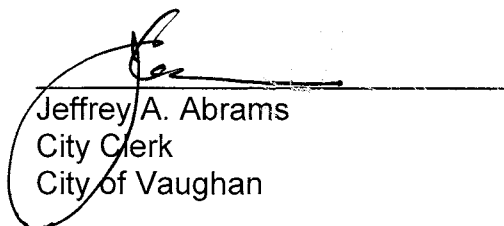


I, JEFFREY A. ABRAMS, City Clerk of the Corporation of the City of Vaughan, in the Regional Municipality of York, do hereby certify that attached is a true copy of Amendment Number 662 to the Official Plan of the Vaughan Planning Area, which was approved by the Regional Municipality of York, subject to the attached Schedule of Modifications on the 17th day of July, 2008.



Jeffrey A. Abrams
City Clerk
City of Vaughan

DATED at the City of Vaughan
this 22nd day of July, 2008.

Certificate of Approval

AMENDMENT No. 662

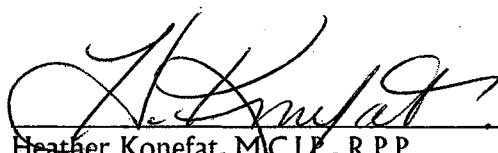
TO THE

OFFICIAL PLAN FOR THE

CITY OF VAUGHAN PLANNING AREA

This official plan document which was adopted by the Council of the City of Vaughan is approved, subject to the attached Schedule of Modifications, pursuant to Sections 17 and 21 of the Planning Act and came into force on July 17, 2008.

Date: July 17, 2008



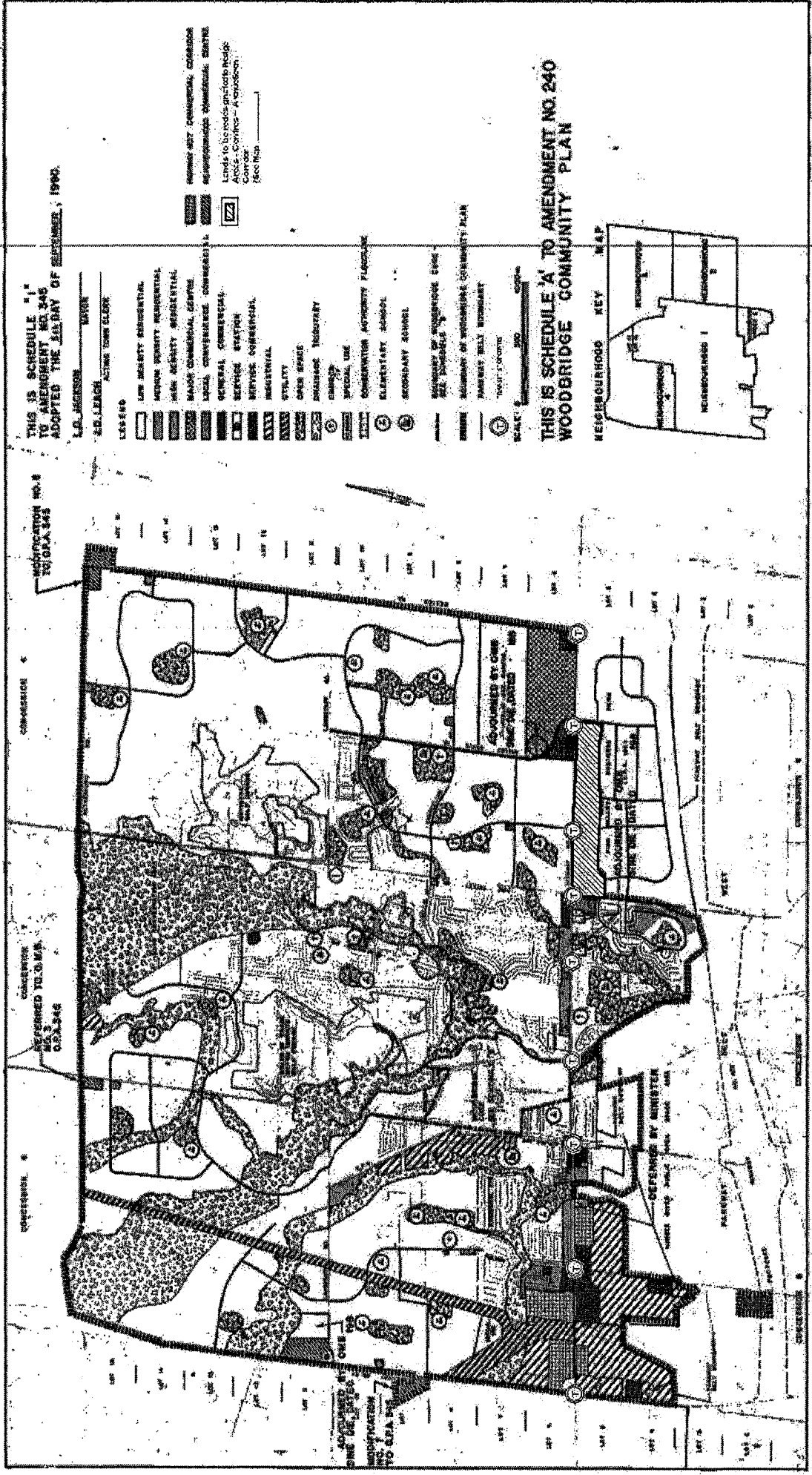
Heather Konefat, M.C.I.P., R.P.P.
Director of Community Planning
The Regional Municipality of York

VAUGHAN OFFICIAL PLAN AMENDMENT NO. 662

SCHEDULE OF MODIFICATIONS

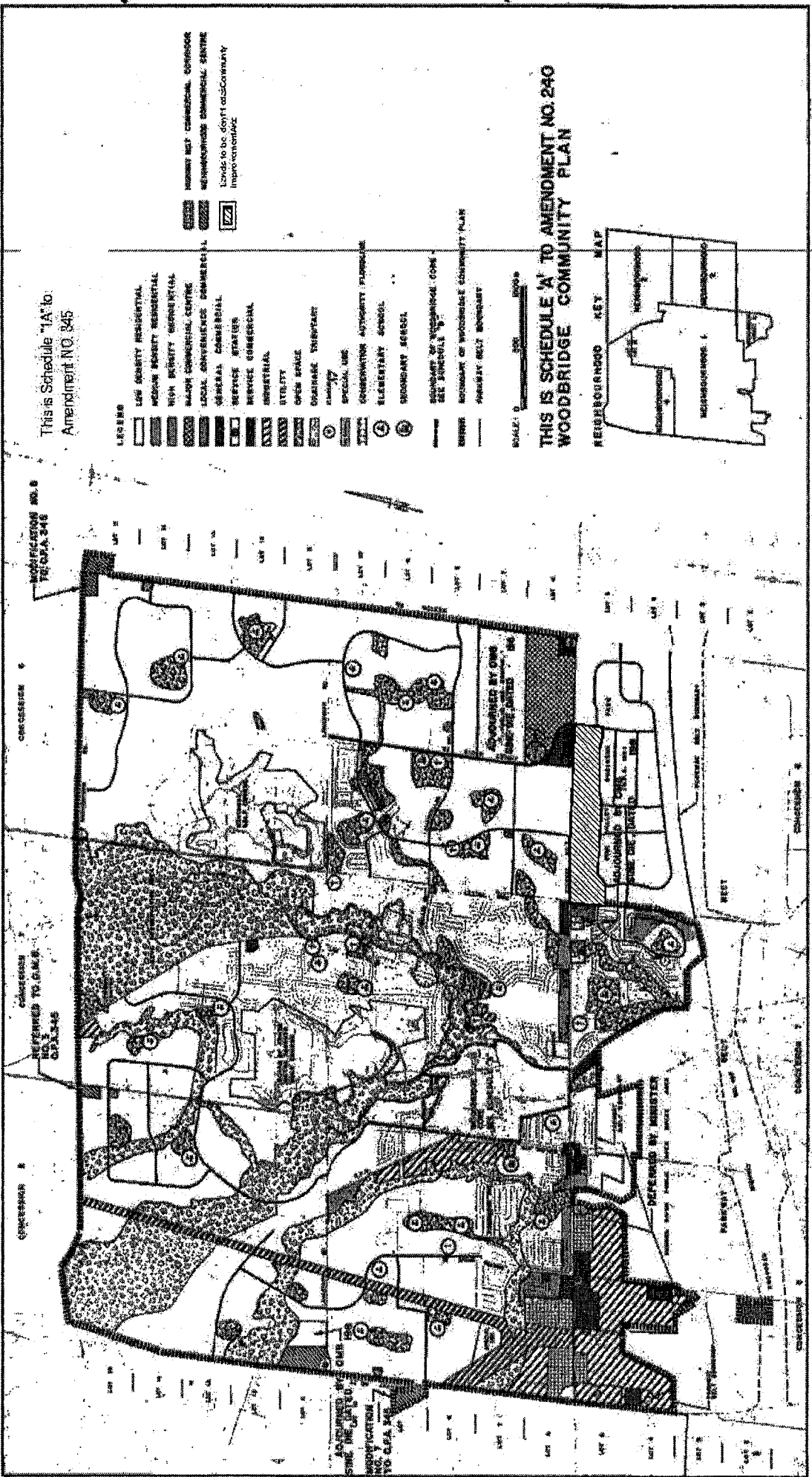
The amendment is hereby modified by:

1. Replacing Schedules 'A' and 'B' with new versions of the same, attached herewith.



SIGNING OFFICERS
 _____ MAYOR
 _____ CLERK

THIS IS SCHEDULE 'A'
 TO AMENDMENT No. 662
 ADOPTED THE _____ DAY OF _____, 2007



SIGNING OFFICERS
 _____ MAYOR
 _____ CLERK

THIS IS SCHEDULE 'B'
 TO AMENDMENT No. 662
 ADOPTED THE _____ DAY OF _____, 2007

FILE No. 15:87
 CITY OF VAUGHAN



THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 263-2007

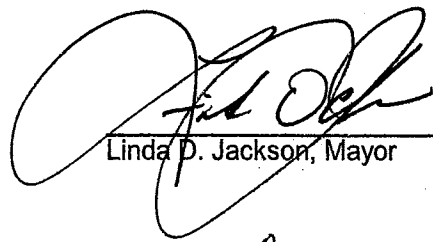
A By-law to confirm the proceedings of Council at its meeting on June 25, 2007.

The Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:


1. THAT the actions of the Council at its meeting held on June 25, 2007 with respect to each recommendation contained in the Meeting Agenda of that date and in respect to each motion, resolution and other action taken by the Council at the said meeting, subject to all approvals required by law, are hereby adopted, ratified and confirmed.

2. THAT the Head of the Council or the Acting Head of the Council and the proper officers of the Municipality are hereby authorized and directed to do all things necessary to give effect to the said motions, resolutions and other actions and to obtain approvals where required, and, except where otherwise provided, the Head or Acting Head of the Council the Clerk and/or Treasurer are hereby authorized to execute all documents necessary in that behalf, and the said Clerk is hereby authorized and directed to affix the corporate seal of the Municipality to all such documents.

READ a FIRST, SECOND and THIRD time and finally passed this 25th day of June, 2007.



Linda D. Jackson, Mayor



J. D. Leach, City Clerk



AMENDMENT NUMBER 662

TO THE OFFICIAL PLAN

OF THE VAUGHAN PLANNING AREA

The following text, including Part 2, entitled *The Amendment and Policies Relative Thereto*, and Schedules "A" and "B", constitute Amendment Number 662 to the Official Plan of the Vaughan Planning Area.

Also attached hereto, but not constituting part of the Amendment are Part 1, entitled *The Basis of the Plan*, and Appendix "1".

LEGAL APPROVED	
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PART 2: THE AMENDMENT AND POLICIES RELEVANT THERETO

PART 1: THE BASIS OF THE PLAN

1.0 Introduction and the Avenue Seven Land Use Futures Study

For at least the past 10 years, planning documents in York Region and in the City of Vaughan have been promoting a more sustainable and more urban structure, based on intensified development that is focused on a hierarchy of centres, and connected by transit supportive corridors. Avenue Seven is the key east/west corridor, linking the planned Regional Centres of Vaughan, Richmond Hill and Markham in York Region with Brampton in Peel Region to the West and with Oshawa in Durham Region to the east.

Unfortunately, and notwithstanding a widespread understanding that a new urban structure is required, the challenges for actual implementation remain. In general, the planned change in the urban structure has not materialized in Vaughan as quickly as anticipated. Issues of location, accessibility, timing, economics, aesthetics and market acceptance of higher density development are difficult to overcome, especially when substantial, lower intensity greenfield opportunities continue to compete for developer and consumer attention.

Furthermore, many studies (Slack, 2002 and Blais, 1995) indicate that the playing field between low intensity greenfield development and intensified, mixed use development in centres and along corridors is not level – to the substantial benefit of greenfield development. In fact, some have suggested that:

- higher density development subsidizes low density development;
- the 'public interest' benefits of transit supportive, higher density development are simply ignored by current fiscal policy; and,
- suburban development does not pay its fair share of the social and environmental costs of sprawl.

Evidence of the challenges faced by higher density "urban" forms of development in the Vaughan context is illustrated by the experience of the Vaughan Corporate Centre Secondary Plan (Official Plan Amendment 500). The intent of OPA 500 was to promote the establishment of a Regional Centre at Highway 7 and Jane Street. The Regional Centre is to become a mixed use, high-density centre supported by high order transit facilities along Highway 7, with a north-south transit connection to York University and the Spadina Subway. Many of the traditional planning policy impediments (height and density limits) were removed, yet this action alone has not proven enough to achieve the planned vision for the Corporate Centre Node.

Recent studies (Making it Happen! The York Region Centres and Corridors Study) have concluded that all levels of government not only have a key role in facilitating the evolution of our cities: they must lead the change. The public sector must create the conditions which make it advantageous for businesses and residents to locate in a more urban environment, within a primarily suburban context. This fundamental requirement is strongly influenced by a combination of political will to achieve stated planning objectives, public sector investment in infrastructure, transit and buildings.

The Avenue Seven Land Use Futures Study was undertaken by the City in 2001, and constitutes the planning analysis on which this Amendment is based. The Study developed a new vision for future development across the Highway 7 corridor, together with planning goals and a policy framework to guide and facilitate achievement of the vision in the long term. The Study, together with five draft amendments to the Official Plan, were the subject of a statutory Public Hearing on December 5, 2005.

Throughout the preparation of The Avenue Seven Land Use Futures Study, the concept of high order transit along the entire Avenue Seven Corridor has been a fundamental precept of change. It is understood that the land use structure articulated in the Avenue Seven Study, and implemented through this Amendment, is based on a firm commitment to building the transit system in the short term. The development of transit is seen as a stimulus of transit-supportive development. Without the transit in place, the envisioned higher density, more "urban" forms of development will not occur. In addition, the public sector must seek to level the playing field between "urban" development in the Avenue Seven Corridor and greenfield development opportunities. This will require an ongoing commitment to assist the private sector by:

- reducing the costs of development (reduced development charges, reduced parking, parkland and engineering standards, and financial relief); and,
- reducing the risks inherent in the planning approval process (clear expectations, flexible planning policy, as-of-right zoning permissions).

1.1 Location

This document is Official Plan Amendment 662. It amends, and builds upon the policies found in Official Plan Amendment 345 (Pine Valley Business Park). OPA 662 is one of five amendments to the City of Vaughan Official Plan which implement the recommendations of the Avenue Seven Land Use Futures Study. These amendments are OPA 660, 661, 662, 663 and 664.

Generally, OPA 662 applies to the lands located adjacent to the former Highway 7 (now Regional Road 7), as follows:

- it includes properties generally within 200 metres south of the Highway 7 right-of-way, from Pine Valley Drive to Whitmore Road; and
- some areas are specifically omitted from this Amendment, including those areas identified for environmental protection; or areas not likely to redevelop in the long-term such as stable employment uses, or stable low density residential uses with a reverse frontage condition adjacent to Highway 7.

1.2 Purpose

The purpose of this Amendment (and the four similar amendments applying to other lands within the Highway 7 corridor in Vaughan) is to establish within the Official Plan of the City of Vaughan:

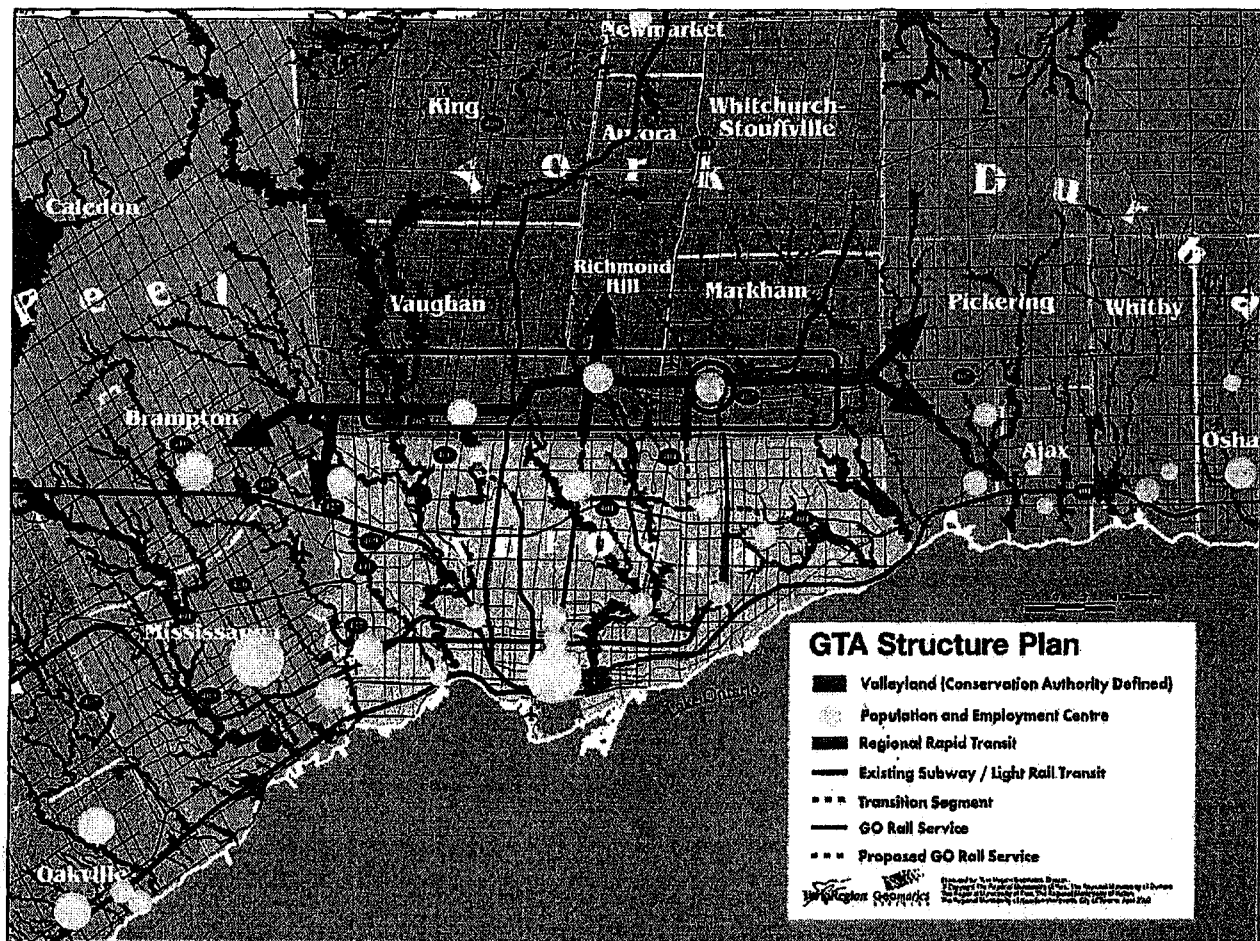
- A clear vision of the intended long-term urban structure within the Avenue Seven Corridor.
- A transit-supportive land use plan that includes a series of urban centres and that provide broad direction to the public and private sectors with respect to street and block patterns, land use, building height and density, and urban design.
- A framework for implementation that includes clear expectations, and flexible planning policy that facilitates change and provides the potential for the establishment of an incentives-based development program, through the Community Improvement legislation of the Planning Act.
- A strategy to guide decisions regarding public investment, including support for introducing a substantial civic/public use or precinct presence in the Corporate Centre Node, reinforcing the importance of the Corporate Centre in establishing a new, and more sustainable urban structure in the City of Vaughan.
- A monitoring program to ensure the achievement of the City's objectives with respect to height, density, mix of uses and support for transit over the long term evolution of the Avenue Seven Corridor.

2.0 Background and Context

The Highway 7 Amendments are intended to facilitate the change in urban structure that has been anticipated and promoted by all levels of government over the past ten years. The Amendments conform to the intent of the Region of York Official Plan and are supported by the York Region Transportation Master Plan. The Province, the Region and the City of Vaughan have all carefully considered the issues of suburban sprawl. Current legislation and planning policy promotes a new vision for a sustainable urban structure. The studies and policies referenced below set the stage for change in Vaughan, York Region and across the GTA.

2.1 GTA Urban Structure

During the early 1990's, the Greater Toronto Area Urban Structure Concepts Study (IBI) began promoting re-organization of the GTA's development pattern to achieve an urban structure comprised of higher intensity centres and corridors complemented by lower intensity employment districts and residential neighbourhoods. The planned structure would provide an improved transportation network and support an increased reliance on transit. This new development structure is recognized as beneficial and has been adopted by both the Region of York and City of Vaughan as a new development direction (see Map 1).



Map 1: The Planned GTA Structure

2.2 The Highway 7 Corridor Land Use and Transit Strategy

This study (produced by the Provincial Office For the GTA) concluded that Highway 7 should function both as a transportation corridor and a diverse urban place. The study also provided many comparable examples of great streets with wide roads, carrying high traffic volumes, that are the spines of vibrant urban districts, that could act as models for the future Highway 7.

2.3 The Provincial Policy Statement (PPS)

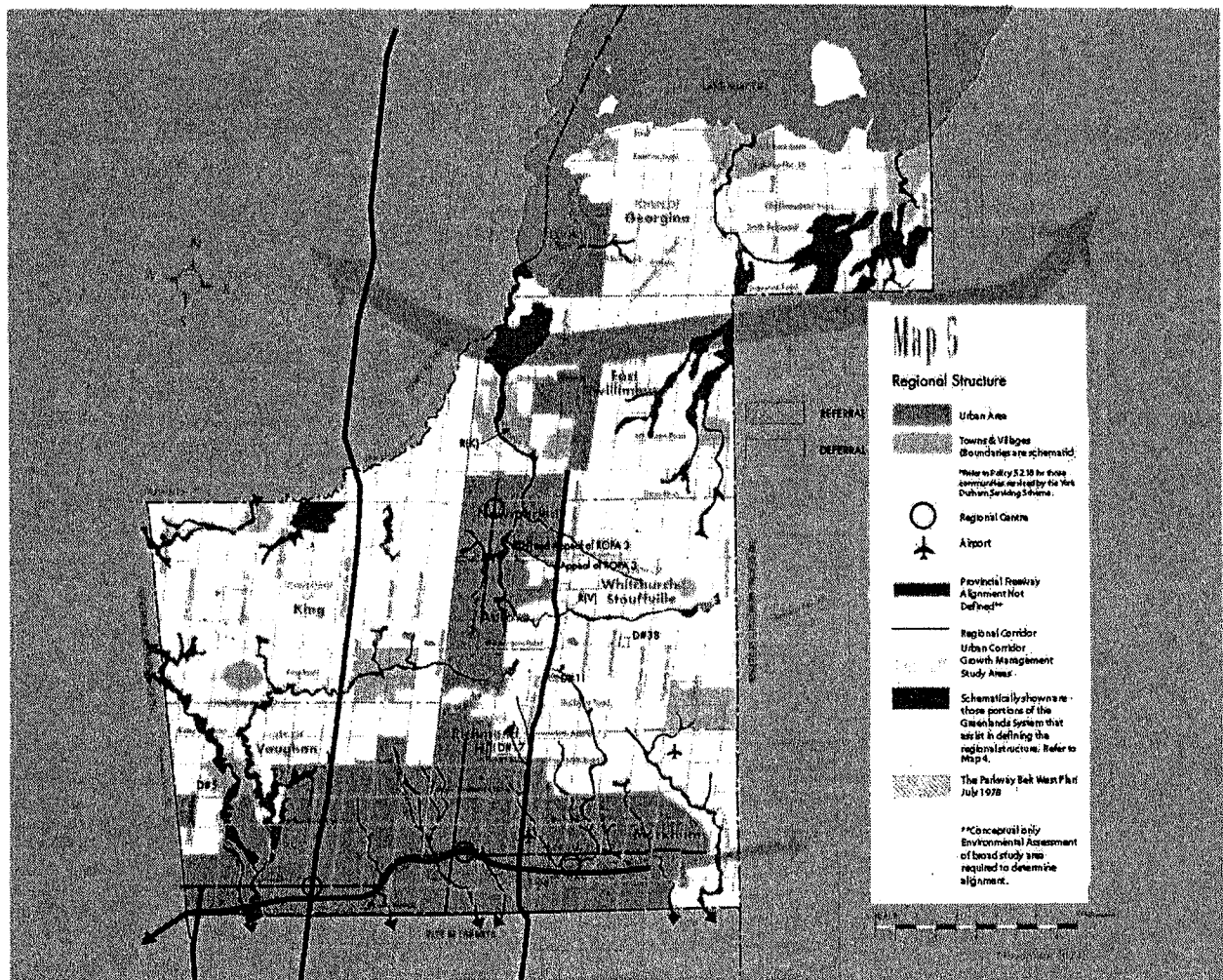
The new Provincial Policy Statement was approved in 2005. In planning for future development within the Highway 7 Corridor, a number of its policies are highly relevant, including those which support efficient land use, a range and mix of housing densities, residential intensification, and public transit. The PPS recognizes that the official plan is the most important vehicle for the implementation of the Policy Statement. 'Comprehensive, integrated and long term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies.' The PPS also requires that 'a decision of the Council of a municipality...in respect of the exercise of any authority that affects a planning matter shall be consistent with this Provincial Policy Statement'.

2.4 The York Region Official Plan

The Region of York Official Plan identifies (see Map 2) four "Regional Centres", that are intended to become the focus for business, government, entertainment and culture within the Region with complementary medium and high density residential development. They include:

- Vaughan Corporate Centre in Vaughan at Highway 7 and Highway 400;
- Langstaff Gateway in Richmond Hill at Highway 7 and Yonge Street;
- Markham Centre at Highway 7 and Warden Avenue; and,
- Newmarket Centre at Yonge Street and Davis Drive.

The York Official Plan also identifies two "Regional Corridors" - Highway 7 and Yonge Street - which are expected to develop with higher density land uses that will support the planned transit routes. Highway 7 is considered a high capacity arterial that has great potential for intensive mixed-use development supported by a frequent and efficient rapid transit service. The Official Plan suggests that over the next 25 to 50 years, the Plan's vision for Highway 7 will direct its transition from a provincial highway to a multi-purpose transit supportive urban street that is both a corridor and an urban place. It will link three regional centres that serve as compact mixed-use areas that are intended to function as focal points for business, government, higher-density residential uses and culture.

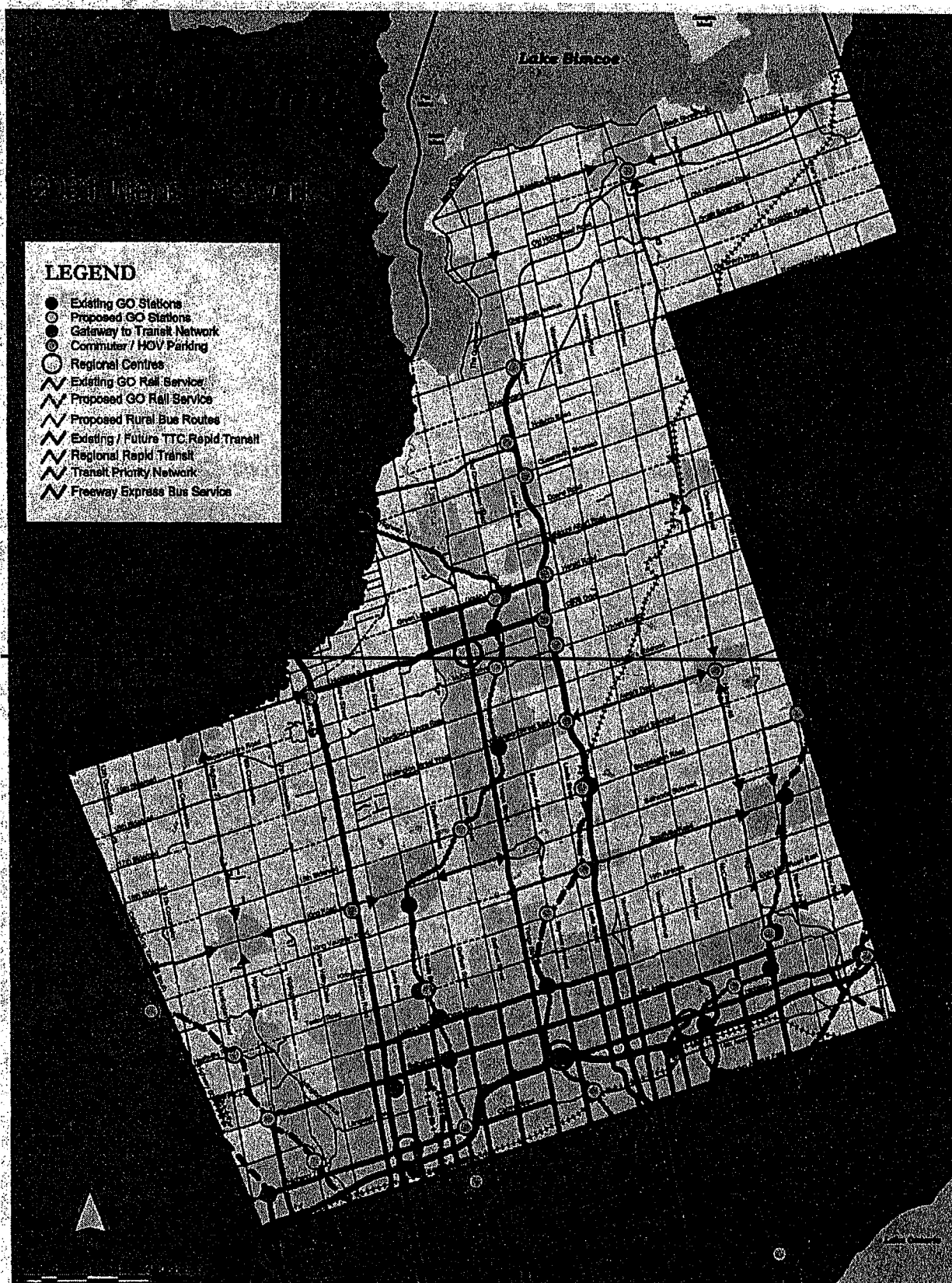


Map 2: York Region Official Plan – Regional Structure

The Transportation Master Plan identifies the ultimate transit network for the Region (Map 3). The backbone of this network is the introduction of rapid transit services in four key corridors. These key corridors are, in effect, the most important linkages in the Region since they bisect the areas planned for urban development. They also are the routes that provide the direct connections to Toronto, Peel and Durham Regions. The corridors, therefore, not only serve trip making within the Region, but also accommodate the very high travel demands between adjacent urban centres. The four key corridors are:

- Yonge Street from Newmarket to the Yonge subway at Finch Avenue;
- A corridor linking Vaughan Corporate Centre to York University and the Spadina subway;
- A corridor linking Markham Centre at Highway 7 to the Sheppard Subway; and,
- Highway 7 across the entire Region.

These initiatives will significantly improve transit service in the corridors and support the further development of the four identified regional centres.



Map 3: York Region Transportation Master Plan 2031, Transit Network Improvements

2.6 Making it Happen! The York Region Centres and Corridors Study

York Region recently completed a study on implementing the planning structure of centres and corridors. It concluded that a significant amount of investment will be required to facilitate this transformation process and the benefits of the change can be justified. The primary direction is that the public sector must lead the change by creating and enhancing the reasons for businesses and residents to locate in a centre or corridor. This requirement can be influenced by a combination of political will to achieve stated planning objectives, public sector investment in infrastructure, transit and buildings, and a desire to assist the private sector by reducing the costs (or reflecting the true costs) of development and the risks inherent in the planning approval process.

2.7 York Region Official Plan Amendment No. 43

York Region recently approved an amendment to the Regional Official Plan (ROPA 43) that will implement the findings of the Centres and Corridors Study. ROPA 43 is the land use policy component of the Regional Centres and Corridors Strategy. This overall strategy also includes financial policies and tools, infrastructure investment programs, and other programs to promote the intended vision. The new land use policies provide stronger support and direction for municipal policy formation. Notably, the amendment:

- provides clear policies to distinguish between areas (Centres and Corridors) serving a regional function and scale, from those of a local function and scale;
- provides the ability for municipalities to identify appropriate areas along Regional Corridors for higher density development;
- recognizes the importance of compatible building design and massing where infill and redevelopment is proposed adjacent to existing communities;
- provides support to accommodate an increase in the population of Vaughan; and,
- promotes an overall target of 2.5 FSI as supportive of higher order transit service.

Overall, the Region's amendment assists the City of Vaughan by providing a clearer policy framework and support for higher-order transit and land use in Regional Centres and in "Key Development Areas" of Regional Corridors.

2.8 Vaughan Vision 2007

In May 2003, Vaughan Council released its now strategic plan: Vaughan Vision 2007. The Vision identifies important transportation and planning-related goals. The Vision encourages development of transportation infrastructure and higher order transit such as the TTC subway extension projects, and transit-supportive development.

2.9 City of Vaughan Policies

The challenge of this Official Plan Amendment is to encourage the evolution of the corridor through the provision of higher-order transit and supporting land use and development policies – clearly in conformity with the intent of the policies of the Regional Official Plan. Much of the corridor is already developed, and the current built form is reflective of the earlier policies and conditions. Access controlled, low density forms of development predominate. To achieve the objective of higher density, transit-supportive development, a new or additional layer of planning policy needs to be established and implemented. Key to this strategy will be a clear understanding of the changing and future role of Highway 7 as a crucial component of the planned urban structure.

2.10 OPA 500 – The Vaughan Corporate Centre Secondary Plan

The City of Vaughan's Official Plan, as amended by OPA 500, builds upon the regional importance of the Vaughan Corporate Centre and recognizes it as the primary focus for higher intensity employment,

entertainment, cultural, municipal and residential land uses. The Corporate Centre Plan is based on a grid of roads and urban sized blocks, an urban form that creates a pedestrian friendly environment, and promotes a mix of land uses that can evolve over time, as the market dictates.

Overall, OPA 500 is intended to remove major policy impediments to redevelopment within the Corporate Centre, while, at the same time, establishing a framework that ensures compatible development and the achievement of an attractive City Centre in the long-term.

2.11 OPA 450 – The Vaughan Employment Area Growth and Management Plan

There are two sections of the Highway 7 Corridor which are subject to the policies of OPA 450. Two land use designations- "Prestige Area" and "Employment Area General"- apply in these areas.

The "Prestige Area" designation permits a wide range of industrial, office, business and civic uses. Policies require development to contribute to a "prestige" image for the district, as well as employment-intensive uses that support the transit system. Such areas are located adjacent to arterial roads, like Highway 7.

The "Employment Area General" designation permits a wide range of industrial, office, business and civic uses, including uses that require outside storage. Policies are also included that are intended to control the visual impact of outside storage.

2.12 The Vaughan Enterprise Zone

The area located west of Highway 27 and flanking Highway 7 north to Langstaff Road has been identified as the "Vaughan Enterprise Zone". This area is subject to OPA 450 and is considered a key location for future major employment generating land uses. The area north of Langstaff Road will ultimately be added to the employment area in the City's Official Plan to create a large complex of employment lands.

2.13 Jane/7 Employment Area Redevelopment Strategy

The intent of this study was to find ways to stimulate comprehensive redevelopment east of Jane Street in the Jane/7 Employment Area. The area is part of the planned Vaughan Corporate Centre, and is subject to both OPA 500 and OPA 450. As a result, it has been planned to evolve into an attractive "urban place". A mix of commercial and employment-generating land uses are permitted, with high density residential uses also permitted adjacent to the intersection of Jane Street and Highway 7.

It is the primary purpose of the Jane/7 Employment Area Redevelopment Strategy to identify any impediments that delay or discourage the planned evolution of the study area, and to recommend a strategy to overcome those impediments. This was done through the preparation of 'Demonstration Plans' that identified how particular representative sites could be redeveloped to meet the objectives of the Vaughan Corporate Centre.

2.14 Opportunities for New GO Rail Stations - A Potential Catalyst for New Development

GO Transit has already identified the potential to expand services on the two GO Rail lines that service the City of Vaughan. These commuter rail lines include the Bradford GO Rail line and the CP Rail line (Bolton Subdivision). In all, thirteen new GO Rail stations have been proven feasible by the Region as a means of directly serving the planned growth areas of the Region.

Two of the proposed GO Rail stations are located within the Highway 7 Corridor. The most westerly one would be located on the CP Rail line in Woodbridge (lands which are currently subject to OPA 240 – see draft OPA 661). Although it would not be directly located on Highway 7 (owing to topographical constraints where the rail line crosses the highway), this location has the opportunity to serve the Woodbridge community. The York Region Transportation Master Plan places its implementation at 2021 or beyond.

The most easterly station location is located on the Bradford GO Rail line near its crossing of the Highway 7 Corridor in Concord (lands currently subject to OPA 450). Direct and convenient connections can be made between the east-west rapid transit service on Highway 7 and the commuter GO Rail services. The York Region Transportation Master Plan recommends that this station be built within the next ten years. Commuter services would provide a direct connection to Union Station. With the implementation of these key transit components, the surrounding area therefore achieves an exceptionally high degree of accessibility and becomes a prime location for intensified employment and residential development.

3.0 Delivering the Rapid Transit System: Implementing The York Region Rapid Transit Plan (YRTP)

The Region of York and its private-sector partner York Consortium 2002 are presently in the process of implementing 'The York Region Rapid Transit Plan'. The York Region Rapid Transit Plan is focused on achieving the Region's rapid transit strategy that will link the Regional Centres and provide the critical connections to the transit systems in the City of Toronto and the Regions of Durham and Peel. YRTP will focus on providing rapid transit in the following priority corridors:

- extension of the Spadina subway northward connecting to York University and the Vaughan Corporate Centre;
- Yonge Street from the Finch Subway Station to the Newmarket Centre, including a future extension of the Yonge Street subway;
- the Highway 7 Corridor with links into Peel and Durham Regions; and,
- north-south transit connection from Markham Centre to the TTC's new Sheppard subway line.

The delivery of improved transit service in the Highway 7 corridor will, like the land uses, evolve over time. Initially service improvements are to be provided through a 'Quick Start' program that, for example, will give signalized priority to enhanced bus services. This will then evolve and increase ridership through the provision of dedicated bus lanes, and possibly through a light rail transit system.

In order to begin the approval process, the Region of York initiated the preparation of the Terms of

Reference for an Individual Environmental Assessment under the Environmental Assessment Act. Terms of Reference included the studies required to demonstrate need and justification, and to identify alternatives that will be evaluated by the Environmental Assessment. Several alternative transportation strategies have been examined for the transit network. The preferred transit network includes both north-south and east-west rapid transit services.

Within the City of Vaughan, two alternative east/west segments are being considered. The first segment known as "Segment A" would traverse the City in the Highway 7 corridor. The second segment known as "Segment B" would proceed south from Highway 7 along the Jane Street corridor, across Steeles Avenue, easterly through York University, north on Keele Street to Highway 7, easterly to Centre Street, along Centre Street to the Bathurst Street corridor, and then northerly back to Highway 7. These Amendments support the preferred routes for the Highway 7 corridor and the Vaughan Corporate Centre - York University subway line. In March, 2006, the Province of Ontario announced its commitment to extending the Spadina subway line northward through York University to the Vaughan Corporate Centre at Highway 7.

4.0 The Avenue Seven Vision

Highway 7 is a critical spine in the City of Vaughan's planned urban structure. It is the central artery for the transit strategy. As well, the corridor has been targeted for substantial growth. The public sector has already demonstrated its commitment to improving the infrastructure as an essential first step in realizing the transit and land use vision.

Higher order transit on Highway 7 provides one very important part of the necessary impetus to encourage redevelopment. The Corridor's future calls for it to become a broad urban avenue that is capable of embracing the vitality that will come with intensification.

To be consistent with the image of an urban avenue, Highway 7 should be renamed "Avenue Seven". It is envisioned as a multi-purpose urban avenue that is both a corridor and a series of centres. Avenue Seven will become a beautiful street that evolves into the focus of activity for the entire City. It is the "necklace" on which are a series of "pearls" – centres developed around major transit connections.

In the centres, Avenue Seven will be lined with buildings that create mixed use districts, with a mix of densities. The spine will be the focus for the residential neighbourhoods that support each centre. By providing a range of housing types at a variety of densities, the centres will be healthy, vital and dynamic districts that will be successful and sustainable over time. Avenue Seven will be an appealing route of travel for pedestrians and cyclists, transit riders, as well as motorists.

As this Vision is realized over the next 50 years, the Corridor will be transformed from its current condition - an automobile-dominated landscape running through a collection of unconnected land use monocultures - into a series of urban districts characterized by a network of pedestrian-friendly streets, parks and public open spaces that offer a diverse choice of lifestyles and support services to the residents.

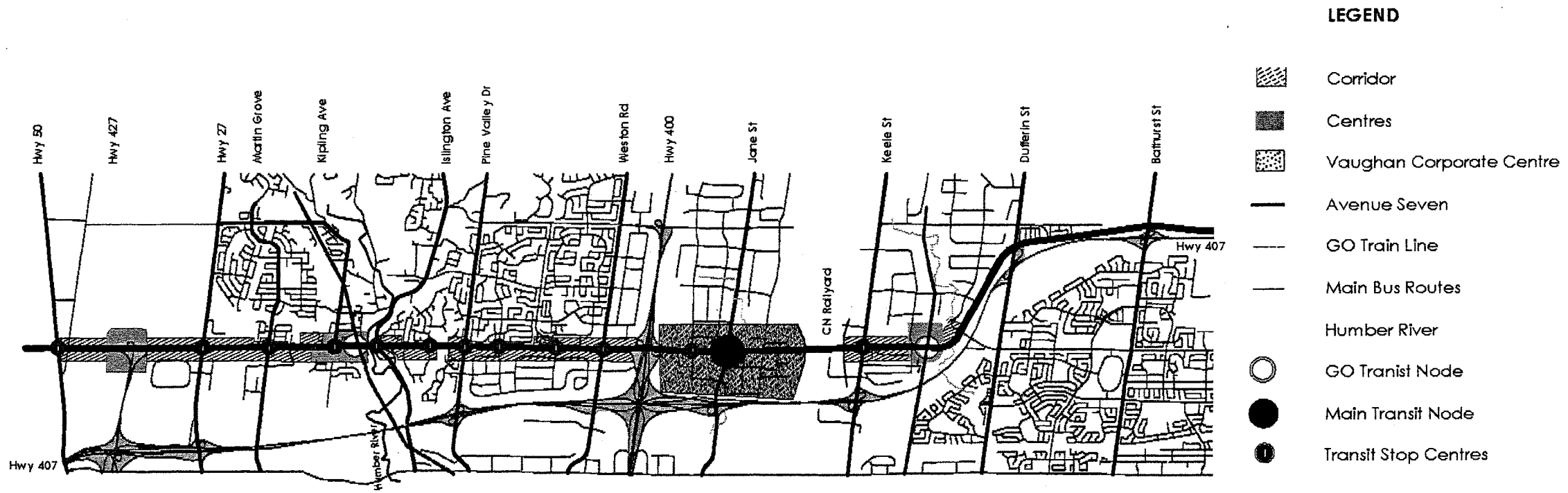
This Vision for Avenue Seven (see attached Map 4 and Table 1) will develop incrementally and in stages

over a long period of time. The Vision must, however, be broadly shared and supported to withstand the pressures for interim development in critical areas that may not be consistent with the City's ambition to support high order transit with intensified mixed use development.

The City of Vaughan has already done substantial work in understanding and in preparing a long-range vision for the future. Official Plan Amendments 500 and 600, as well as the recently adopted Vaughan Vision 2007, set the stage. In addition, the Regional and Provincial governments have been working toward broad visions for land use and transit facilities across the GTA. The Vision for Avenue Seven promoted by these Amendments provides the details that are based on:

- establishing density targets and built form performance standards that articulate the foundations for change;
- the provision of higher order transit facilities that connect all the components on Avenue Seven in Vaughan together, and across jurisdictional boundaries;
- an understanding that strong planning policies that support higher intensity development in the Avenue Seven Corridor are required, including the explicit ability to allow an array of financial tools to be implemented in designated centres and corridors; and,
- an understanding that the implications of development staging and phasing over time must be considered. The focus must be on establishing the Corporate Centre first, followed by the development in the lower level centres, and that interim forms of development must not preclude the achievement of the ultimate Vision.

Another key concept in establishing the Vision for the Avenue Seven Corridor is to promote a finer-grained road and development block pattern within 200 metres on either side of Avenue Seven. Part of this objective is to establish parallel east-west collector roads, both north and south of Avenue Seven as alternate routes for vehicles, as traffic demands within the Corridor increase over time. The intent of this concept is to improve the over-all connectivity among land uses and districts within the Avenue Seven Corridor (north-south and east-west), as well as to enhance the vehicular and pedestrian permeability to Avenue Seven (primarily north-south).



Map 4: Highway 7 Concept; Subject Lands

Hierarchy of Centres

	Size	Transit	Land Use	Density	Incentives Trigger	Height	Planning Program
Corporate Centre Node	Based on 400m walking distance from transit stop (about 50 ha)	LRT in HWY 7 High order transit south to York University and Spadina subway	Mix of uses, focus on commercial, residential encouraged	Target 5.0 X -no upper limit	Min. density of 3.5 X	25m except in gateway sites (no height limit)	<ul style="list-style-type: none"> • Conformity to OPA 500/UDG • Prepare community improvement plan • Establish incentive program • Establish public parking
GO Centres	Based on 400m walking distance (about 50 ha)	LRT in HWY 7 GO Transit north/south to Union Station	Mix of uses, focus on residential	Target 3.5 X	Min. density of 2.5 X	Up to 10 storeys or 32 m -appropriate transition from low density residential Can be higher subject to tertiary plan	<ul style="list-style-type: none"> • Prepare Tertiary Plan for GO Centres • Prepare CIP/incentives
7/427 Centre	Based on 400m walking distance (about 50 ha)	LRT in HWY 7	Mix of uses, focus on office / employment	Target 3.5 X	Min. density of 2.5 X	Up to 10 storeys (32m)	<ul style="list-style-type: none"> • Draft plans and site plans process
Transit Node	Based on 200m walking distance from transit stop (about 15 ha)	LRT in HWY 7 Regional / Local Transit stop	Mix of uses, focus depends on adjacent land uses	Target 3.0 X	Min. density of 2.0 X	Up to 10 storeys or 32 m -appropriate transition from low density residential	<ul style="list-style-type: none"> • Prepare new Secondary Plans for Nodes • Prepare CIP/ Incentives
Corridor	Based on 200m walking distance either side of HWY 7	LRT in HWY 7	Mix of uses, focus depends on adjacent land uses	Average 1.5 X 2.5 X max	Min. density of 1.0 X	Max. 26.0 m or 8 storeys abutting non-residential max. 12.0 m or 4 storeys abutting low density residential	<ul style="list-style-type: none"> • Prepare CIP/ Incentives • Amend OP

Table 1

5.0 The Policy Framework of OPA 662

The Avenue Seven Vision is reflected in the policy framework established in OPA 662, together with four other amendments applicable to other portions of the Highway 7 corridor. These documents amend the following amendments currently in force (see Map 5):

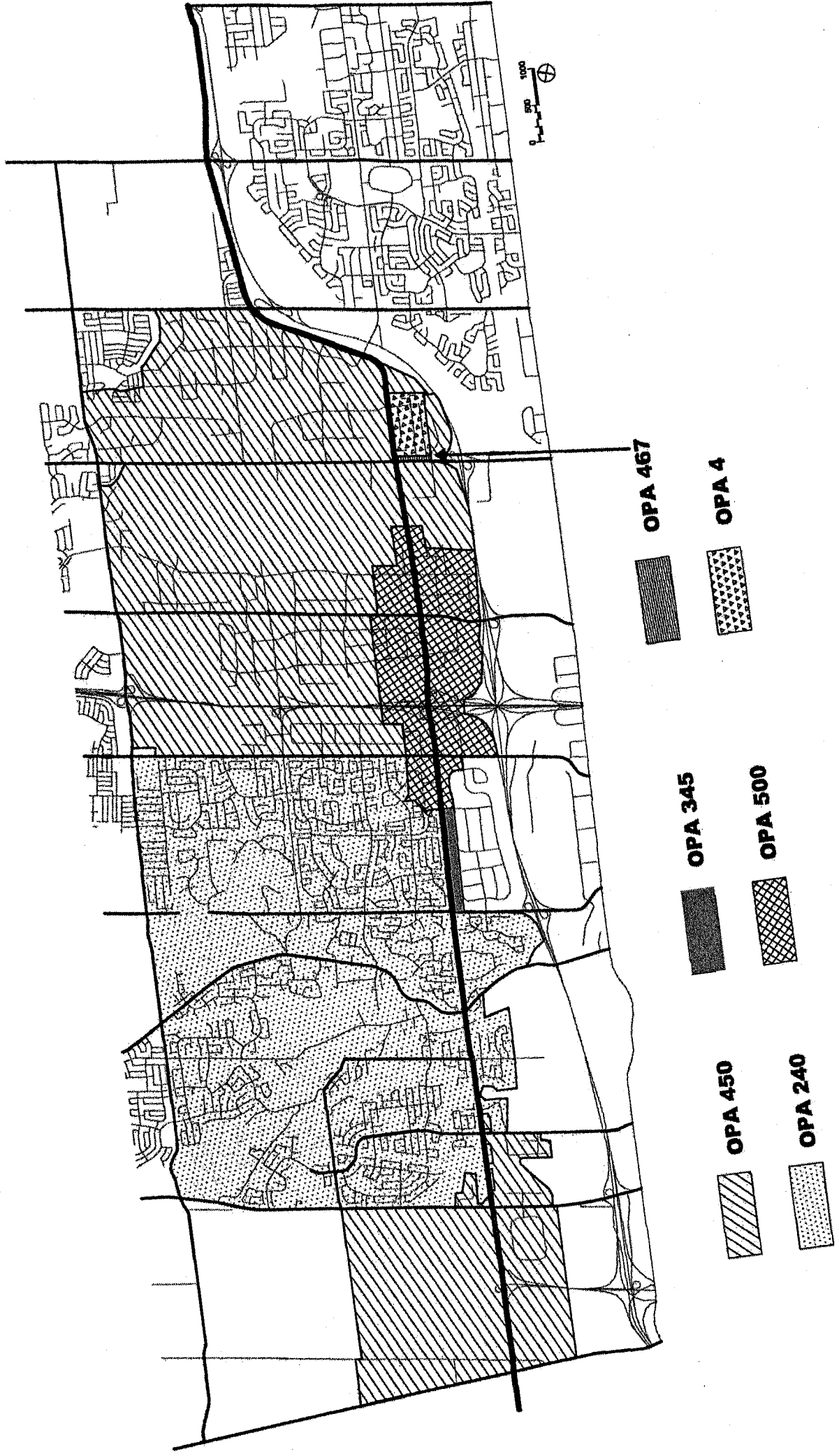
- OPA 660 amends Official Plan Amendment 450 - Employment Area Growth and Management Plan;
- OPA 661 amends Official Plan Amendment 240 - The Woodbridge Community Plan;
- OPA 662 amends Official Plan Amendment 345;
- OPA 663 amends Official Plan Amendment 500 - The Vaughan Corporate Centre Secondary Plan; and,
- OPA 664 amends Official Plan Amendment 467 and Official Plan Amendment 4.

Map 5 identifies the areas where each of the existing amendments apply within the City of Vaughan. All of the new amendments are substantially similar in that they establish a new land use designation entitled "Prestige Areas - Centres and Avenue Seven Corridor". Within that designation there are policies that deal with the hierarchy of centres and the interstitial areas, as well as the nature and form of development anticipated throughout the Avenue Seven Corridor.

The lands subject to OPA 662 include properties which are subject to site-specific amendments, as identified on the Figures in Appendix "1". The effect of OPA 662 is to expand upon the range of development opportunities available within each of these properties, without removing the existing permissions associated with the site-specific amendments.

Between the series of designated centres on Highway 7, the amendments provide for increased densities to support transit by applying the designation, "Prestige Areas - Centres and Avenue Seven Corridor". The overall density target for the lands designated "Prestige Areas - Centres and Avenue Seven Corridor" is 1.5 Floor Space Index (FSI), with a maximum of 2.5. This designation applies to the portions of the corridor where opportunities for redevelopment are present. The designation applies to properties north and south of the Highway 7 right-of-way, generally to a maximum depth of 200 metres depending on the configuration of existing local roads, and subject to addressing land use compatibility and transportation impacts. The policy framework also provides for maximum heights, and height transition between new development on Avenue 7 and adjacent sensitive land uses. Urban design policies require street-related development to create an attractive and comfortable environment for pedestrians. The transit supportive street network and pedestrian realm are expected to be fully connected system with a high level of pedestrian amenity. To provide an appropriate context for coordinated development, development applications are required to be consistent with the design policies outlined in the York Region Transit-Oriented Development (TOD) Guidelines. The Plan also aims to establish a parallel east/west collector road network north and south of Avenue Seven, to complement and support it and facilitate traffic circulation in its vicinity. Avenue Seven will become a multi-purpose urban street with a wide range of uses and users, and the focus will be on public transit service.

Each amendment also includes new "Community Improvement" policies. These will enable the City to implement a financial incentives package pursuant to the provisions of Section 28 of the Planning Act.



Map 5: Illustration of Amendment Areas within the City of Vaughan

6.0 Implementation

The Vision for Avenue Seven will take a long time to achieve. It will require a complex combination of actions and activities by the public and private sectors. Most importantly, it will require a long term municipal commitment to facilitate the anticipated and required shift in urban structure.

The level of success in achieving these municipal objectives can be measured incrementally over time. One aspect of the exercise will be to determine when government can stop providing the incentives required to stimulate private sector activity. In other words, once the market for the desired types, forms and densities of development is established, and the necessary critical mass has been achieved, the incentive program should be concluded.

More quantitative measures of success within the Corridor will include population and employment growth, the absolute amount of new development (Gross Floor Area and/or new dwelling units), and increases in tax assessment. These will be important to track over time. However, in the early stages of this evolution it will be important to establish a regular monitoring program that will assist the City and the Region in understanding:

- the suitability and level of success of the planning tools (Official Plan policies and zoning regulations) that have been put in place to facilitate the desired change; and,
- the suitability and level of impact of the implemented "incentives" programs that have been put in place to stimulate private sector investment.

Of crucial importance is the need for the City and the Region to ensure that the amount and form of new development is supportive of the investment in transit and, on the other hand, does not outpace the development of other types of supporting infrastructure and facilities.

It is anticipated that the City will work with the Region of York in establishing a "report card" that will measure both the qualitative and quantitative levels of success. The "report card" can then be utilized in decision making about future planning policy and decisions about investment in infrastructure.

PART 2

THE AMENDMENT AND POLICES RELATIVE THERETO

Amendment No. 345 to the Official Pan of Vaughan Planning Area is hereby amended by:

1. Deleting Schedule "1" attached thereto and substituting therefor Schedule "1" attached hereto as Schedule 'A", redesignating the lands from "Highway No. 7 Commercial Corridor" to "Prestige Areas - Centres and Avenue Seven Corridor".
2. Adding a new Schedule "1A" to Amendment No. 345 identifying the lands designated as 'Community Improvement Area' attached hereto as Schedule "B".
3. Adding Appendix "1" to Amendment No. 345 listing and identifying the location of the site-specific Official Plan Amendments within the lands subject to this Amendment.
4. Deleting Section "4.4 Highway No.7 Commercial Corridor" in its entirety and replacing with the following:

"4.4 Prestige Areas - Centres & Avenue Seven Corridor

 - a) Goals:
 - i) To provide opportunities for development that requires high visual exposure, good accessibility and an attractive urban environment.
 - ii) To provide opportunities for higher density developments that can take advantage of, and support the planned transit facilities.
 - iii) To establish the framework for an incentive based implementation strategy through the Community Improvement provisions in the Planning Act or other Provincial legislation.
 - b) General Development Policies for the "Prestige Areas - Centres & Avenue Seven Corridor" Designation
 - i) This Plan establishes the land use designation entitled, "Prestige Areas - Centres & Avenue Seven Corridor". Lands designated Prestige Areas - Centres & Avenue Seven Corridor include Transit Stop Centres at key locations, and the interstitial lands between the centres. Lands designated Prestige Areas - Centres & Avenue Seven Corridor are identified on Schedule "1".
 - ii) Lands designated Prestige Areas - Centres & Avenue Seven Corridor shall generally be developed in a manner that supports the planned transit facilities and a prestige urban environment.
 - iii) A wide range and mix of land uses shall be permitted including office, business, retail, residential, institutional and civic uses. These uses may be in stand-alone buildings or as part of mixed use complexes.
 - iv) The outside storage of goods or materials shall not be permitted.

- v) Automobile gas bar and service station sites shall be limited to no more than one (1) automobile gas bar/service station per arterial road intersection.
 - vi) Existing land uses within the Amendment Area are expected to continue to exist in the short to mid-term. Therefore, existing uses approved under previously approved amendments shall be deemed to comply with the Plan. A list of existing site-specific amendments and a map identifying their location is included in Appendix "I".
 - vii) The implementing zoning by-law shall establish the full range and mix of permitted land uses and the applicable development standards.
 - viii) Net developable lands – For the purposes of calculating Floor Space Index (FSI), net developable lands shall not include major distributor roads, City streets, valleys, woodlots, parks, open spaces (including stormwater management ponds), hydro easements, existing development, parks or schools.
- c) Policies for Transit Stop Centres
- i) Transit Stop Centres are planned within the "Prestige Areas - Centres & Avenue Seven Corridor" designation, and will be established generally at the intersections of Avenue Seven and Highway Seven. They include:
 - a. Pine Valley Drive and Avenue Seven; and
 - b. Weston Road and Avenue Seven.

Development within the Transit Stop Centres shall be subject to the policies prescribed for the Prestige Areas - Centres & Avenue Seven Corridor designation of this Plan. Transit stop locations will finally be established through the Environmental Assessment process. These may be adjusted in accordance with the findings of approved Environmental Assessments without amendment to this Plan.
 - ii) The area of the Transit Stop Centres shall be defined based on a 200 metre distance from the transit stop.
 - iii) The overall density target within the Centres shall be a Floor Space Index of 3.0, based on the net developable land area as defined in this Amendment.
 - iv) The minimum density required for qualification for any development incentive program relating to an individual development shall be a Floor Space Index of 2.0, based on the net developable land area as defined in this Amendment.
 - v) The maximum height of any building shall be 10 storeys or 32.0 metres, whichever is less.
- d) Policies for Interstitial Lands On the Avenue Seven Corridor:
- i) Between the series of designated centres on Highway 7, lands generally are designated "Prestige Areas - Centres &

Avenue Seven Corridor". Development in these areas shall be subject to the policies prescribed for the Prestige Areas - Centres & Avenue Seven Corridor designation of this Plan.

- ii) The extent of the Avenue Seven Corridor shall be defined as generally a maximum of 200 metres north and south of the Avenue Seven right-of-way depending on the configuration of the existing local road network, and subject to land use compatibility and transportation impacts;
- iii) The overall density target within the Avenue Seven Corridor shall be a Floor Space Index of 1.5, based on the net developable land area as defined in this Amendment. The maximum density permitted on any individual development parcel shall be a Floor Space Index of 2.5, based on the net developable land area as defined in this Amendment.
- iv) The minimum density required for qualification for any development incentive program relating to an individual development shall be a Floor Space Index of 1.0, based on the net developable land area as defined in this Amendment.
- v) The maximum height of any building shall be 8 storeys or 25.6 metres, whichever is less.

e) Policies for Interim Forms of Development:

The City of Vaughan may consider interim forms of development (development that does not achieve minimum density objectives) for approval if it is demonstrated, to its satisfaction, that the proposed development:

- i) is supported by a phasing plan that clearly identifies show future, higher intensity development and the provision of parking can be accommodated on the site at a later date;
- ii) otherwise achieves all of the other applicable policies of this Plan, including the urban design objectives as articulated in this plan; and,
- iii) is consistent with any City-adopted Urban Design Guidelines.

f) Urban Design Policies:

- i) The City of Vaughan shall ensure that all development adjacent to Avenue Seven is consistent with the design vision identified within the Avenue Seven Land Use Futures Study and is consistent with the design policies outlined in the York Region Transit-Oriented Development (TOD) Guidelines.
- ii) Built Form:
 - 1. the street network should create development blocks that are typically a maximum of 100 metres by 200 metres in size;
 - 2. the proportion of the ground floor coverage of buildings should be maximized and building height

should create a street space scaled to the pedestrian;

3. buildings should be designed to front all adjacent streets to provide interest and comfort at ground level for pedestrians; and,
4. street related development and continuous frontages should be provided along Avenue Seven and the arterial, collector and local roads.

iii) Avenue Seven:

1. Avenue Seven should be transformed to reflect its new role as a multi-purpose urban street, which is both a transportation corridor and a pedestrian oriented place; and,
2. Avenue Seven should be designed to accommodate a wide range of uses and users.

iv) Other Roads:

1. streets should form a connected system to allow for multiple choices of routes for both pedestrians and motorists;
2. streets should be designed to provide high levels of pedestrian amenity while providing adequate accommodation for cars and service vehicles; and,
3. every street should be designed to accommodate street trees to give streets a unity of form.

v) Transit:

1. 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;
2. the Avenue Seven transitway should be fully integrated with the design of the adjacent urban development pattern; and,
3. the Avenue Seven transitway should be designed and located to ensure high operating speeds, to the greatest degree possible.

vi) Pedestrian Realm:

1. the pedestrian sidewalks should form a connected system of optional routes to, from and within the Avenue Seven Corridor;
2. linked sequences of streets and associated public open spaces should be the organizing framework for new development;
3. local parks should be distributed throughout the Avenue Seven Corridor and integrated into the open space system; they should provide for a variety of recreational activities; and,

4. parks should be established to protect natural features and to provide locations for recreation.”

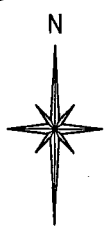
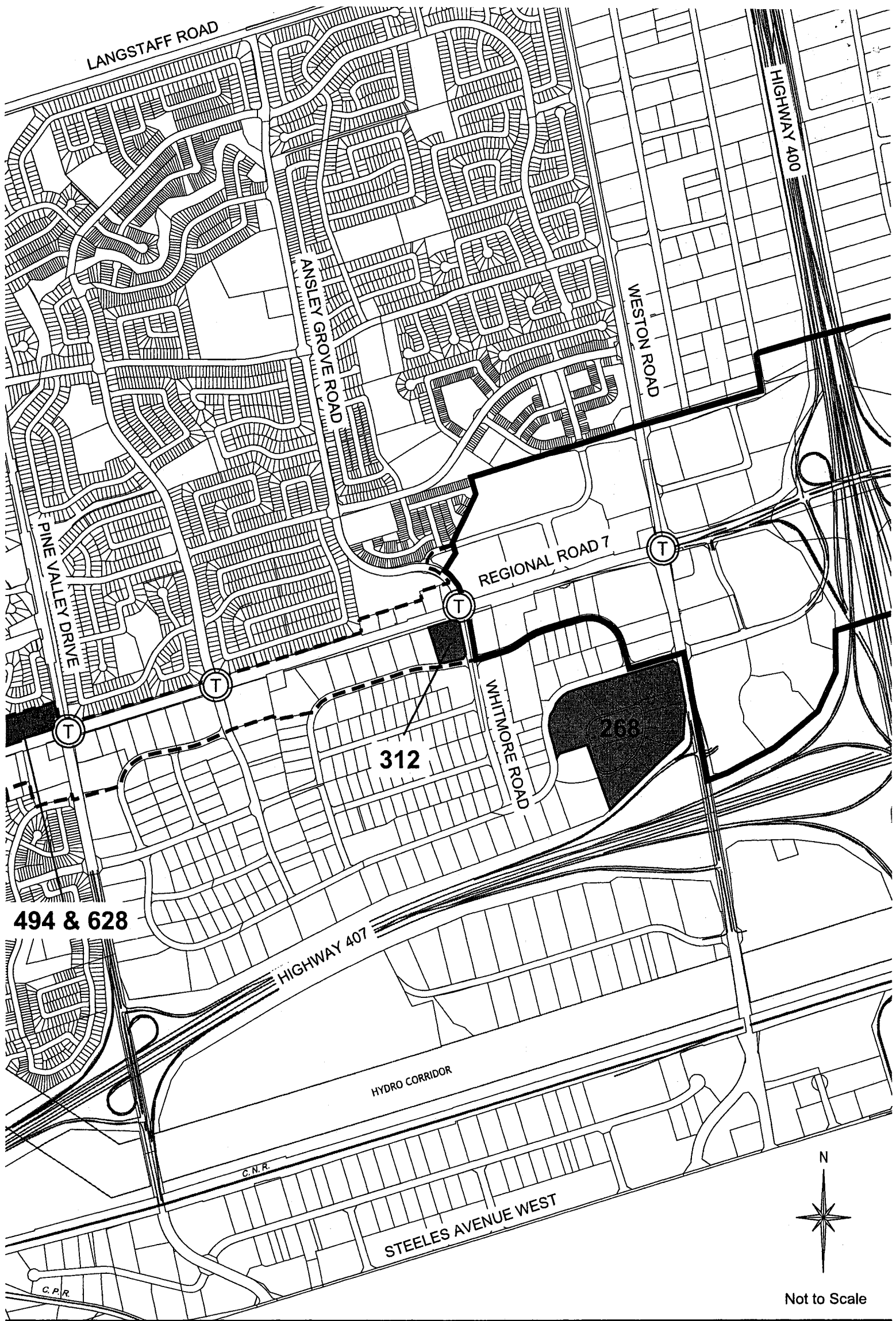
5. Amending subsection “V. Implementation” by adding the following to the end of the Clause:

“The processing of site plan control will be in accordance with OPA No. 200 and the City’s Site Plan Control By-Law, and the Planning Act. Additional items to be addressed at site plan control shall include:

- i. matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, and
- ii. sustainable design elements on any adjoining highway under the City’s jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle facilities.
- iii. Facilities design to have regard for accessibility for persons with disabilities.”

AMENDMENT NUMBER 662 TO THE OFFICIAL PLAN OF THE VAUGHAN PLANNING AREA

APPENDIX 1



Not to Scale

FIGURE 1

LEGEND

- Vaughan Corporate Centre
 - Approximate 200m Limit of Avenue Seven Corridor
- Transit Stop Centre
 - Site-Specific OPA #

Site Specific Amendments within the OPA 662 Amendment Area

Amendment Number	Purpose	Location	Approved
268	The purpose of this amendment is two-fold. Firstly, it will provide a site-specific exception to permit an automobile sales campus. Secondly, it will provide policies to guide the development for the proposed automobile sale campus.	Comprise all of locks 19, 20, 22, 23, 24 and 25, Registered Plan 65M-2339 and Blocks 1, 2, 3, 4, 5 and 6, Registered Plan 65M-2554, and that portion of Lot 4, Concession 6.	November 17, 1988
312	<p>OPA #135, as amended, specifies permitted uses within designated area. The purpose of the amendment is to permit the following additional uses on Block 1, Plan 65M-2309:</p> <ul style="list-style-type: none"> a) A retail warehouse lighting outlet having a GFA of 370 sq.m b) A florist outlet 	Southwest corner of Highway #7 and Whitmore Road, being Block 1, Plan 65M-2309, known municipally as 200 Whitmore Road, in Lot 5, Concession 6, Town of Vaughan.	October 18, 1989