


I, JOHN D. LEACH, 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 671 to the Official Plan of the Vaughan Planning Area, which was approved by the Regional Municipality of York, without modification, on the 15th day of July, 2005.



John D. Leach
City Clerk
City of Vaughan



DATED at the City of Vaughan
this 25th day of August, 2005.

Certificate of Approval

AMENDMENT No. 671

TO THE

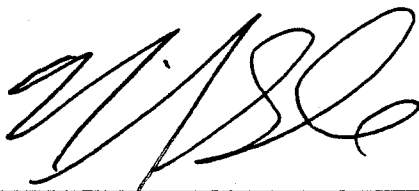
OFFICIAL PLAN FOR THE

CITY OF VAUGHAN PLANNING AREA

This official plan document which was adopted by the Council of the Corporation of the City of Vaughan is approved pursuant to Sections 17 and 21 of the Planning Act and came into force on July 15, 2005.

Date:

Aug 12/05



Neil Garbe, M.C.I.P., R.P.P.
Director of Community Planning
The Regional Municipality of York

THE CITY OF VAUGHAN

BY-LAW

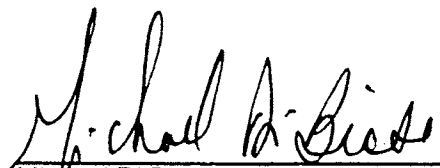
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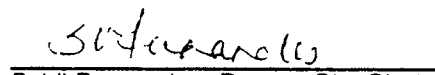
A By-law to adopt Amendment Number 671 to the Official Plan of the Vaughan Planning Area.

NOW THEREFORE the Council of the Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 671 to the Official Plan of the Vaughan Planning Area, consisting of the attached text and Schedule(s) "A", "B1", "B2", and "C" is hereby adopted.
2. AND THAT the City Clerk is hereby authorized and directed to make application to the Regional Municipality of York for approval of the aforementioned Amendment Number 671 to the Official Plan of the Vaughan Planning Area.
3. AND THAT this By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST, SECOND and THIRD time and finally passed this 9th day of May, 2005.


Michael Di Biase, Mayor


Sybil Fernandes, Deputy City Clerk

**AMENDMENT NUMBER 671
TO THE OFFICIAL PLAN
OF THE VAUGHAN PLANNING AREA**

The following text to Amendment Number 671 to the Official Plan of the Vaughan Planning Area and Schedules "A", "B1", "B2" and "C" constitute Amendment Number 671.

LEGAL APPROVED	
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PART 1: BASIS OF THE PLAN

1.0 Introduction

Official Plan Amendment Number 210, 'The Thornhill/Vaughan Community Plan', was approved by the Ministry of Municipal Affairs on November 4, 1987. OPA 210 updated and replaced the earlier OPA 70 approved in part in 1977. OPA 210 includes a structural concept, which originated in OPA 70, providing for the development of Thornhill based on twelve residential neighbourhoods and a Town Centre. OPA 210, amended many times since its approval, continues to be the policy framework guiding development decisions in Thornhill to the present day. The Town Centre North Neighbourhood Plan, approved by Council on February 4, 1991, and subsequently amended, provides a more detailed land use layout for the Town Centre North, including the lands subject to this amendment.

In 2003-2004, the City of Vaughan completed the Thornhill Centre Street Study. This Amendment is one of two Official Plan Amendments that were recommended by this Study to update the policy framework for Centre Street. Specifically, this Amendment deals with the majority of the Thornhill Town Centre, including lands on the north and south sides of Centre Street, west of Bathurst Street.

1.1 Purpose

This Amendment replaces OPA 210 within the defined Amendment Area, introducing new land use designations (and continuing some of those established in OPA 210), and establishing a more detailed and updated policy framework to direct the land use, form and structure of future development within the Amendment Area. This Amendment provides a structure of public roads and development blocks, building and elaborating in greater detail upon the Town Centre North Neighbourhood Plan approved by Council in 1991. This Amendment also applies a new designation, 'Special Policy Area', to a portion of the Town Centre South, and sets the framework for a more detailed review should this area undergo significant redevelopment.

Although the vision for the ultimate development of the Amendment Area north of Centre Street is expressed in terms of a mix of uses and densities, the first phase of development will take the form of a shopping centre with surface parking and pedestrian oriented uses along "Main Street" flanked by high density residential development to the west.

1.2 Location

The lands subject to this Amendment, hereinafter referred to as "Amendment Area", are identified on Schedule A, "The Amendment Area".

2.0 Background and Context

The existing policy context for development in Thornhill is articulated in the Provincial Policy Statement, York Region Official Plan (ROP), and the City of Vaughan's Official Plan Amendment 210, the Thornhill Community Plan. The Provincial Policy Statement and the ROP were approved more recently than OPA 210 and, therefore, they update the policy context within which the future form of development in the Thornhill Town Centre should be considered.

2.1 Provincial Policy Statement (PPS)

The Provincial Policy Statement was approved in 1996. In planning for future development within the Thornhill Town Centre, 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 ridership. The PPS requires that "Official plans will integrate all applicable provincial policies and apply appropriate land use designations and policies. Since the policies focus on end results, the official plan is the most important vehicle for the implementation of the Policy Statement."

2.2 York Region Official Plan (ROP)

The York Region Official Plan (ROP) was approved in 1994. As the upper tier planning document, the City of Vaughan's planning documents must conform to the goals, objectives and policies of the ROP. The ROP provides the framework for the overall planning structure for the Region, including specific guidance and policies for the urban structure and regionally significant areas, such as centres and corridors. The ROP provided overall guidance to the planning policy framework being recommended within the Centre Street corridor.

The ROP identifies regional centres and provides for a hierarchy of urban and local centres that are to be the focal point for residential and commercial development. The local centres are identified by the area municipal plans and are intended to accommodate a concentration of development and a broader mix of uses. The Thornhill Town Centre is identified as an Urban Centre within the ROP.

Policy 5.3 of the ROP requires that local municipal official plans identify urban centres in a number of areas, including Thornhill. The ROP policies also provide guidance for development in such centers, including:

- to have the highest density and mix of uses within the urban area, including residential, community, institutional, retail, office and human services uses
- to provide pedestrian plazas, streets and or parks
- transit facilities should be easily accessible to pedestrian^{2.0}
- plans for existing urban centres should identify intensification targets for development
- centres should be planned with a minimum target resident to employee ratio of 1:1

On Dec. 16, 2004, York Region approved an amendment to the York Region Official Plan (ROPA 43) to further strengthen its policies respecting centres and corridors. The amendment requires local municipalities to identify as "Key Development Areas" those locations which are suitable as the focus of higher order development consistent with the planning objectives of ROPA 43. Given the prime location of the Amendment Area immediately adjacent to a proposed higher order transit corridor, and its historical recognition as the prime focus of development within the Thornhill community, it appears appropriate to acknowledge the Amendment Area as a "Key Development Area" pursuant to the requirements of the ROPA 43.

2.3 OPA 210 – The Thornhill Community Plan

Official Plan Amendment 210 identified the Thornhill Town Centre. OPA 210 identifies a number of planning goals that include providing:

- a variety of housing while protecting existing residential areas;
- a broad range of commercial facilities to meet the needs of the present and future residents of the community;
- a pedestrian system linking residential areas to shopping malls, transit routes and the Town Centre;
- an efficient system of roads including the provision of rights-of-way for major and minor arterials, residential collectors and local streets to facilitate public and private vehicular movement; and
- to ensure that provision is made in the initial stages of development for servicing and road requirements needed in subsequent phases.

OPA 210 also articulates the planned function and role of the Thornhill Town Centre within Thornhill-Vaughan:

“The focal point for the Thornhill-Vaughan Community is provided by the Town Centre which is in the order of 85 hectares. The Town Centre is intended to provide services primarily for the residents of the Thornhill-Vaughan Community, and excellent access will be afforded for both motorists and pedestrians. Furthermore, provision is made for the Centre to be well served by both local and regional transit routes. The Town Centre is proposed as a mixed-use area, and will include such uses as a major shopping center, a hotel, offices, community recreation facilities, a civic park and high density apartment uses. The Town Centre will be the commercial focus for the new community.” (Sec. 1.5.2 a).

In addition to its key commercial function, OPA 210 also estimates that the Thornhill Town Centre will include 3300 residential units and 7260 residents when fully developed. OPA 210 provides for the Thornhill community to have a maximum population of 68,000 residents. The 2001 Canada Census indicated a population of 64,241.

OPA 210 designates most of the Amendment Area north of Centre Street as Town Centre Commercial, with a small park to the west, and Medium Density Residential along the northern limits, extending into the property to the north. South of Centre Street, most of the lands are designated Town Centre Commercial – Retail Core or High Density Residential. However, OPA 210 also provides considerable flexibility to expand or enlarge existing uses or establish new uses in the Town Centre “so long as such expansions or enlargement or establishment does not prejudice the ultimate long-term development proposed for the Town Centre and is in conformity with the intent and policies of this plan for development in the Town Centre.” (Section 2.2.1 g). OPA 210 requires that development of the Town Centre proceed based on a comprehensive development plan: “The Town Centre shall be developed in accordance with a detailed development plan (or plans) including a transportation component and a comprehensive design scheme (or schemes), which is to be adopted by Council prior to any development proceeding in the Town Centre....” (Section 2.2.1 g).

In 1991, Council approved the Town Centre North Neighbourhood Plan. For the Amendment Area north of Centre Street, it provides for a High Density Residential designation on the west portion of the property abutting New Westminster Drive. The Neighbourhood Plan provides for the balance of the Amendment Area north of Centre Street to remain designated Town Centre Commercial. The Plan also provides for a north-south road to bisect the property connecting North Promenade through the Liberty property to the north to intersect with Beverley Glen Boulevard. The Liberty lands are designated for High Density Residential use flanking this new road, with Park to the west and Town Centre Commercial to the east.

FIGURE 1: CENTRE STREET STUDY AREA



LANDS SUBJECT TO
OPA 671

LANDS SUBJECT TO
OPA 672



2.4 Existing Development

Within the Amendment Area north of Centre Street, the land is entirely vacant. South of Centre Street, two commercial developments, the Promenade shopping mall, and The Promenade Shoppes, a smaller, multi-unit commercial development, are located. Several high-rise apartment buildings are located on other properties around the commercial uses. A library and York Region Transit terminal are also within the area of the Town Centre South.

2.5 Current Development Applications

Within the Amendment Area, there are currently three active development applications. At the west end of the property at New Westminster Drive and Centre Street, a four-storey seniors' residence with 119 units has received its planning approvals and is under construction. On most of the balance of the property north of Centre Street, a site plan application has been submitted, providing for 6819 sq m Gross Floor Area (GFA) of retail development in seven buildings west of the new north-south road, and 13149 sq m GFA of retail development in two buildings east of the road. Recent discussions indicate that retail development on site will be proposed to increase, potentially to a total of approximately 34,373 sq m (370,000 sq. ft) GFA in the initial phase of development.

To the south of Centre Street, an application for two residential towers was recently approved. Also, a site plan application has been submitted for the property owned by Promenade Village Shoppes, at the southwest corner of Bathurst Street and Centre Street. The existing development is located on the perimeter of the existing Promenade Mall and parking area. The application proposes a 3-storey office building with 1723 sq metres GFA, in addition to the existing commercial development.

Immediately north of the Amendment Area within the Town Centre North, the "Liberty Development" has approvals in part and is partially under construction. Existing provisions currently limit Liberty to a maximum of 614 units. As the Liberty application proposes 1,598 units (93 townhouse units and 1,505 apartment units), an amendment to the Official Plan will be required to fully accommodate their proposal. This application has been considered both in terms of urban design considerations and transportation impacts given its relationship to the Amendment Area.

3.0 The Centre Street Study

The Study was undertaken in recognition of the changing Provincial, Regional and municipal policy environment, the land use context, and continuing pressure for further development. Since the approval of OPA 210 in 1987, a considerable amount of commercial development has occurred along Centre Street. Also, the residential communities surrounding the Town Centre have been developed and are now stable residential neighbourhoods. The Town Centre South was partially developed in the 1980-90's with the Promenade Shopping Centre and surrounding apartment development. The Town Centre North began developing in the 1990's, but a substantial part of it remains vacant. Also, Centre Street and Bathurst Street have been identified through York Region's Class Environmental Assessment process as a preferred location for future higher order transit services as part of the Highway 7 transit corridor.

In June, 2003, Council directed initiation of a land use study of the Centre Street corridor, and enacted an Interim Control By-law applicable to most of the properties, including the Subject Lands, along Centre Street from Bathurst Street west to Dufferin Street. The purpose of the Study was to develop a comprehensive vision for the future of the corridor, including:

- To provide an up-to-date planning and urban design policy framework to guide development in the corridor;
- To update the vision, goals and objectives for development within the Study Area and its role and relationship within the Thornhill Community Plan;
- To determine the potential for additional land uses and development within the Study Area, and its implications for existing development within and in the general vicinity of the Study Area;
- To identify appropriate streetscaping measures to enhance existing and future development within the Study Area;
- To identify appropriate improvements to transportation infrastructure to enhance pedestrian, bicycle, public transit and auto movements to and within the Study Area; and
- To provide input into the future review of OPA 210.

3.1 Public Consultation

An integral component of the Study was an extensive public consultation process. A total of two Public Open Houses and eight Stakeholder Consultation Group (SCG) meetings were held. The Study sought input from a variety of stakeholders and was structured to facilitate the exchange of ideas. The identified stakeholders included area residents, business and landowners, developers and their consultants, ratepayers' associations, and public agencies.

The Centre Street Study and resulting amendments to the Official Plan (draft OPA #671 and #672) were the subject of a Public Hearing on September 20, 2004.

3.2 The Study Process

The Centre Street Study was a multi-disciplinary planning exercise combining land use, urban design and transportation considerations. The Study Area encompassed the Centre Street corridor, between Bathurst Street and Highway 7. It was the recommendation of the Study that the area be sub-divided in terms of policy context. This Official Plan Amendment deals with the Town Centre portion of the Study Area between Bathurst Street and New Westminster Drive, described as 'Lands Subject To OPA #671' on Figure 1, "The Centre Street Study Area". Figure 1 also identifies the lands west of New Westminster Drive, which are subject to a separate amendment to the Official Plan (OPA 672).

The Study commenced with a comprehensive review of the background conditions and assessment of opportunities and constraints. An updated 'vision' was developed for the Centre Street corridor, together with general planning and design principles. This work subsequently became the basis for the set of development principles and objectives articulated in Part 2 of this Plan. Among the most important principles are:

- To reinforce the Thornhill Town Centre as the focal point of the community
- To protect stable residential areas
- To concentrate development at the east and west gateways to Centre Street in proximity to existing and proposed transit stations
- To improve connections between the Town Centre North and South, and between the Town Centre and the surrounding community

- To create compact urban form, building upon a principal 'Main Street'
- To promote mixed use, higher density residential and commercial development
- To develop a comfortable, human –scale, pedestrian-friendly environment
- To support the viability of public transit
- To improve streetscape quality

Several land use options were created and evaluated against these principles, as well as against the capacity and limitations of the existing and planned transportation network.

3.3 Recommendations of the Study

The Centre Street Study concluded with a number of key recommendations, including:

- The Town Centre South should be identified as a "Special Policy Area" and be subject to further review and consideration should major redevelopment or intensification be considered in this area;
- A broad range of uses are considered appropriate for the Town Centre North, including a mix of medium and high-density residential, mixed-use, commercial and institutional uses, and would be consistent with and support achievement of the overall vision for the Thornhill Town Centre;
- Mixed-Use (residential/retail, retail/office or residential/office) development shall be encouraged along the "Main Street" of the Town Centre and the City should consider mechanisms to best implement this policy and achieve it at the earliest opportunity;
- Introduction of a "Main Street" into the Town Centre to establish a central, pedestrian-scaled shopping focus, and an attractive and walkable connection between the Town Centre North and the Town Centre South;
- Development of "Main Street" be concurrent with or in advance of any other retail development within the Town Centre North;
- Built form policies addressing the preferred relationship of buildings to the street; and
- Streetscape and public realm policies, including establishment of a structural framework of streets and development blocks in order to reinforce pedestrian and vehicular connections through the Town Centre.

The Study concluded that a broad range of uses are considered appropriate for the Amendment Area, they would support the achievement of the overall vision for the Thornhill Town Centre, and they would be consistent with the existing and evolving Provincial and Regional policy context.

In addition, the Study concluded that the undeveloped lands within the Town Centre portion of the Centre Street corridor should include an overall urban structure focused upon a "Main Street" concept and supporting roadway grid. As the lands to the south are generally fully built out, the Study concluded that this area should be subject to a special review within the context of the new Town Centre policy direction, should it redevelop.

The Centre Street Study's recommendations provide the basis for the urban structure and policy framework articulated in this Amendment.

4.0 Description of This Amendment ("The Plan")

This document replaces OPA #210 within the defined Amendment Area, by:

- Designating a portion of the Amendment Area south of Centre Street as "Special Policy Area", as shown on "Schedule B2 – Land Use Designations South of Centre Street", and providing guidance for future development to consider the overall urban structure and urban design policies outlined herein. All other applicable policies and land use designations currently in place under OPA 210 are brought forward into this document and, therefore, remain in effect;
- Redesignating the Amendment Area north of Centre Street as "Mixed Use 1", "Mixed Use 2", and "High Density Residential", as described in Part 2, and as shown on "Schedule B1 – Land Use Designations North of Centre Street";
- Requiring the ultimate development to occur based on a structure of streets and development blocks within the Amendment Area north of Centre Street, as shown on "Schedule C – Transportation Network North of Centre Street"; and
- Introducing phasing policies that require construction of the "Main Street" in the first phase of development, and other roads when a defined density threshold is achieved;
- Introducing a comprehensive set of contemporary urban design policies; and
- Articulating a planning and development policy framework as set forth in Part 2.

4.1 Land Use Designations

The land use designations established by this Plan permit residential, office, and retail uses, as well as mixed-use buildings. Mixed-use buildings generally include retail uses located at-grade, with residential or commercial uses located above-grade in the same building. In terms of land use distribution, a new, north/south 'Main Street' will bisect the Amendment Area north of Centre Street, connecting Centre Street from its intersection with North Promenade, to the Liberty lands to the north where it will continue, to terminate at Beverley Glen Boulevard. Properties along "Main Street" are designated "Mixed Use 1" in anticipation of a pedestrian-oriented, human-scale shopping precinct, with shops and other retail uses fronting onto the street, and on-street parking. Buildings will be a minimum of two storeys and a maximum of four storeys along the 'Main Street' frontage, with up to six storeys permitted (with the upper two storeys setback from the streetwall). The maximum permitted density is 2.0 Floor Space Index (FSI). The maximum ground floor area for a building accommodating retail uses is 2,500 sq m.

Off "Main Street" to the east and west, the Plan also provides for the ultimate development of the lands with residential, office, and retail uses, as well as mixed-use buildings, but higher residential and office densities are permitted while contemplating the first phase shopping centre. Lands are designated "Mixed Use 2", and permit buildings at a minimum of one storey, and a maximum of fourteen storeys for retail, high density residential, office and mixed use buildings. The maximum permitted density is 2.0 FSI. Within the "Mixed Use 2" designation at the corner of Bathurst and Centre Street, a large format retail store with a maximum permitted gross floor area (GFA) of 12,635 sq m is permitted.

West of "Main Street", the "Mixed Use 2" designation, while contemplating the first phase shopping centre, provides for the ultimate development of the lands as a transition between the street related shopping area on "Main Street" and the "High Density Residential" designation at the west end of the Amendment Area, where apartment buildings up to 18 – 22 storeys are permitted with a maximum density of 2.7 Floor Space Index (FSI). OPA 210 encourages seniors' housing to be established in the Town Centre, as already approved on one property within this designation. Housing for seniors is encouraged to be developed in each of the land use designations established in the Amendment Area, including the "Special Policy Area".

Each of the new land use designations also permits a park/urban square, pursuant to the passive recreational needs of the resident and working population of the Amendment Area, and the parkland dedication provisions of the Planning Act. In particular, the intersection of "Main Street" and the east/west secondary street will be developed as a "Town Square", with buildings framing the intersection, and specialty paving and plantings which define it as a readily recognizable and important place at the centre of "Main Street". It will be designed with the capacity and amenities to accommodate special street events on special "pedestrianized" occasions.

South of Centre Street, this Plan designates a portion of the Amendment Area as "Special Policy Area" as an overlay to the current land use designations, which remain fully in effect there. The designation applies to the commercial properties in the Town Centre South, including the Promenade Mall, as well as the York Region Transit Hub. The balance of the properties in the Town Centre South, including the existing and planned residential development sites and institutional sites, are not subject to the "Special Policy Area" designation. It requires that any proposal for significant redevelopment and/or intensification consider the overall urban structure and design requirements being established for the Amendment Area north of Centre Street. The intention is to guide the long-term redevelopment within the designated "Special Policy Area" and encourage the continuation of the "Main Street" form of development there.

The Plan's land use designations provide the Amendment Area north of Centre Street with significant potential for commercial and residential development. The initial phase of development is anticipated to include up to 34,373 sq. m (370,000 sq. ft) GFA of commercial development in the form of a shopping centre with surface parking and with pedestrian oriented uses along "Main Street", flanked by high density residential development to the west with, at least, 600 to 900 residential units, resulting in an estimated working population of about 500 - 600 employees, and a resident population of approximately 1200 to 1800 persons. The addition of a significant amount of new housing to the Town Centre will help to enable it to satisfy the Region's target resident-to-employee ratio of at least 1:1 for urban centres. The Town Centre will then include up to 4,900 housing units and a potential resident population of 9,800. This amendment to the housing and resident population estimates of OPA 210 is consistent with the Provincial Policy Statement, Regional Official Plan and Official Plan Amendment 600, all of which identify intensification within existing urban areas as an important planning objective.

4.2 Development Structure

The Plan ultimately establishes a network of public roads and blocks to structure future development within the Amendment Area north of Centre Street. A publicly owned 26-metre right-of-way will provide the "Main Street" road connection from Centre Street to the proposed public street in the residential development to the north (Liberty) and, in future, is intended to extend south to and through the Promenade lands.

The alignment of the new "Main Street" and its connections to North Promenade at Centre Street, and to the Liberty lands, are already established. "Main Street" is a key link in the establishment of the road network north of Centre Street. Within the Liberty lands, its right-of-way narrows to 23 metres in width but provides a continuous prime connection for vehicles and pedestrians from the Amendment Area north to Beverley Glen Boulevard. Further integration and connectivity is provided via pedestrian pathways which will extend south to and through the Amendment Area.

The distances from "Main Street" east and west to the parallel north/south roads are approximately 100 metres, sufficient to ultimately accommodate buildings facing onto both "Main Street" and the parallel north/south roads.

It is recognized that it will take time for development of the Amendment Area north of Centre Street to fully build out in keeping with the Plan's vision. This Plan establishes the road network within the Amendment Area north of Centre Street, and requires public ownership of the roads when defined density thresholds on-site are achieved. Given the importance of "Main Street" as the main, "full-turns" access to the site, its construction is required to proceed in the first phase of development north of Centre Street.

The rights-of-way for the public roads have been sized in keeping with their expected role. North of Centre Street, the most important road within the Amendment Area, "Main Street", has a right-of-way of 26 metres, enough for four lanes of traffic, with parking permitted in off-peak hours on both sides of the street, convenient to the shops fronting there. The future main east/west road has a right-of-way of 20 metres, as it provides a direct route traversing the site and connecting to New Westminster Drive.

Tertiary streets provide for pedestrian and vehicular circulation within the development, and accommodate pedestrian movement on paved sidewalks. Tertiary streets may also include on-street parking. Rights-of-way for tertiary streets will vary between 15.0 metres and 20 metres in width, depending upon the requirements of the transportation network, scale of development, on-street parking and streetscaping requirements.

In addition to the public road network, pedestrian paths through development sites and connecting to adjacent properties are required as fundamental to the concept of site permeability and walkability.

4.3 Policy Framework

Within the context of the City's planning policy framework, the Town Centre is clearly intended to be the heart of the Thornhill community. The Town Centre is already the main focus of the Thornhill community, and this role is expected to continue growing for the foreseeable future. The large tract of undeveloped and developing land on the north side of Centre Street provides a significant opportunity to begin to realize the community's vision of a vibrant core area that is pedestrian-oriented, human in scale, transit-supportive, and well-connected to the larger community. The lands in the Town Centre south of Centre Street provide a similar opportunity when redevelopment or intensification proceeds there.

The Amendment Area has been identified as part of the Thornhill Town Centre since Official Plan Amendment 70 was approved, and subsequently incorporated within Official Plan Amendment 210. The policy framework within this Plan reinforces this underlying land use goal. As the Town Centre develops and redevelops over time, the key land use goal for the lands within the Town Centre is that it remain the focus and heart of the Thornhill Community.

This Plan builds upon and strengthens the existing policy framework for the Thornhill Town Centre in the following ways:

1. "Main Street" development enhances the Town Centre as the focus of the community

The key to the long-term vision of the Town Centre is the establishment of the underlying structure of streets and blocks, and the introduction of the "Main Street". The Plan establishes an urban structure within which future development proposals will be considered. Through the Centre Street Study process, it became evident that the most logical and achievable place to introduce a pedestrian friendly "Main Street" concept is along a new north/south road within the Town Centre, as Centre Street itself is so wide that it does not possess the appropriate scale for a pedestrian-friendly "Main Street".

The driving principle behind the "Main Street" was to link the north and south components of the Town Centre with one another and the surrounding community. It is envisioned that the "Main Street" will become a 'place' rather than simply a destination point. It will function to link the various land uses within the Centre and become the heart of the community. The urban vision for the "Main Street" is one that features retail uses at-grade with front doors onto the street, framing and providing the pedestrian environment, as of yet unrealized, in the Town Centre.

"Main Street" will become the backbone that will provide cohesiveness to the Town Centre by linking its North and South components and the surrounding community. High density residential development to the north and west will help to support the retail sector by providing a higher level of activity and vitality to "Main Street", and present opportunities for residents to live close to their employment, reducing reliance on the automobile. To ensure that the development of "Main Street" is initiated as soon as possible, the Plan requires that construction of "Main Street" proceed in the initial phase of development within the Amendment Area north of Centre Street.

2. Mix of land uses provides flexibility to respond to market conditions

In keeping with the Thornhill Community Plan, this Plan provides considerable flexibility in its land use designations and policies, in order to facilitate achievement of the ultimate long term vision for development of the Town Centre. This approach will permit development to evolve in response to changing market conditions over time.

The Plan creates opportunities for office, retail and residential development, as well as mixed-use buildings, throughout most of the Amendment Area north of Centre Street. A concentration of high density residential development is proposed at the west end of the area. Establishing residential and office uses in close proximity to retail uses creates the potential for a resident and working population base of support within the Amendment Area to help new retail businesses to become viable and flourish. Such development also offers residents the option of living and working within the Town Centre.

3. Development concentration and improved public transit are mutually complementary

The Region of York and City of Vaughan have a common objective. The York Regional Official Plan encourages development of local urban centres as the focal point of the community. The Thornhill Town Centre is expected to have the highest residential densities and greatest concentration of development within the Thornhill community. At the same time, it is recognized that special care must be taken to ensure that new development respects and is compatible with the surrounding

community, and therefore attention and sensitivity is required in the design, massing and built form solutions devised within the Town Centre.

The Plan provides the opportunity to establish an urban form of development over the long term, that will be pedestrian-friendly and transit-supportive. Concentrated development promotes greater transit ridership by locating residents and employees within a comfortable and convenient walking distance of existing and proposed transit stations. The Plan permits residential development with a range of densities having the potential to be very supportive of existing and future transit serving the Town Centre.

Existing development within the Thornhill Town Centre has not been designed to achieve a high level of transit-supportiveness. It is widely recognized that improved transit ridership is closely linked to the population located within a 5-minute walk of a transit stop, a distance of approximately 400 metres. Currently, the existing York Region Transit Hub located at the southwest corner of Centre Street and North Promenade is largely isolated from existing commercial and residential development in the Town Centre South, limiting its potential to attract significant numbers of riders. Very little of the existing and currently proposed residential development in the Town Centre is located within 400 metres walking distance from the YRT Transit Hub on Centre Street, and virtually none is within 200 metres. Furthermore, existing and proposed commercial development in the Town Centre achieves densities far below the permitted densities in this Plan or the target densities identified by York Region in its transit initiatives.

However, as "Main Street" develops, and particularly if it achieves a significant part of the development potential permitted by its new designations, the Plan will generate a significant pool of potential transit riders from the anticipated resident and working population within this 5-minute walking distance of the Transit Hub. Improving ridership may also warrant more frequent transit service to the area, improving the convenience of access to the Amendment Area, and helping to support the retail uses locating there.

4. Road network structures development and improves connectivity

The road network is an important element in the future development of the Amendment Area, and provides the physical structure for development within the Amendment Area. The road network is comprised of two new roads with full signalized access: "Main Street", with a 26-metre right-of-way connecting to Centre Street to the south and the Liberty development to the north and, ultimately, an east/west road with 20-metre right-of-way connecting New Westminster Drive to the west with development throughout the Amendment Area. Two additional north/south roads will, ultimately, further enhance access with "right-in/right-outs" to Centre Street. Together as a whole, these roads create an urban block pattern, facilitating both vehicular and pedestrian movement and defining development parcels. This network, with the new north/south "Main Street" as both its central movement artery and pedestrian scale place, establishes the framework within which a variety of development options are possible in each development block over time.

The intent of the Plan is to embody the concept of streets and blocks and provide guidance to the qualities intended in the ultimate development of the street hierarchy. The public right-of-way of "Main

Street" is fixed in location whereas the specific locations of the remaining streets are approximate, subject to respecting the general structure of development blocks. The fundamental concept of movement through the site, street hierarchy, connections to adjacent sites and the relationship of buildings to internal streets ultimately must be adhered to, although the specific street locations retain a degree of flexibility.

The network of public roads and pedestrian routes provides connectivity within the Amendment Area. This network also provides improved connections between the north and south components of the Town Centre. Given the existing concentration of retail development at the Promenade Mall and high density development around it, and the scale of proposed new development within the Amendment Area north of Centre Street, and on the Liberty lands, improving the convenience of travel throughout the Town Centre is an important consideration.

A significant opportunity has been identified to extend the "Main Street" form of development south of Centre Street at some future date, guided by the policy and urban design framework set out in this Amendment, and in co-ordination with redevelopment initiatives there. Positive and legible connections should be made from the existing ring road to the Promenade Mall. The ring road should be developed in a streetscape vocabulary consistent with the "Main Street", providing comfortable pedestrian and bicycle connections to the public amenities (e.g. library, school, and park). Development of a positive public realm and streetscape extending into the Promenade site would provide a catalyst and framework for development south of Centre Street. Therefore, this Plan applies a "Special Policy Area" designation to a portion of the Town Centre South, requiring consideration of the same urban design approach, should major redevelopment or intensification be initiated there.

5.0 Conclusion

This Plan is consistent with and supportive of Provincial and Regional policies. This Amendment builds on and strengthens the Thornhill Town Centre as originally envisioned in OPA 70 and 210. This Plan fully accommodates the commercial development permitted under existing provisions, and enhances the opportunity for the Town Centre to fully achieve its envisioned role as the focus of the Thornhill community over time. The introduction of a broadened range of land use permissions and greater opportunity for residential development within the Amendment Area north and south of Centre Street, including creation of a centrally-located 'Main Street', is consistent with and strongly supportive of the intent of OPA 210 and the York Region Official Plan. This Plan's contemporary policy framework will guide future development and thereby create the desired urban environment within the Amendment Area based on the highest standards of urban design. This Plan also satisfies OPA 210's requirement for preparation and Council adoption of a comprehensive development plan for the Town Centre, prior to development proceeding.

PART 2: THE PLAN

1.0 Application of the Plan

This Plan replaces OPA 210 within the Amendment Area, by introducing the policy framework outlined below, and Schedules A, B1, B2 and C to this Amendment.

2.0 Development Principles and Objectives of the Plan

The Plan for the Amendment Area is based on the policy framework that originated in Official Plan Amendment 210 (Thornhill Community Plan). Development of the Amendment Area will implement the vision for the Thornhill Town Centre by facilitating its ultimate development as the focal point of residential, commercial and business activity within the Thornhill community. Establishing a new "Main Street" connecting the Town Centre North and Town Centre South is expected to foster the integration of these two components into a unified whole which will be recognizable as the key 'place' in the Thornhill community.

Although the vision for the ultimate development of the Amendment Area north of Centre Street is expressed in terms of a mix of uses and densities, the First Phase of Development will take the form of a shopping centre with surface parking and pedestrian oriented uses along "Main Street", flanked by high density residential development to the west.

The following principles express the fundamental premises and goals for development within the Amendment Area:

2.1 Growth Management

Planning and development will proceed in a comprehensive and progressive manner that anticipates the needs of the forecast resident population. The objectives associated with this principle, to be achieved by the time of the ultimate development of the lands, are:

- a) Within the Amendment Area north of Centre Street, to accommodate a concentration of residential and commercial development, including at least 600 to 900 housing units to accommodate a resident population of approximately at least 1200 - 1800 persons, and commercial development with an employee population of at least 500 - 600 persons, with the goal of achieving a resident-to-employee ratio of more than 1:1.
- b) To provide the Amendment Area north of Centre Street with a structure of public streets and development blocks as shown on Schedule 'C' which protects the opportunity for future development and intensification to continue consistent with the vision for the Thornhill Town Centre.
- c) To require all development to proceed on the basis of full services, logically extended in keeping with the availability of servicing capacity, and designed and built at a scale which ensures that the forecast population and employment growth estimates noted in 2.1(a) can be accommodated.
- d) To ensure that the municipality promotes and participates in the early development of the key public sector elements needed to achieve the vision for the Thornhill Town Centre and the

Amendment Area in particular, including the making of arrangements satisfactory to the City regarding the ultimate establishment of:

- i. Public transit services, and associated infrastructure and facilities.
 - ii. A network of public road rights-of-way, as identified on Schedule C.
 - iii. On-street parking on Main Street and any local roads within the Amendment Area north of Centre Street.
 - iv. A pedestrian promenade with a high-quality streetscape treatment along the "Main Street" identified on Schedule B1.
 - v. Enhanced parks/urban squares for passive recreation.
- e) 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 Amendment Area.
- f) To provide high quality development within the Amendment Area by:
- i. Encouraging and attracting private investment within the Amendment Area.
 - ii. Encouraging a range and mix of residential and employment generating land uses.
 - iii. Establishing simple development rules in order to encourage, rather than discourage, development that meets the objectives of this Plan.
- g) To ensure that the costs of private development are fully borne by, shared equitably among, and recovered from benefiting landowners.

2.2 Urban Form

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

- a) To enhance the Thornhill Town Centre as a focus for the Thornhill community, building on a principal "Main Street" connecting the Town Centre North and Town Centre South.
- b) To facilitate the development of the Thornhill Town Centre in a comprehensive manner.
- c) To promote the evolution and growth of the Thornhill Town Centre as a focal point of higher density residential and commercial development.
- d) To promote and encourage pedestrian activity throughout the Amendment Area, and to other parts of the Thornhill Town Centre, by ensuring that development is safe, attractive, conveniently accessible, and human in scale.

2.3 Built Form and Public Realm

The Amendment Area will be developed in a manner that reflects the policies of this Plan as they apply to the public realm and private lands, in order to create an attractive, safe and pedestrian-friendly urban environment. The objectives associated with this principle are:

- a) To promote high quality design within the area including streetscapes, open spaces, public buildings and infrastructure, and private buildings, in order to create a comfortable, usable, understandable, and memorable neighbourhood/community.
- b) To create a strong community image by enhancing the character of the built environment including building design and massing, signage, planting and streetscapes.
- c) To provide a sensitive transition between the concentration, mix and massing of uses and buildings within the Amendment Area and the low density community outside of the Thornhill Town Centre.
- d) To ensure that neighbouring developments within the Amendment Area and adjoining it are physically compatible and complementary.
- e) To create a pedestrian-friendly environment through the layout of streets, configuration of lots, and siting of buildings and their entrances.
- f) To ensure that the retail commercial development on 'Main Street' is planned and developed in a manner which is supportive of a street-related, pedestrian-friendly environment.
- g) To support the viability of transit by coordinating land use, transportation infrastructure and urban design in a mutually complementary manner supporting and encouraging pedestrian-oriented and transit-supportive development.
- h) To develop attractive streetscapes through attention to the design of the public realm, built form, and the relationship between buildings, streetscapes and other public areas, based on application of the following principles:
 - i. Ensure that development adjacent to the "Main Street" is designed to establish a comfortable, human-scale environment for pedestrians.
 - ii. Encourage pedestrian travel throughout the Amendment Area through establishment of a network of streets, creation of a comfortable, safe and attractive walking environment, and connectivity to parks, public buildings and facilities and commercial uses.
 - iii. Provide a consistent level of streetscape design, lighting, planting, signage, street furniture and other amenities.
 - iv. Ensure that all public and private areas are designed in a manner which is safe, secure, and subject to informal surveillance, including walkways, building entrances and parking areas.

- v. Establish a strong relationship between buildings and the street by minimizing setbacks and orienting main entrances to public sidewalks and on-street parking (except for the First Phase of Development, within the area designated Mixed Use 2).
- vi. Design service and parking facilities to complement the pedestrian system and enhance the attractiveness of the public realm.

2.4 Natural Environment

Development shall occur in a manner consistent with the City's philosophy of ecosystem planning which provides for the protection and conservation of the quality of environmental resources. The objectives associated with this principle are:

- a) To provide for a system of stormwater management for both water quality and quantity, through the application of state-of-the-art Stormwater Management Practices, designed to protect lands and receiving waters within and outside the Amendment Area from detrimental effects such as erosion, flooding and sedimentation resulting from increased levels and rates of runoff.
- b) To ensure that environmental impacts, are addressed in an ecologically responsible manner, consistent with the City's environmental policies.
- c) To encourage environmental remediation measures within new developments, where appropriate.
- d) To encourage the use of passive and active renewable energy sources, where appropriate.
- e) To encourage the use of 'green' technologies in the design of new buildings and infrastructure, where appropriate.
- f) To reduce vehicular dependency by locating residential and work related uses in proximity to one another in order to encourage residents to both live and work in the vicinity, and by providing easy access to public transit.

2.5 Residential Development

Development of a higher density housing forms and types will be encouraged, in order to provide households of varied ages, incomes and demographic composition with choices and lifestyle opportunities. The objectives associated with this principle are:

- a) To create an adequate supply of housing, including a variety of mid-rise, high-rise and mixed use housing options, unit types and sizes.
- b) To encourage opportunities for residents to live and work in the Thornhill Town Centre, through encouragement of appropriate mixed use residential/commercial development, and enabling home-based employment.
- c) To encourage development of housing for seniors throughout the Amendment Area.

2.6 Commercial Development

Development of a broad range of retail and office commercial uses will be encouraged within the Amendment Area, in keeping with the vision for the Thornhill Town Centre. This commercial development will provide increased opportunities for business competition, and a wide variety of commercial goods and services at competitive costs and prices to meet the needs of Thornhill residents. The objectives associated with this principle are:

- a) To promote the development of a vibrant commercial shopping district focused on the "Main Street" identified on Schedule B1. It is required that development abutting "Main Street" will be street-related and pedestrian-friendly, in order to create an attractive shopping precinct at a human scale.
- b) To establish the commercial shopping district as an integral component of a pedestrian-friendly urban environment which is conveniently accessible by public transit, bicycle, and on foot from the surrounding community.
- c) To direct auto-oriented retail uses, such as service stations and drive-through businesses to locations outside the Thornhill Town Centre.
- d) To discourage large format, single storey retail uses from locating within the Thornhill Town Centre (except for the First Phase of Development within the lands designated Mixed Use 2) and to redirect these forms of retail development elsewhere within the City of Vaughan.
- e) To ensure that the Amendment Area develops in a manner consistent with the vision for the Thornhill Town Centre and the phases of development contemplated by this plan.

2.7 Parks and Open Space

Parks will be developed, where appropriate,

- within the Amendment Area south of Centre Street, and
- within the Amendment Area north of Centre Street (except for the First Phase of Development),

to satisfy the passive recreational needs of Thornhill Town Centre residents, to enhance the aesthetic appeal of the Town Centre and to provide connections to the park and open space system in the surrounding community. The objectives associated with this principle are:

- a) To establish urban parks where appropriate and passive recreation opportunities are available to address the needs of the anticipated resident and worker population within the Thornhill Town Centre,
- b) To plan and design open space linkages that facilitate continuous, uninterrupted pedestrian and cycling movement within the Thornhill Town Centre, and to the surrounding community.
- c) To plan and design parks that provide central public green spaces within the Thornhill Town Centre to address the recreational needs of residents, employees and visitors.
- d) To establish a hierarchy of parks to meet the varying social and recreational needs typical of an urban centre.

2.8 Institutional Uses and Facilities

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

- a) 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.
- b) To ensure that the institutional uses are compatible with and complementary to neighbouring uses and the surrounding community.
- c) To encourage major institutional users to locate on sites conveniently accessible to pedestrians and via the public transit network.
- d) To ensure convenient access for all residents to essential community services, parks, day care, recreation facilities, other institutional uses, and public transit services.
- e) To encourage establishment of social services, parks, public facilities and public transit services in locations which are conveniently accessible, particularly to individuals and households with more limited mobility, including seniors, families with young children, and the physically challenged.

2.9 Transportation and Transit-Supportiveness

An efficient transportation network is needed to serve the Amendment Area, and the surrounding community, which permits efficient vehicular movement while encouraging travel by non-auto modes, including on foot, bicycle and public transit. The objectives associated with this principle are:

- a) To develop a network of continuous and interconnected public arterial, collector and local streets and laneways, complemented by a public transit network, facilitating efficient movement by all modes of transportation within the Thornhill Town Centre, and connecting with the surrounding community.
- b) To develop a walkable, pedestrian-friendly environment, which is well connected to public facilities, parks and commercial areas. To encourage travel via non-auto modes by establishing development which is safe, attractive, and human in scale, in keeping with the urban design and streetscaping objectives of this Plan.
- c) 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.
- d) To support the viability of public transit by planned and coordinated land use, transportation infrastructure and urban design.
- e) To encourage commercial and residential development at a density sufficient to reinforce the viability of local and regional transit.

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

3.0 POLICIES

3.1 Land Use

3.1.1 General Land Use Policies

The Plan for the Amendment Area provides for it to become an integral component of the Thornhill Town Centre, in keeping with its vision as the pre-eminent focus of commercial and residential development in the Thornhill community. The Amendment Area is intended to become a highly desirable and attractive urban area. The preferred form of development is intended to support public transit services and provide a comfortable pedestrian environment. The central location of the Amendment Area within the Thornhill Town Centre affords a unique opportunity to connect and unify the Thornhill Town Centre via a new "Main Street" in keeping with the Town Centre vision.

Schedules A, B1, and B2 illustrate the location of the Amendment Area, and the distribution of the following land use designations:

- a. Mixed Use 1
- b. Mixed Use 2
- c. High Density Residential
- d. Special Policy Area

Population and Employment Growth – It is intended that the Amendment Area accommodate a mix of residential and commercial development. North of Centre Street within the Amendment Area, ultimately

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

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

Mixed Use Development – Ultimately, development north of Centre Street may include a mix of retail, office and residential uses, either in single use buildings or mixed-use buildings. Mixed-use buildings will be encouraged to develop throughout most of the Amendment Area as the lands intensify over time.

Prohibited Development - The following types of development are not permitted within the Amendment Area:

- a. Drive-through facilities associated with any permitted use;
- b. Service station uses and car washes;
- c. Retail uses that require outdoor storage, with the exception of garden centres that are accessory to a primary use.

Development Density - It is intended that the density of development within the Amendment Area will be controlled through the use of a Floor Space Index (FSI). A Floor Space Index is a ratio of the amount of permitted development (measured as gross floor area) in relation to the size of the development lot.

The area included in the calculation of residential density shall include the land for the buildings, private roads and driveways, parking areas and landscaping, and amenity areas related to the specific development, but shall exclude all other lands.

First Phase of Development – Wherever used in this Plan, the words “First Phase of Development” shall mean, development within the Amendment Area north of Centre Street up to a maximum gross floor area of 34,373 sq. m.(370,000 sq. ft.) within the lands designated Mixed Use 1 and Mixed Use 2.

3.1.2 “Mixed Use 1” Designation

Description – The “Mixed Use 1” designation provides a lively and active, pedestrian-related, retail shopping environment fronting on “Main Street”. As visual attractiveness and consistent image is of prime importance to the success of this area, high quality design is essential. Development related and scaled to the pedestrian is required for all lands subject to this designation.

The development potential in the “Mixed Use 1” designation provides the opportunity to support existing and planned public transit services within an easy walk of Centre Street. Ultimately, residents and employees located within the designation will also support the retail shopping precinct on “Main Street”.

Policies

1. Within the "Mixed Use 1" designation (which includes all properties fronting "Main Street"), the following uses are permitted:
 - a. Apartment units, stacked townhouses, and live/work units (provided the residential component of the live/work unit is located above-grade in a mixed-use building);
 - b. A broad variety of retail stores (inclusive of department stores and supermarkets), personal service establishments, restaurants and entertainment facilities, doctor and dental offices, veterinary clinics, and banks and financial institutions;
 - c. Offices;
 - d. Places of worship; and
 - e. Community and institutional uses, including public health facilities, all types of special needs housing, cultural and social facilities, non-profit clubs and organizations, public utilities, and community facilities such as libraries and day nurseries, provided they are located above-grade in a mixed-use building.

2. The following policies apply within the "Mixed Use 1" designation:

- a. Offices (with the exception of doctor and dental offices and veterinary clinics), residential, community and institutional uses are not permitted in stand-alone, single use buildings and are permitted only if located above grade in a mixed use building, with the exception of places of worship;
- b. Schedule B1 identifies a "Main Street". It is the intent of the City that this "Main Street" be developed with predominantly small scale retail and service uses at-grade, with a maximum unit ground floor size of 350 sq. m (3,767 sq. ft). There is no unit size restriction for uses located on floors above the ground floor.

Notwithstanding the foregoing, two larger scale units are permitted as at grade units on "Main Street", provided they do not need exceed a ground floor area of 1,162 sq. m (12,500 sq. ft) and 557 sq. m (6,000 sq. ft), one located on the west side of "Main Street" south of the planned east/west road, and one located on the east side of "Main Street" north of the planned east/west road, respectively.

- c. To create the desired character and environment on lots abutting "Main Street", buildings and their primary public pedestrian entrances shall face the "Main Street" and shall be located close to the front lot line. All buildings on lots abutting the "Main Street" shall provide retail and service uses at-grade;
- d. The maximum height along the "Main Street" frontage shall be 4 storeys with a permitted step back from the street to 6 storeys (with the exception of corner buildings); the minimum height of buildings on "Main Street" is 2 storeys;
- e. Corner buildings shall be a minimum of 2 storeys and a maximum of 8 storeys or 29 metres;
- f. The maximum Floor Space Index is 2.0 FSI;
- g. Within the Amendment Area north of Centre Street, the first phase of development shall include the construction of "Main Street", and the construction of buildings fronting onto

- both sides of "Main Street", concurrent with construction of the large format, retail building at the eastern limit of the property;
 - h. All buildings shall be sited close to the "Main Street" right-of-way and create an attractive and interesting public realm;
 - i. All individual retail uses in buildings on lots abutting the "Main Street" shall be in buildings limited in size to a maximum of 2,500 square metres of ground floor area;
 - j. The Mixed Use 1 designation along "Main Street" shall have a minimum depth of 45 metres; and
 - k. Parking for uses within the Mixed Use 1 designation may be provided within the area designated Mixed Use 2; for the purpose of providing parking to satisfy the City's parking standards, the lands west of "Main Street" are required to provide the parking required for the development located west of "Main Street"; and, similarly, the lands east of "Main Street" will provide the parking required for the development located east of "Main Street";
- Parking for uses within the Mixed Use 2 designation may be provided within the area designated Mixed Use 1, except for the area of the MU1 designation within 20 metres of the Main Street right-of-way; and
- l. Notwithstanding the permitted uses noted above, one park/urban square shall be permitted within the "Mixed Use 1" designation.

3.1.3 "Mixed Use 2" Designation

Description – The "Mixed Use 2" designation provides the opportunity, ultimately, for residential, retail and commercial development, in buildings of single use, or in mixed-use buildings. This designation provides considerable flexibility for development to evolve over time in response to market conditions. Flexibility in density and height will permit buildings as little as a single storey, up to a maximum of fourteen storeys for apartment or office buildings.

High quality design is required to give the area attractiveness and a consistent image. In time, a structure of public roads and development blocks will be created that is expected to facilitate gradual intensification of development within this designation over time.

Policies

1. The "Mixed Use 2" designation encourages mixed-use development, and permits the following:
 - a. Medium and high density apartment units, and stacked townhouses in stand-alone or mixed-use buildings;
 - b. The full range of commercial uses, including retail, restaurant, service, doctor and dental offices, veterinary clinics, banks and financial institutions and office uses,
 - c. Parks and urban squares;
 - d. Public parking facilities;
 - e. Storm water management facilities;
 - f. Places of worship; and
 - g. Community and institutional uses, including public health facilities, all types of special needs housing, cultural and social facilities, non-profit clubs and organizations, public utilities, and community facilities such as libraries and day nurseries.

2. The maximum height of all buildings shall be fourteen storeys or 44 metres whichever is less; and
3. The maximum FSI is 2.0.
4. No individual retail use shall be permitted with a gross floor area in excess of 12, 635 sq. m. (136,002 sq. ft.).
5. Parking for uses within the Mixed Use 2 designation may be provided within the area designated Mixed Use 1, except for the area of the MU1 designation within 20 metres of the Main Street right-of-way; for the purpose of providing parking to satisfy the City's parking standards, the lands west of Main Street are required to provide the parking required for the development located west of Main Street; and, similarly, the lands east of Main Street will provide the parking required for the development located east of Main Street.

3.1.4 "High Density Residential" Designation

Description – A portion of the Amendment Area on the northeast corner of New Westminster Drive and Centre Street is designated for "High Density Residential" use. It is the intention of this Plan that this area shall be developed with high quality and a consistent level of urban design for the public and private realm.

Policies – The following policies apply within the "High Density Residential" designation:

- a) The following uses are permitted:
 - i. High density apartment buildings, which may include live/work units;
 - ii. Parks and urban squares.
- b) The maximum height of apartment buildings shall be 18 to 22 storeys, depending upon resolution of matters respecting shadowing, massing and built form, to the City's satisfaction.
- c) The maximum permitted residential density is 2.7 FSI for apartment buildings, calculated on the land area designated "High Density Residential", excluding road allowances as identified on Schedule C; within the High Density Residential designation, variation in the allocation of density to individual land parcels is permitted, provided that the density on the High Density Residential lands collectively does not exceed 2.7 F.S.I., and subject to addressing built form, massing, shadowing and amenity space requirements, to the City's satisfaction. Further minor variations may be permitted where appropriate to provide for effective floor space arrangements, subject to the other applicable considerations for development within this designation.
- d) Local convenience commercial uses shall be permitted in "High Density Residential" buildings without amendment to this Plan, provided they are designed as an integral part of the building. Local convenience commercial uses include the following uses: bank or financial institution, retail store, business or professional office, personal service shop and video store. Such uses in total shall be limited in size to a maximum of 30% of the ground floor area of the building.

3.1.5 "Special Policy Area" Designation

Description – The "Special Policy Area" designation applies to a portion of the Amendment Area located south of Centre Street in the Thornhill Town Centre South, as shown on Schedule B2. It is the intention of this Plan that, if new development or redevelopment of these lands is proposed which significantly alters the form and function of the existing development, it will facilitate the extension of "Main Street" south of Centre Street to provide an integrated connection between the Town Centre North and Town Centre South. It is also intended that the development of the Town Centre South will occur in a manner which is consistent with the "mixed use" vision and urban design principles of this Official Plan Amendment.

Policies – The following policies apply within the "Special Policy Area" designation:

- a) Commercial development that is consistent with and permitted by the site-specific zoning by-law, and Official Plan Amendment 210 may proceed within the "Special Policy Area" without completion of the comprehensive development plan outlined below;
- b) Any development requiring a zoning by-law amendment and which entails a significant change to the form or function of the existing mall (i.e. change in design of building, change to internal road structure, etc.), or any development requiring an Official Plan Amendment; shall be developed in accordance with a comprehensive development plan (or plans) including a transportation component and a comprehensive concept plan which is to be adopted by Council prior to any redevelopment proceeding;
- c) Any significant new development or redevelopment plan shall consider the underlying principles and objectives of this Plan and supporting design policies.

3.2 Urban Design Policies

3.2.1 Built Form

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

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

- Buildings (with the exception of the First Phase of Development within the Mixed Use 2 designation) shall be sited to promote positive building-to-street relationships:
- Buildings (with the exception of the First Phase of Development within the Mixed Use 2 designation) shall be located close to the street and sidewalk;
- Buildings (with the exception of a large format store permitted at the Bathurst/Centre intersection within the MU2 designation) shall have active architecture. Convenient

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

- When buildings are related to and located at the street, they shall not be separated from the street by either parking areas or drive aisles.
 - Buildings shall be designed to comply with the requirements of the City's Accessibility Guidelines, and the Ontario Building Code respecting access for the physically challenged;
- a. Buildings shall be sited to minimize their impact on neighbouring properties, respecting and protecting the existing scale and character of adjacent residential neighbourhoods;
 - b. Buildings shall be sited and massed to ensure adequate sunlight, sky views, and to mitigate wind conditions on the street, sidewalk and in open spaces;
 - c. Except for the First Phase of Development within the Mixed Use 2 designation, buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces. The public faces of these buildings are to align with neighbouring buildings to define the street wall in a consistent manner.
 - d. Except for the First Phase of Development within the Mixed Use 2 designation, buildings shall be sited and organized so that streets and parks are overlooked by active building faces. This Plan and the zoning bylaw will establish build-within zones and identify the minimum proportion of frontage within each block face which shall be occupied by buildings. In addition to providing a 'connecting link', a relatively consistent building edge is important to provide spatial definition and containment to the street. "Build-within" zones require buildings to locate their front and exterior side-walls within a defined zone on the lot. The "build-within" zones essentially set both a minimum and maximum setback.
 - i. Except for development within the Mixed Use 2 designation in the First Phase of Development, all commercial buildings within the Amendment Area north of Centre Street shall be developed with a substantial portion of their front and exterior side facades between 1.0 and 3.0 metres of the front lot line and the exterior side lot line.
 - ii. Except for development within the Mixed Use 2 designation in the First Phase of Development, to reflect the importance of corner properties and reduce the distance between buildings along Centre Street and Bathurst Street, the "build-within" zone abutting the Regional road sight triangle will be between 0.6 and 2.0 metres.
 - e. Minimum Built Frontage - A street wall or part of the building that is closest to the public street provides important spatial definition and a sense of enclosure for that street. This is critically important along the pedestrian-oriented "Main Street" identified on Schedule B1. A minimum amount of active, transparent and articulated building wall located within the build-within zone shall be required, as follows:
 - i. On all lands adjacent to the "Main Street" identified on Schedule B1, the minimum built frontage shall be 75 percent of the developable block face of each block.
 - ii. On all lands adjacent to Local Roads that generally run north-south, the minimum built frontage shall be 75 percent of the developable block face of each block.

- iii. On all lands adjacent to Local Roads that generally run east-west, the minimum built frontage shall be 50 percent of the developable block face of each block.
- iv. On all lands adjacent to Centre Street and Bathurst Street, the minimum built frontage shall be 50 percent of the developable frontage.
- f. 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 buildings, or by buildings of community status. In the Amendment Area, corner sites will play particularly significant roles in defining landmarks. It is therefore important that the treatment of the corner sites be consistent throughout the Plan. The following policies apply to corner sites:
 - i. Corner designs shall enhance the presence of each corner building.
 - ii. With the exception of the large format building at the northwest corner of Bathurst Street and Centre Street, buildings should 'turn the corner' i.e. they should have articulated, active and transparent facades towards both streets and should be visually distinguishable from adjacent development.
 - iii. Corner buildings should have a high level of architectural detailing and a distinct architectural appearance.
- g. Service areas and access to underground parking shall be appropriately integrated into the buildings they serve, and located so as to minimize physical and visual impact on public sidewalks and open spaces. Service areas shall not be located between any building and any public street;
- h. Except for the First Phase of Development, reverse lot development (residential and/or commercial) will not be permitted along Centre Street. Where parking access is located off the street by way of an internal driveway circulation system, the units should still have a functional primary pedestrian entrance that relates to the street;
- i. The area between the building wall and the street should contribute to the positive social and visual environment of the street;
- j. Buildings should be designed with a high level of architectural resolution and materials;
- k. Blank walls and monotonous facades should be avoided, particularly along "Main Street", Centre Street and Bathurst Street, owing to their high degree of visibility in presenting the "face" of the Town Centre to the passing public. Variation in vertical and horizontal articulation shall provide façade treatment and detailing, including lighting, awnings, and, except for the large format retail buildings within the Mixed Use 2 designation, windows and primary entrances. Buildings should be vertically articulated into base, middle and top sections, and horizontally articulated to break up building mass along a street face;

- l. Architectural variation and animation should be encouraged and include building elements such as balconies, windows, porches, railings, entrances, awnings and attractive signage where appropriate;
- m. Where the grade changes over the length or width of the site, accommodation for the grade changes, if required, shall be accomplished on the site in such a manner as to avoid substantial differences in the level of primary entrances and the public sidewalk in regard to buildings constructed along the site edges;
- n. Surface parking should have the least possible impact on the public realm; except for the First Phase of Development, large surface parking areas are discouraged; and, where large surface parking areas are provided, they should be setback, screened and buffered from the street edge, with comfortable pedestrian routes provided through and around parking areas;
- o. Ramps to underground parking should be located within the building;
- p. Service and loading areas are prohibited adjacent to public streets and must, at all times, be effectively screened and, if possible, fully enclosed;
- q. Garbage shall be stored within buildings; and
- r. Urban Design Guidelines and Architectural Control Guidelines shall be prepared by development applicants, and shall address both built form and public realm considerations to the satisfaction of the City. Such guidelines shall be prepared in regard to the shopping centre form of development permitted by this Plan within the First Phase of Development, with a further set of guidelines to be prepared for development in excess of the First Phase of Development.

3.2.2 Streetscape and Public Realm

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

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

The community surrounding the Town Centre is well served by an active park system. Over time, the City of Vaughan shall encourage the further expansion and improvement of the public realm with street plantings, promenades, small, passive urban-scale parks and/or squares, private courtyards and

gardens. The City shall also seek opportunities to improve linkages between existing parks and open spaces nearby, and the Amendment Area.

Policies

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

For the First Phase of Development, a landscaped strip, 3.5 metres in width, shall be provided, within and along the northern edge of the Amendment Area north of Centre Street, from the western limit of the Mixed Use 2 designation to the western boundary of the synagogue property. Within the 3.5 metre landscape strip, the landscaping shall be significantly enhanced. For development in excess of the First Phase of Development, this landscape strip shall be 4.5 metres in width.
- e. 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;
- f. Soft landscaping shall be maximized and hard surfacing minimized, with the exception of well-designed and planted plazas, forecourts, patios, and streetscapes associated with "Main Street" and Centre Street;
- g. 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;
- h. High-quality architectural elements such as railings, pedestrian lighting and tree gates shall be provided; and
- i. 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:
 - Design blocks at a pedestrian scale rather than an automobile scale except for development on the MU2 lands in the First Phase of Development;
 - Provide mid-block connections to enhance pedestrian circulation;
 - 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;
- Provide buildings at the street with the primary access from the street. Except for the First Phase of Development, other than as specifically provided elsewhere in this Plan for “Main Street”, the primary access from the street to a commercial building shall be directly connected to the street in such a manner as to avoid substantial differences in the level of the primary entrance and the public sidewalk;
- Ensure proper maintenance of public and private walkways;
- Provide bicycle parking facilities in commercial, public open space and public transit areas to which bicycles may be locked;
- Ensure that development complies with the requirements of the City’s Accessibility Guidelines to ensure acceptable access for the physically challenged;
- Open spaces, streets and walkways should be interconnected and linked to important destinations within the community and outside;
- Pedestrian circulation spaces should be well buffered from moving cars and noise, and have sufficient sunlight penetration for enjoyment year-round;
- Visual screening and buffering should be provided to adjoining parking, loading, underground parking and servicing areas; and
- Except for the First Phase of Development, other than as specifically provided elsewhere in this Plan for “Main Street”, the street-related floors of buildings should further enhance the quality of pedestrian open space and circulation within the public realm through building transparency, windows, primary entrances, engaging architectural articulation and pedestrian-scaled detail.

3.2.3 “Main Street”

A “Main Street” shall be developed in the Thornhill Town Centre in order to establish a central, pedestrian-scaled shopping focus, and an attractive and walkable connection between the Town Centre North and the Town Centre South. The objective is to begin to transform the existing auto-scaled development by developing a building form and a public realm which together creates the preferred human-scaled environment starting with the Main Street buildings breaking up the shopping centre elements permitted on the lands designated Mixed Use 2.

Specific provisions:

1. Development on “Main Street” shall be characterized by the following five elements:
 - buildings that maintain a consistent build-within zone and frontage to define a street wall; buildings on both sides of the street that are oriented to the “Main Street”; buildings that face the “Main Street” at the first floor with the primary façade; and buildings with primary entrances that front onto the “Main Street”, and that are directly connected to, the street in such a manner as to avoid substantial differences in the level of the primary entrance and the public sidewalk;
 - A complementary relationship between pedestrian, vehicular and transit circulation systems where conflicts are minimized;

- Highly articulated buildings with distinctive architectural expression and massing designed to provide an attractive pedestrian-scaled public face despite large parcel land ownership;
 - Buildings designed with high ground floor-to-ceiling heights (3.5 metres minimum) in order to accommodate a range of programs (retail, restaurant, institution, etc.) and the hierarchical distinction between ground, middle and upper storeys architecturally expressed; and
 - A break in the buildings along “Main Street” at the first floor shall be provided every 35 metres for the purpose of a pedestrian connection (either enclosed or unenclosed), in the form of sidewalks and stairs, open to the public at all times, connecting “Main Street” to the parking areas behind the “Main Street” buildings.
2. The greatest building heights shall be permitted at the key corner locations, with corner sites defined by more intense development and high quality architecture, to serve as landmarks or gateway entry points.
 3. Development of mixed-use buildings is encouraged in order to help facilitate live-work opportunities and a lively and active district;
 4. Extensive landscaping treatment and outdoor features should be provided to encourage and facilitate pedestrian activity;
 5. Except for the First Phase of Development, parking shall be located below-grade wherever possible. Any above-grade parking garages should be faced with active uses;
 6. Sharing of parking in mixed-use developments is encouraged;
 7. On-street parking shall be provided on “Main Street”;
 8. Except for the First Phase of Development, publicly accessible, privately owned open space should be provided in the Town Centre in order to complement the public realm, support development and provide connectivity throughout the area; and
 9. The street-related floors of buildings on “Main Street” should further enhance the quality of pedestrian open space and circulation within the public realm through building transparency, windows, primary entrances, engaging architectural articulation and pedestrian-scaled detail.

3.2.4 Local Streets

Except for the First Phase of Development, (or as otherwise provided for “Main Street”), a network of local streets north of Centre Street shall be provided, as illustrated on Schedules B1 and C of this Amendment. An inter-connected network of streets minimizes distances for walking, cycling and vehicular movements, and facilitates more efficient traffic circulation. Streets with sidewalks and pedestrian paths offer direct, convenient access to transit services and throughout the Amendment Area north of Centre Street. Local streets are relatively narrow to slow traffic and reduce speeds to levels more compatible with children, pedestrians and cyclists. On-street parking is usually provided on local streets, reducing speeds and buffering pedestrians from moving traffic.

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

3.3 Parks and Open Space

The following Parks policies apply to the Amendment Area:

- i. Lands for park purposes shall be provided at a ratio of 5% of the gross land area or 1 hectare for each 300 dwelling units or a combination of 5% and 1 ha per 300 units, whichever yields the greater provided for in the Planning Act. Commercial development shall require conveyance of 2% of the land for parks purposes as provided for in the Planning Act.
- ii. The City may acquire lands anywhere within the Amendment Area for the purposes of establishing parkland. The parkland designated by this Plan shall be shown on draft plans of subdivision. Their actual size, configuration and design will be subject to confirmation by the City during the development approval process.
- iii. Lands utilized for stormwater management facilities shall not be considered as any part of the parkland dedication requirement provided via the Planning Act.
- iv. All development applications may be required to identify a potential location for an urban square, to the satisfaction of the City.
- v. Where the City has determined that parkland dedication is not required on an individual development site, cash-in-lieu of parkland dedication, cash-in-lieu of parkland dedication shall be payable to the City in accordance with the Planning Act and the City's cash-in-lieu policy.
- vi. All parkland design and construction shall be carried out by the City in accordance with the City's Development Charges By-law. However, in the event that the City and relevant landowner agree that the owner will develop the park, the design, securities and construction for the park will be addressed through an agreement in accordance with the City's "developer-build/parks development policy".
- vii. Urban squares are intended as formal spaces for passive recreation, in support of the adjacent development. Urban squares should address the following design guidelines:
 - urban squares are to be planned as focal points;
 - relationships with adjacent buildings should provide optimal sunlight penetration, skyview and wind conditions;
 - streetscapes and buildings that abut an urban square should be designed to reinforce an interactive relationship between the open space and its adjacent land use;
 - buildings should front onto an urban square to create built form edges to the public space;
 - the landscape along the street frontage, including high canopy street trees, should be complementary on both sides of the street;
 - entry and access points should be located conveniently and incorporate civic design themes; and

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

3.4 Servicing

3.4.1 General Servicing Provisions

- a) Development within the Amendment Area shall be on the basis of full urban water, wastewater and stormwater management facilities. Urban water and sewage capacity shall be allocated by the City of Vaughan sufficient for the first phase of development of the Amendment Area north of Centre Street, inclusive of the High Density Residential Area designation and the First Phase of Development within the Mixed Use 1 and Mixed Use 2 designations.
- b) A Master Servicing Strategy outlining preliminary functional water distribution, wastewater collection and stormwater management facilities, including designs and costs, will be prepared by proponents to the satisfaction of the City and the Region prior to approval of development applications; the associated details of the Strategy and costs shall be provided as a condition of approval of development applications.
- c) The precise operation, dimensions and design of all required servicing facilities will be determined and addressed as part of the Master Servicing Strategy.
- d) New infrastructure, including roads, site grading, sanitary and stormwater management facilities, municipal water and electricity supplies, required to serve proposed development, shall be provided concurrent with the rate of development, and shall not place a financial burden on the City.

3.4.2 Stormwater Management

Policies

- i. Stormwater management facilities shall be permitted in all land use designations, with the exception of the Mixed Use 1 designation, on Schedule B1.
- ii. The location and configuration of the stormwater management facilities shall be defined when plans of subdivision and site plans are prepared. Stormwater management facilities can be located without an Amendment to this Plan, subject to the agreement of the City and the Toronto and Region Conservation Authority, provided they are consistent with the objectives and policies of this Plan.
- iii. Appropriate stormwater management practices shall be followed to the satisfaction of the City and Toronto and Region Conservation Authority. 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, and underground facilities) will also be considered as an option for the treatment of stormwater within the Amendment Area.
- iv. In accordance with established policy, stormwater drainage facilities will be designed to the satisfaction of the City, in consultation with the Toronto Regional Conservation Authority, the Ministry of Natural Resources and the Ministry of the Environment and Energy.

- iv. Stormwater facilities will be designed to maintain environmental and ecological integrity, and to provide a net benefit to the environment if feasible.
- v. Stormwater facilities will be designed, wherever possible, as attractive community amenities and to provide functioning wildlife habitat.

3.5 Transportation

3.5.1 General

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

3.5.2 Road Network

Collector Road and Local Road and Laneway Network - The road network includes a collector road ('Main Street') and local roads and laneways. "Main Street" is required as part of the first stage of the first phase of development of the lands designated Mixed Use 1 and Mixed Use 2. Schedule C identifies the road network required for development on the lands designated Mixed Use 1 and Mixed Use 2 in excess of a gross floor area of 0.5 times the Site area(0.5 FSI), excluding the GFA of the second floors of "Main Street" buildings up to a maximum exemption of 5,600 sq m GFA(60,000 sq ft) in the calculation of the 0.5 FSI. The right-of-way widths are 26.0 metres for "Main Street", and generally 20.0 metres for local roads and 7.5 metres for laneways. The following policies apply to the road network:

- a. The road allowance widths identified in this Plan are approximate, and the final right-of-way requirements and the provision of daylight triangles, and left turn lanes will be determined during the review of development applications.
- b. Prior to any development or redevelopment within the Amendment Area, applicants will prepare a detailed traffic impact study to the satisfaction of the City and the Region, which will address in part, but not limited to capacity, access, function, neighborhood infiltration, transportation and transit objectives. With the exception of the 26-metre right-of-way for "Main Street", the road allowance widths identified in this Plan are approximate, and the final right-of-way requirements and the provision of daylight triangles, and left turn lanes will be determined during the review of development applications.

Notwithstanding the foregoing, for the Amendment Area north of Centre Street, no detailed traffic impact study will be required by the City in regard to the First Phase of Development in accordance with the other policies of this Plan. Future development which proposes to increase total retail commercial GFA to more than this threshold, will be required to complete the traffic impact study described in the paragraph above.

- c. One collector road – "Main Street" – is identified in the Plan with a right-of-way of 26 metres. Its location is established by the location of the existing intersection of Centre Street and North

Promenade to the south, and the planned north/south road in the development to the north, to which it will connect. "Main Street" is the key north/south road connecting the Town Centre North and Town Centre South via a signalized intersection with Centre Street. As the focus of a pedestrian-oriented shopping precinct, "Main Street" shall include on-street parking on both sides and be sized within the road allowance to accommodate public transit vehicles. It is expected to receive the highest level of landscaping, streetscaping and design treatment in keeping with its key role in the success of the "Main Street" development.

- d. With the exception of the "Main Street" connection identified on Schedule C, the remaining road network is conceptual in nature, with the final locations of roads and intersections to be determined through the development approval process for development in excess of the gross floor area limit specified in the introductory paragraph of this Section 3.5.2, to the satisfaction of Vaughan Engineering and Public Works.
- e. It is a requirement of this Plan that all roads identified within the Amendment Area shall be built and maintained to an operational standard satisfactory to the City, and shall provide for permanent public access for traffic through the Amendment Area.
- f. The road network illustrated on Schedule C is fundamental to the efficient functioning of the Thornhill Town Centre transportation network for development in excess of a gross floor area limit specified in the introductory paragraph of this Section 3.5.2.; laneways and road rights-of-way shall be identified in all approved plans within the Amendment Area for development in excess of a gross floor area limit specified in the introductory paragraph of this Section 3.5.2. For the Amendment Area north of Centre Street, with the exception of "Main Street", the road allowances for the roads shown on Schedule C will be conveyed to the City and will be dedicated and built by the owner to the City's satisfaction when the gross floor area of development on the lands north of Centre Street designated Mixed Use 1 and Mixed Use 2 equals a gross floor area limit specified in the introductory paragraph of this Section 3.5.2.
- g. No plan shall be approved which permits the establishment of any structure, except private or public infrastructure which is permitted, on any road allowance or laneway identified on Schedule C. The land located within such areas may be used for any purpose that does not involve the establishment of a prohibited structure, including parking and circulation, until such time as the land is conveyed to the City. At such time, any parking spaces which are provided within this area and which are required in order to continue to use gross floor area on the site, must be replaced.

Notwithstanding the foregoing, the parking area west of "Main Street" shall be designed with an aisle and sidewalk on the future east/west road allowance, providing a direct continuous connection for vehicles and pedestrians, from "Main Street" to the High Density Residential lands to the west.

- h. In time, in regard to the development of the lands designated Mixed Use 1 and Mixed Use 2 in excess of the gross floor area limit specified in the introductory paragraph of this Section 3.5.2, the road network within the Amendment Area shall form a continuous and interconnected pattern, integrated with the road network planned or in place on surrounding lands bounding the Amendment Area.

- i. In time, in regard to the development of the lands designated Mixed Use 1 and Mixed Use 2 in excess of a gross floor area limit specified in the introductory paragraph of this Section 3.5.2, roundabouts, cul-de-sacs, hammerheads or other similar traffic calming and traffic control measures may be implemented subject to evaluation by the City and/or the Region of York, and subject to the resolution of the functional, operational and financial issues associated with their use.
- j. Streetscape design for arterial roads, collector roads, and local roads shall be subject to the urban design requirements and policies articulated in this Plan.
- k. Individual direct access to any arterial road shall be discouraged. Except as otherwise provided in this Plan, building setbacks from arterial roads will be minimized and parking areas shall be directed to areas less visible from the street.
- l. Regional Road Network - The Regional road structure (the arterial roads) of Centre Street and Bathurst Street will play an important role in the success of the Thornhill Town Centre as it continues to develop and mature. The Regional roads are the location for public transit serving the Town Centre, including the existing transit station at Centre/North Promenade. The City will work with York Region to identify and implement streetscape improvements on the arterial roads to enhance their appeal to pedestrians and bicyclists, and other potential transit riders.

3.5.3 Public Transit

- a) It is a major objective of the City to increase public transit ridership. To achieve this objective, the transit network within the Thornhill Town Centre is encouraged to be integrated with local, regional and inter-regional transit routes and services, including:
 - i. Connections to the local transit system along arterial and collector roads.
 - ii. Connections to the TTC Subway system via the Highway 7 corridor, Vaughan Corporate Centre (Spadina line) and Finch station (Yonge line).
 - iii. Connections to the GO rail stations at Major Mackenzie Drive and Rutherford Road, and any future station in the vicinity of Highway 7/Concord, and connections to commuter parking lots and GO bus operations along the Highway 400 corridor.
- b) 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.
- c) 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.
- d) The City shall encourage the increased use of public transit by requiring transit-supportive urban design. Improvements to the public transit network, based on the existing and proposed system of roads, should be initiated immediately and continue as necessary to meet the needs of development as it proceeds.

- e) Local transit routes serving the surrounding community should converge within the Thornhill Town Centre, and additional transit stops/stations shall be established at appropriate locations as development proceeds.
- f) The City will continue to work with York Region Transit (YRT) to foster transit ridership and ensure that the Thornhill Town Centre is well provided with transit services to meet the needs of its existing and future resident and business community.

3.5.4 Pedestrian and Bicycle System

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

3.5.5 Parking

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

3.5.6 Transportation Improvements

- a) The full achievement of the development proposed by this Plan requires the following improvements to the transportation system:
- i. The following Region of York road and transit improvements have been identified as necessary to support the full achievement of the development of the Amendment Area:
 - Bathurst Street to be widened from four lanes to six lanes from north of Steeles Avenue to Highway 407 in the 2011 to 2021 time period, or sooner if warranted based on monitoring of local traffic conditions;
 - Implementation of the York Rapid Transit Plan with both phases of the planned, upgraded transit in place to serve the Thornhill community within the next ten years;
 - Traffic signal controls installed at the Bathurst/Beverley Glen intersection;
 - Streetscaping improvements to Bathurst Street and Centre Street;
 - A local transit network and associated transit infrastructure focused on the transit station at Centre Street and North Promenade; and,
 - Transit links to the Highway 407 Transitway, Yonge Subway, Spadina Subway, Vaughan Corporate Centre and York University, and the GO rail commuter system.
 - ii. The following City of Vaughan road and transit improvements have been identified as necessary to support the full achievement of the development of the Amendment Area:
 - The collector and local road and laneway network;
 - The provision of a major collector road or minor arterial roadway (the "Main Street" identified on Schedules B1 and C), built to public road standards, from Centre Street to Beverley Glen Boulevard. This roadway should provide suitable pedestrian amenities to promote pedestrian travel between adjacent residential and commercial areas.
 - On-street and lay-by parking on all public roads within the Amendment Area, in particular on both sides of the "Main Street"; and,
 - A pedestrian and bicycle system linking to areas in the rest of the Thornhill Community.
- b) It is the policy of Council to assist the Region of York in protecting and obtaining lands required for the rights-of-way for the widening of arterial roads and the provision of public transit services through the development approval process.
- c) For the Amendment Area north of Centre Street, with the exception of "Main Street", the dedication of the road network identified on Schedule 'C' and the construction of such roads to the City's satisfaction by the owner will be required when the gross floor area of development on the site equals 0.5 times the Site area(0.5 FSI), excluding the GFA of the second floors of "Main Street" buildings up to a maximum exemption of 5,600 sq m GFA(60,000 sq ft) in the calculation of the 0.5 FSI.
- d) As development within and adjacent to the Amendment Area proceeds, operations along Bathurst Street and the critical intersections with Bathurst Street and Centre Street should be monitored to identify the need to widen Bathurst Street in advance of what is currently planned.

- e) Until such time as the Regional road improvements identified in this Plan have been undertaken, Council may phase development in the Amendment Area and in regard to the lands in the First Phase of Development, until the required road capacity is available. Where the arterial roads have not been widened to the width set out in this Plan, development applications will be required to submit a traffic study to demonstrate that capacity is available.

4. ADMINISTRATION

Application

The policies contained in this Plan shall apply to the lands shown on Schedules "A", "B1", "B2" and "C" as the "Amendment Area". Except 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.

This Amendment shall be consolidated into the next update of the Thornhill Community Plan update or review.

5. IMPLEMENTATION

5.1 General

- a) This Plan constitutes the Secondary Plan for the Amendment Area. 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 approval of individual site plans in accordance with OPA No. 200 and the City's Site Plan Control By-law.
 - iii. The enactment of zoning by-laws pursuant to Section 34 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 this Plan.
 - vii. The execution of collateral development agreements designed to achieve municipal objectives related to development and the provision of services.

5.2 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, except for the First Phase of Development, 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 discuss the following matters:

- i. Phasing of development from initial construction to 'mature state' as envisioned by this Plan.
 - ii. Achievement of the pedestrian-oriented "Main Street" as identified on Schedule B1.
 - iii. How the development is integrated with other sites in the quadrant to achieve the planning and design principles of this Plan.
 - iv. Height and massing of buildings.
 - v. Distribution of land uses, lot sizes and densities.
 - vi. Relationship between streets and buildings, including how the proposed development and subsequent phases address the policies in this Plan respecting build-within zones.
 - vii. How the street-related commercial uses are being provided in the application in accordance with the phasing policies of this Plan.
 - viii. Integration of development with transit services.
 - ix. Pedestrian and vehicular circulation networks.
 - x. Parks and open space system.
 - xi. 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.
 - xii. General location, size and treatment of surface parking facilities and vehicular access points, including the potential for shared parking and access and identification of streetscape improvements and relationship to public sidewalks and pedestrian routes.
 - xiii. Location of street-related uses and primary pedestrian entrances to buildings and the relationship to street frontages, and how the role of the public street and pedestrian movement along the street are supported.
 - xiv. Micro climatic conditions.
 - xv. Signage, streetscape amenity elements, lighting and site furnishings.
 - xvi. Protection and enhancement of significant views and landscape focal points.
- b) In evaluating development applications throughout the Amendment Area, the City staff shall consider:
- i. The adequacy of proposed parking areas and access points.
 - ii. The traffic impacts on adjacent existing and/or approved land uses.

- iii. The impact of the proposed use on the operation of the regional and local road network, except for the First Phase of Development.
 - iv. The impact of the proposed use on the operation of the local, regional and inter-regional transit network in both the short and long-term.
 - v. The availability of water and sewer services.
 - vi. The suitability of the proposed stormwater management facilities.
 - vii. The degree of compatibility with adjacent existing and/or approved land uses in proximity to the proposed use.
 - viii. The compatibility of the proposal with the urban design policies and principles described in this Plan and the zoning bylaw.
- 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, except for the First Phase of Development.
 - ii. Storm water management plan.
 - iii. Master servicing study.
 - iv. Development concept report and phasing plan except for the First Phase of Development.
 - iv. Open Space and Streetscape Master Plan and implementation plan.
 - vi. Urban Design and architectural control guidelines.
 - vii. Preliminary Noise Impact Analysis Report and/or Vibration Impact Analysis Report for any proposed development within 300 metres of an identified Provincial Highway or Arterial Road.
 - 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 the costs shall be shared equitably among benefiting landowners on a pro-rata basis.

- d) Within the Amendment Area, development applications shall co-ordinate with existing and proposed neighbouring development in a mutually complementary fashion.
- e) Except for the First Phase of Development (subject to the exception in item "f" below), development shall be phased to provide for the orderly development of the 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. Within the Amendment Area north of Centre Street, the first phase of development shall include, at least, the construction of "Main Street", and construction of buildings fronting onto "Main Street". The foregoing construction shall coincide with the construction of the large format retail store at the east end of the site during this phase of development.
 - ii. The development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities.
 - iii. The development satisfies all requirements regarding the provision of parkland and other facilities.
 - iv. Traffic from the proposed development can be accommodated on the existing arterial road network.
 - v. Phasing may be addressed through the appropriate use of the holding (H) provisions of this Plan.
- f) Except for the First Phase of Development, 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. Identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater, roads, transit, parks and open space facilities, and their proposed phased construction.
 - iii. Describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners.

5.3 Zoning Bylaw

- a) To implement all new development within the Amendment Area, Council shall enact a Bylaw providing zoning categories and standards specific to this Plan.
- b) The City may, when enacting implementing zoning by-laws, designate a holding zone with the prefix 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, transit, parks and schools are insufficient to serve the proposed development.
 - iii. Transportation facilities are inadequate or inappropriate based on existing road capacities and anticipated traffic.
 - 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, services, or outstanding application processing fees.
- vi. A site plan agreement is required.
- vii. Supporting studies are required on matters related to traffic, soils, protection of any site features, environmental constraints or design features.

5.4 Subdivision Control

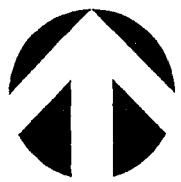
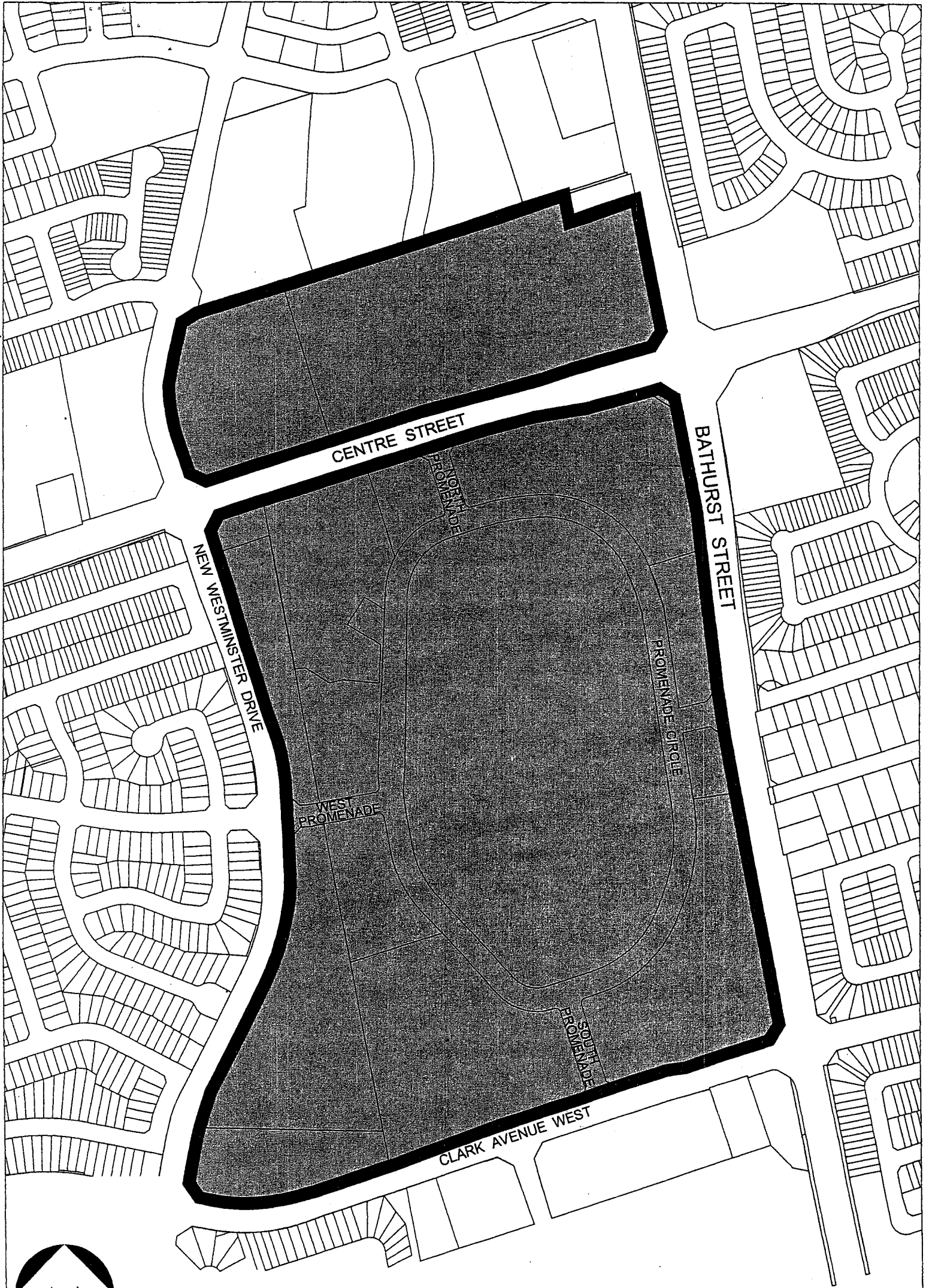
Subdivision Control encompasses draft plan of subdivision/condominium, consents and part lot control exemptions. Such approvals may be required by the City depending upon the form of proposed development.

5.5 Site Plan Control

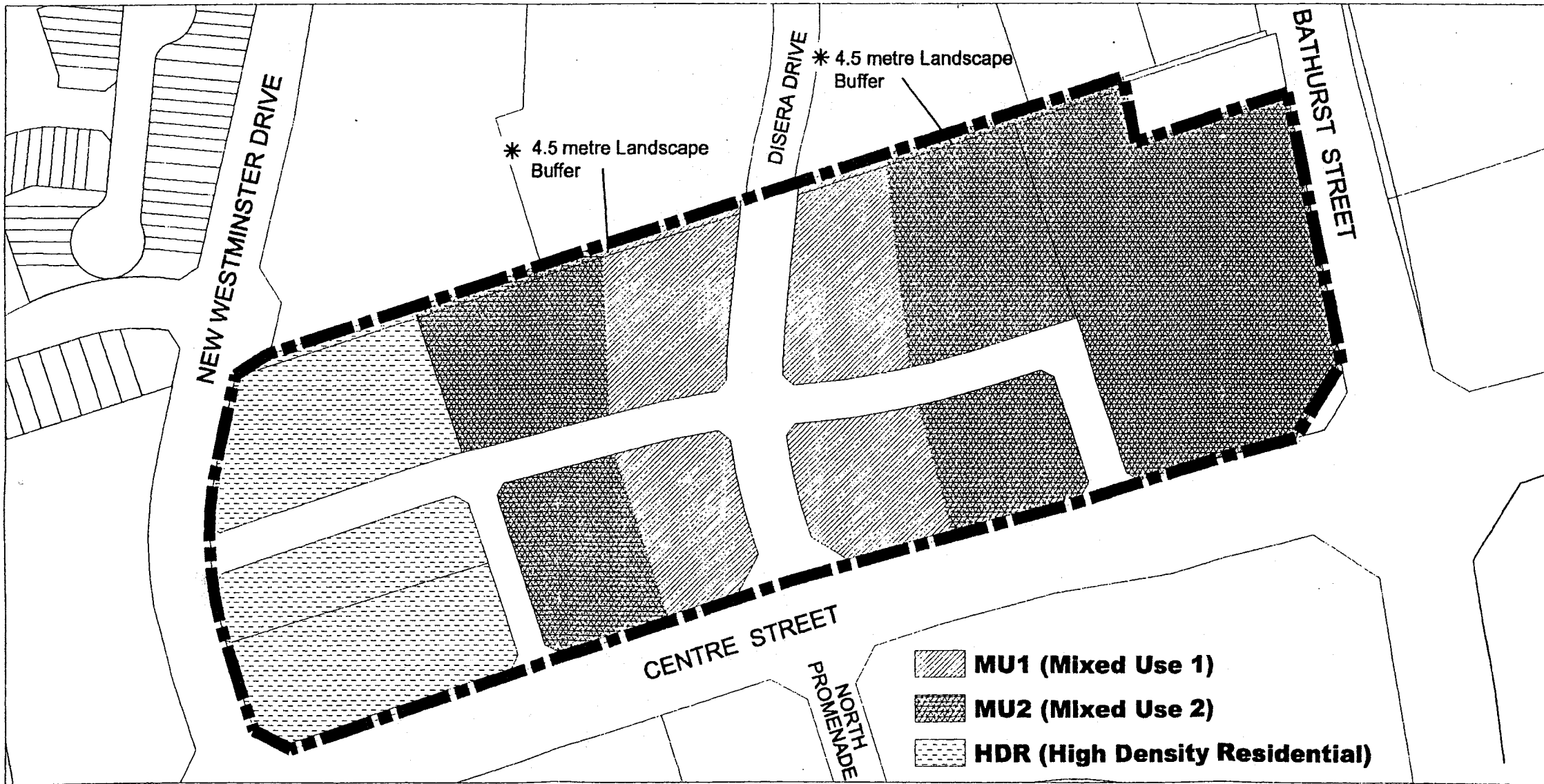
The Amendment Area is subject to site plan control in accordance with OPA No. 200 and the City's Site Plan Control By-law.

6.0 Interpretation

- i. This Secondary Plan is a statement of policy. It is intended to guide the development of the Amendment Area. Some flexibility in interpretation is permitted, provided the intent of the policies and principles of this Plan are maintained.
- ii. The designations identified on Schedules B1 and B2 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 specifically stated to be fixed in the policies of this Plan.
- iii. 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.
- iv. 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. Minor variations, in this Secondary Plan, shall mean a maximum of 5 percent variation from the identified numerical requirement.

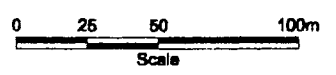


SCHEDULE 'A': THE AMENDMENT AREA



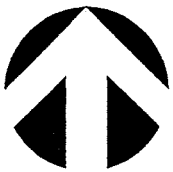
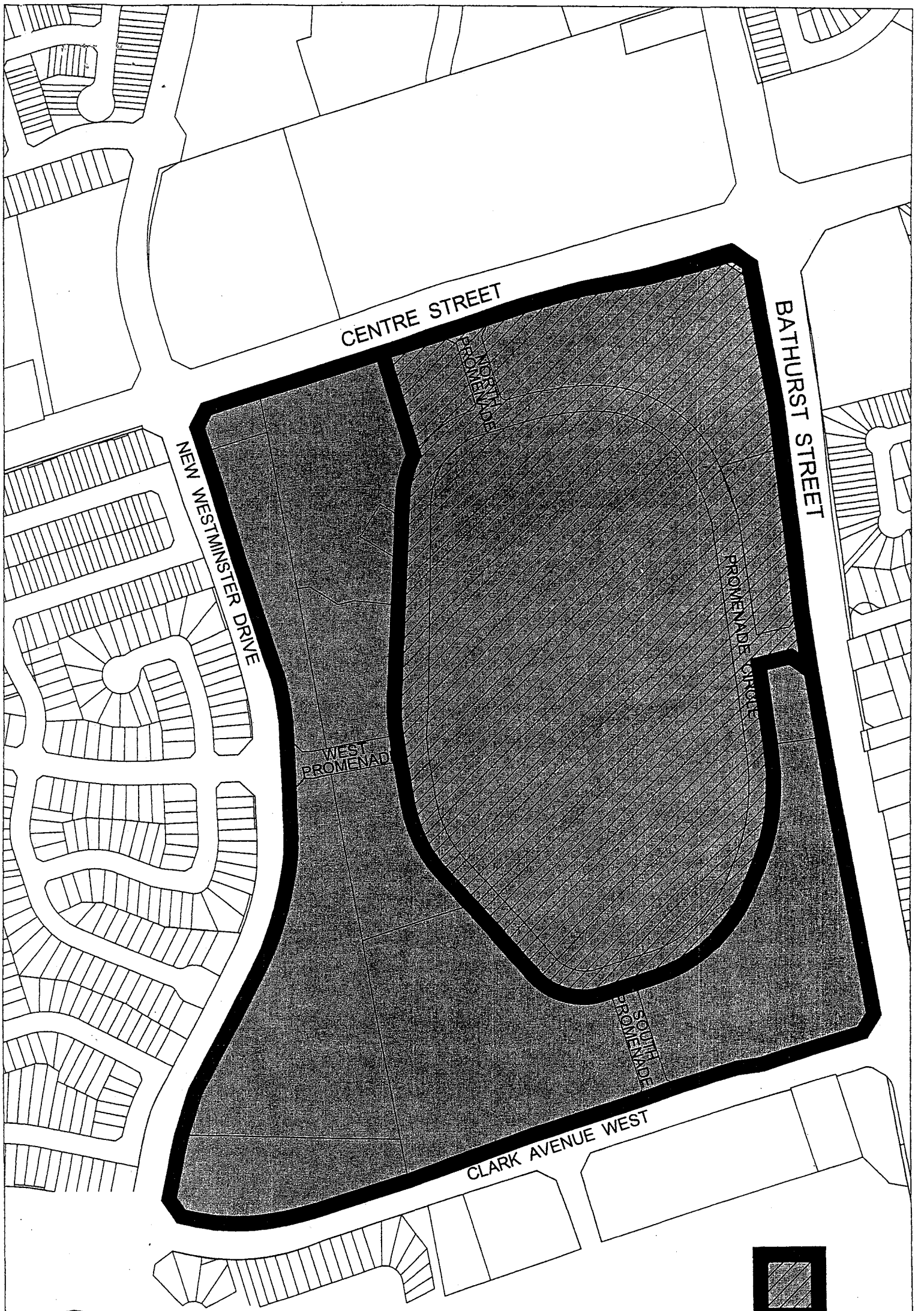
SCHEDULE 'B1'
LAND USE DESIGNATIONS
 North of Centre Street

Subject Lands



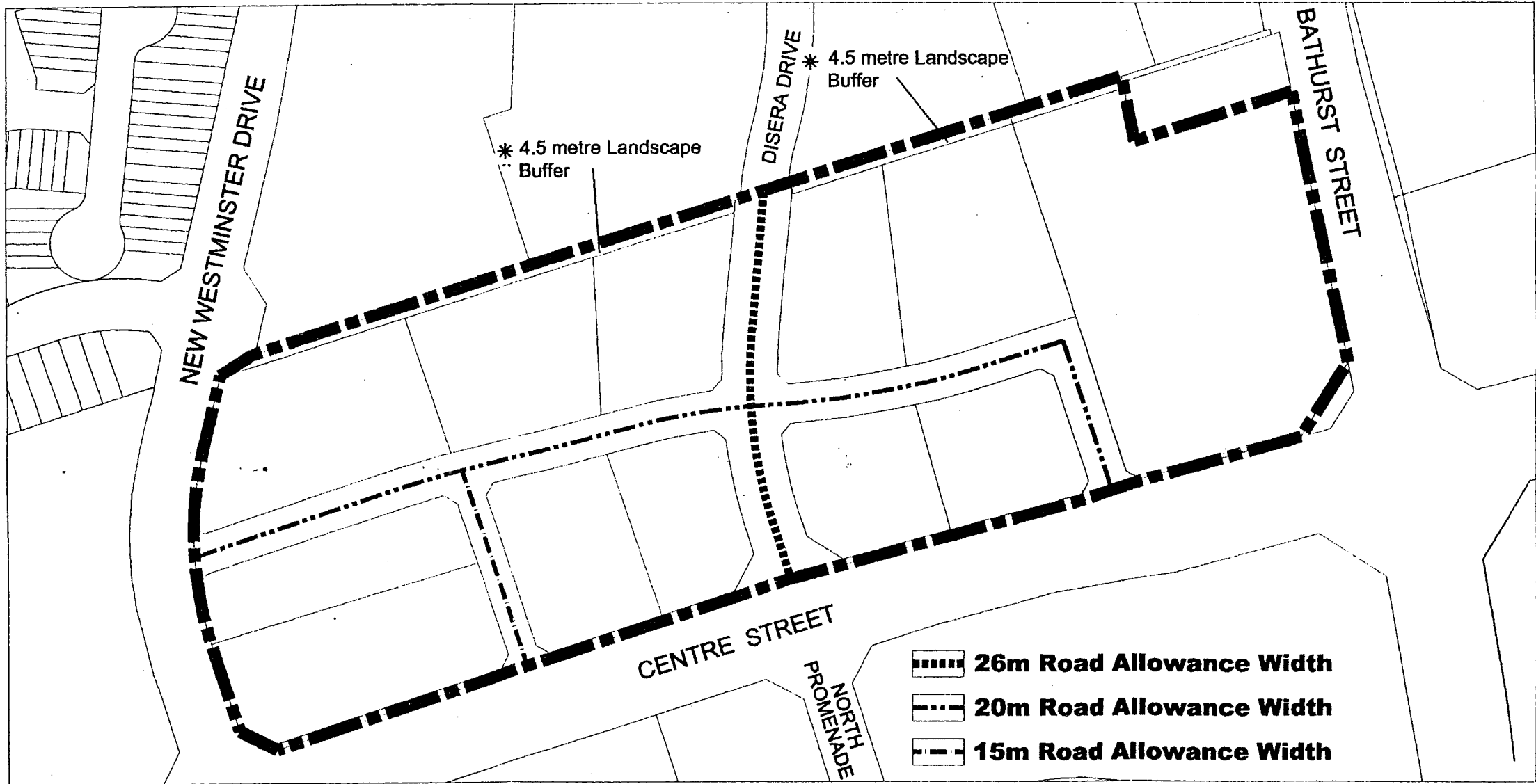
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* Subject to Policy 2.2.2 (d)






**SPECIAL
POLICY AREA**

SCHEDULE 'B2': LAND USE

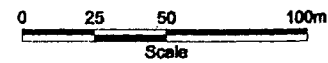


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SCHEDULE 'C'
 ROAD NETWORK
 North of Centre Street

-  **26m Road Allowance Width**
-  **20m Road Allowance Width**
-  **15m Road Allowance Width**

 **Subject Lands**



* Subject to Policy 3.2.2. (d)

