


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 669 to the Official Plan of the Vaughan Planning Area, which was approved - in part (see Schedule "A") by the Regional Municipality of York, with modifications (see Schedule "B"), on the 10th day of November, 2006.



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John D. Leach  
City Clerk  
City of Vaughan

DATED at the City of Vaughan  
this 21st day of November, 2006.

**Certificate of Approval**

**AMENDMENT No. 669**

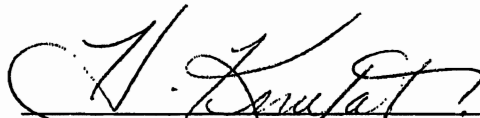
**TO THE**

**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 in part** (see Schedule 'A'), as **modified** (see Schedule 'B'), pursuant to Sections 17 and 21 of the Planning Act and came into force on November 10, 2006.

Date: Nov. 15/06



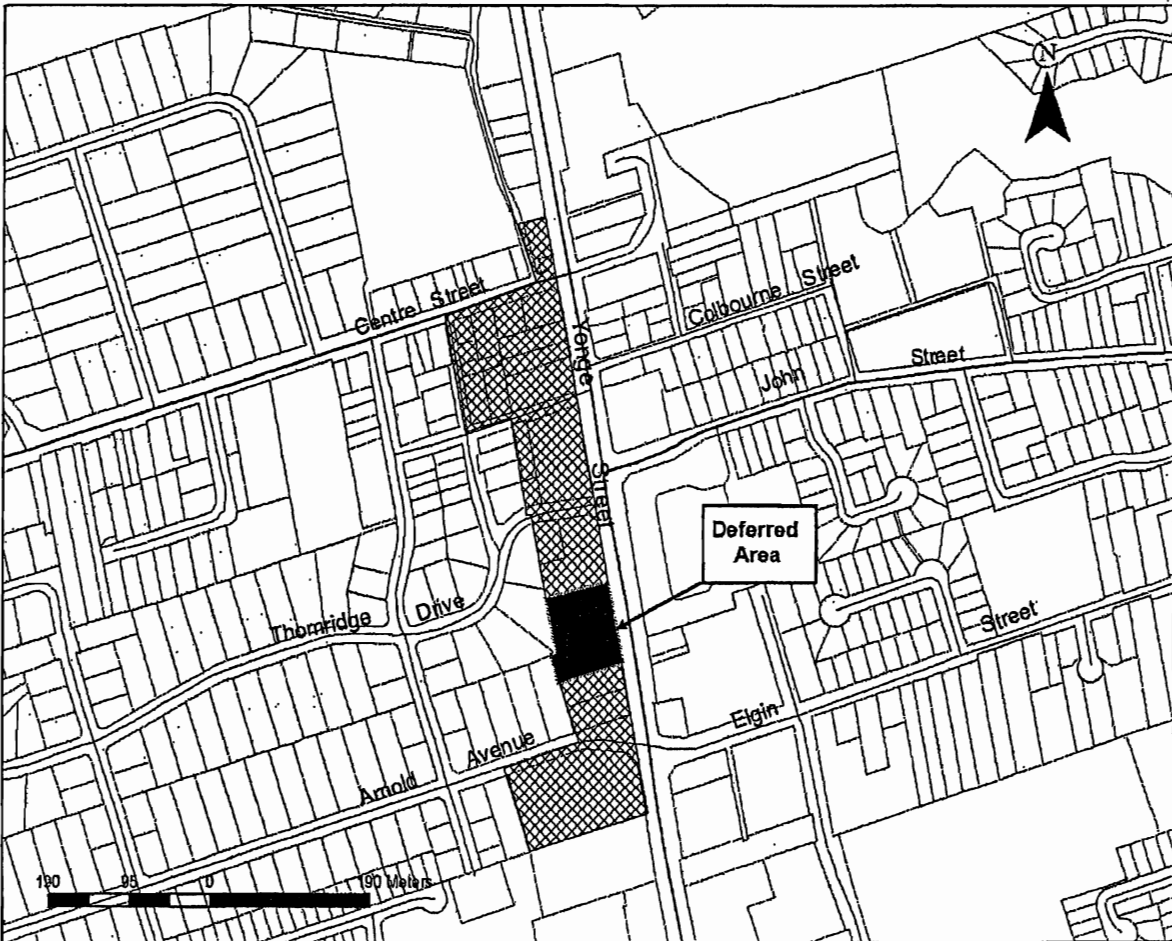
Heather Konefat, M.C.I.P., R.P.P.  
Director of Community Planning  
The Regional Municipality of York

**Schedule 'A'**

**Vaughan Official Plan Amendment No. 669**

**DEFERRAL**

The lands municipally known as 7584 and 7610 to 7616 Yonge Street are deferred. The land use designations and policies of OPA 669 are being deferred to permit further discussions between the City, Region and representatives of a site specific development proposal on these lands.



**Schedule 'B'**

**Vaughan Official Plan Amendment No. 669**

**MODIFICATION**

1. Policy F iii) is hereby modified by adding the following sentence to the end of the paragraph:

**“The City will engage The Regional Municipality of York in this process, where appropriate, to ensure coordination with the design, construction and/or financing of the planned Yonge Street Rapid Transitway.”**

# *THE CITY OF VAUGHAN*

# *BY-LAW*

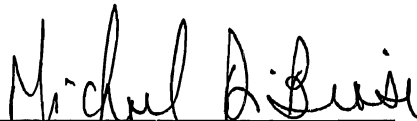
## BY-LAW NUMBER 230-2006

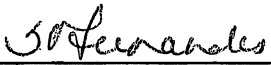
### **A By-law to adopt Amendment Number 669 to the Official Plan of the Vaughan Planning Area.**

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

1. THAT the attached Amendment Number 669 to the Official Plan of the Vaughan Planning Area, consisting of the attached text and Schedule(s) "A" and "A1" 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 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 26th day of June, 2006.

  
Michael Di Biase, Mayor

  
Sybil Fernandes, Deputy City Clerk

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## **PART I: BASIS OF THE PLAN**

### **1.0 PURPOSE**

The purpose of the Thornhill Yonge Street Study (2005) is to establish a coherent urban design framework to guide the physical renewal and evolution of the Yonge Street Corridor in Thornhill from a post-war highway oriented commercial corridor to a more mixed-use, pedestrian supportive mainstreet within the historic community of Thornhill. The key objectives of the Thornhill Yonge Street Study (2005) are to:

- i. Identify with the broad community, business and development goals and expectations;
- ii. Create an integrated urban design vision, which unifies both sides of the street, having regard for existing Provincial, Regional and municipal policy documents, including the Thornhill-Vaughan Community Plan (OPA 210 – 1997) and the Thornhill Heritage Conservation District Study - City of Vaughan (1984);
- iii. Make recommendations for amendments to established policies and guidelines to achieve the goals of the Vision;
- iv. Identify strategies to strengthen, revitalize and raise the profile of the commercial sector within the Plan Area;
- v. Protect and strengthen unique assets, heritage and open space resources and other amenities which make the area distinctive.
- vi. Establish a Streetscape Improvement Program for the Plan Area including the planned integration of the Rapid Bus Transitway; and,
- vii. Recommend an implementation and phasing strategy for proposed streetscape improvements.

The Thornhill Yonge Street Study (2005) was commissioned as a joint initiative by the City of Vaughan and the Town of Markham and has involved substantial collaboration with the Region of York and the York Region Rapid Transit Consortium. A key principle of the Study is that targeted investment in high quality Rapid Bus Transitway design and pedestrian-oriented streetscape development can serve as a catalyst for private sector reinvestment and renewal of the Yonge Street Corridor within the Plan Area. To fully realize the anticipated redevelopment and renewal within the Plan Area, the Rapid Bus Transitway will need to be accompanied by other well planned and targeted public sector improvements.

### **2.0 LOCATION**

The Thornhill / Yonge Street Corridor Plan Area (OPA 669) is identified on Schedule 'A1'. It is focused primarily on properties fronting onto the west side of Yonge Street and mirrors a similar plan on the east side in Markham. The southern boundary of the Plan Area includes the Thornhill Public School just south of Arnold Avenue, while the northern boundary is located just north of Centre Street.

### **3.0 BACKGROUND**

The Study was jointly undertaken by the Town of Markham and City of Vaughan, and initiated in the fall of 2002. The consultation process include a number of workshops with key stakeholders, including the Town of Markham, the City of Vaughan, the Region of York, the York Region Rapid Transit Consortium, the property owners and the local residents. It included significant consultation with the public, as follows:

- A Visioning workshop
- 3 public open houses
- 2 presentations to the Stakeholder Consultation Group
- Business and Commercial property owner "round table discussion"

#### 4.0 POLICY CONTEXT

- a) The following Regional and Provincial policy directives are relevant to the future redevelopment of the Plan area:

(i) The Provincial Policy Statement and Provincial Plans - The recent Provincial Policy Statement (March 2005), together with the Greenbelt Plan (February 2005), will shape future municipal policy directives and growth within the GTA. These documents are aimed at maximizing growth opportunities within the urban areas through infill, and building intensification. Higher order transit corridors within urban areas are identified as key areas for intensification and re-development.

(ii) The York Region Official Plan - The York Region Official Plan establishes a commitment to invest in transit infrastructure, including streetscaping, within identified centres and corridors. The Yonge Street Corridor is identified as a 'Regional Corridor' and is to include a dedicated rapid bus transitway, which is scheduled for construction for 2006/2007. The Environmental Assessment process for this transit improvement is now close to completion. The Region's policy framework supports mixed-use intensification of transit corridors and centres. The Region recently refined its transit supportive land use policies, density targets and urban design performance standards through Regional Official Plan Amendment 43, The Centres and Corridors Amendment, which was adopted on December 16, 2004.

- b) The following municipal policy documents provide direction for development:

- (i) The Thornhill Vaughan Community Plan (OPA 210-1997);  
 (ii) The Thornhill Heritage Conservation District Study-City of Vaughan (1984).

(i) The Thornhill-Vaughan Community Plan (OPA 210)

OPA 210 contains policies for site development within the Village of the Thornhill Heritage District including:

- i. Encouragement of the retention of historical buildings to as great an extent as possible;
- ii. Preservation of mature landscape elements;
- iii. Creation or preservation of a landscape buffer between commercial uses and residential uses;
- iv. Development of design guidelines for parking areas and access;
- v. Encouragement of pedestrian linkages; and,
- vi. Encouragement of pedestrian access to building entrances from Yonge Street.

OPA #210 includes provisions for the Village of Thornhill Heritage District and gives Council the authority to designate a Heritage Conservation District under the Ontario Heritage Act.

(ii) The Thornhill Heritage Conservation District Study

The City's Thornhill Heritage Conservation District Study (1984), includes policies for historical preservation, design guidelines for new development and re-development, and recommended public infrastructure improvements.

The Thornhill Yonge Street Study also includes design guidelines and general site development guidelines that provide recommendations for landscape and streetscape improvements for the Heritage District. Given the time which has elapsed since the completion of the Thornhill Heritage Conservation District Study in 1984; and the new recommendations arising from the Thornhill Yonge Street Study, the Thornhill Heritage District Study document should be reviewed and revised to reflect the new policy framework established by this Amendment.



- c) The Thornhill Yonge Street Study (2005) identifies a Vision for the future redevelopment of the Plan Area, within the context of significant future investment in the Rapid Bus Transitway and additional improvements to the public realm. In addition, the Study provides a framework for private sector renewal, reinvestment and community building.

The Thornhill Yonge Street Study (2005) is a direct response to existing and emerging Provincial and Regional policy directives that are intended to focus redevelopment in areas that will be well served by transit, to support ongoing public sector investment and to make efficient use of existing infrastructure.

The proposed Vision for the Thornhill / Yonge Street Corridor Plan Area is in conformity with the intent of ROPA 43 and the new Provincial Policy Statement and achieves the necessary balance among the various levels of planning policy and the objectives of the City of Vaughan in terms of their existing policy related to heritage protection.

## **5.0 PLAN CONCEPT- The Framework For Renewal, Reinvestment and Community Building**

The framework for renewal, reinvestment and community building includes:

- (i) Planning principles to guide development, investment and decision making toward long term community building.
- (ii) The Vision which looks 20 years into the future at a balanced community with opportunities for living, working, investing and leisure activities.
- (iii) Precinct areas which elaborate on the Vision and describe the character and change recommended for individual precincts within the study area.
- (iv) Land use recommendations which form the basis for changes to the municipal policy framework.
- (v) The Street Classification System which describes a new street classification within the Study Area and establishes a hierarchy of public streets composed of primary, secondary and local streets as well as a system of private laneways/drives to improve the overall movement system.
- (vi) The Movement System which makes specific recommendations to create a balanced movement system to enable Yonge Street to perform many functions.
- (vii) An Urban Design Framework, which includes the Urban Design Plan, General Site Development Guidelines and Built Form Design Guidelines and provides recommendations to guide the evolution of the Study Area's main urban elements.
- (viii) The Public Realm Framework which includes recommendations for public and private open spaces that will contribute to a cohesive and vibrant streetscape.
- (ix) The Streetscape Improvement Program which builds on the Public Realm Framework to guide streetscape improvements designed and intended to strengthen the character and amenity of the area, contribute to a high quality public realm and encourage desired private sector reinvestment along the transitway.

### **5.1 Principles**

The following key principles have guided creation of the Vision for the future, and will be used in directing the transformation of Yonge St., and in reviewing public and private sector development decisions:

- i. *Transit is an important catalyst for positive change, renewal and reinvestment along the Yonge Street Corridor* - Transit has the potential to improve access for people and business, offer an alternative to automobile usage, reduce congestion, improve and

green the street and pedestrian environment, renew interest in development and reinvestment along the corridor and provide a rationale for appropriate intensification to support transit use. Investment in transit infrastructure should be matched by a corresponding response in development intensification to capture the benefits that transit can bring.

- ii. *Create a true mixed use, vibrant main street by encouraging people to live in proximity to the Yonge Street Corridor* – Main street living is essential for creating a safe, animated, active and economically prosperous main street. While this trend has taken root both north and south of the Thornhill / Yonge Street Plan Area, significant opportunities remain within the Study Area for mixed-use and residential infill and intensification. Changes to the regulatory framework included in this Plan will enable mixed-use intensification that can better support commercial growth and diversification, as well as community building and renewal.
- iii. *Create a great, pedestrian friendly, high quality and distinctive streetscape on Yonge Street* – A critical component of any healthy urban environment is the quality and amenity of the public realm: the places where people walk, shop, meet, conduct business and socialize. Yonge Street needs a new streetscape to green the street, reduce the scale of the asphalt and rebalance the corridor as a place where pedestrians and transit have priority over the movement of cars. The development of the Rapid Bus Transitway presents a significant opportunity to put in place a distinctive and enduring streetscape to re-image the corridor and encourage private sector renewal.
- iv. *Utilize every development opportunity to repair the gaps in the urban fabric and enhance the urban character of the street* – Much of the Thornhill / Yonge Street Plan Area is characterized by surface parking with a predominance of one and two storey buildings set well back from the street. This has created an unattractive environment, which is hostile to pedestrians and traditional main street activities. Additionally, the scale and mass of existing development is out of balance with the width of the street. Consequently, street definition is weak – existing buildings are dwarfed by the scale of Yonge Street. There is significant potential to address these conditions and improve the character and definition of the area through new mid-rise mixed-use development appropriately blending the old with the new.
- v. *Create new public open spaces/plazas on the side streets as important places for meeting and gathering* – While the Yonge Street frontage is the primary address and civic seam of Thornhill, and it establishes the immediate first impression of the community, the side streets have a unique role to play in the future of the area. Lower volumes of traffic and narrower street widths make the side streets attractive locations for meeting, gathering, eating and engaging in outdoor leisure pursuits. There are a number of opportunities to introduce new green spaces and plazas which can take advantage of southern corner locations, and provide distinct places for families, friends, residents and visitors.
- vi. *Safeguard, expand and diversify the commercial retail sector* – Retail and commercial uses act as key economic drivers for many main streets. Much of Thornhill's retail spending is directed to locations outside of the Thornhill/Yonge Street Plan Area, and in many cases these retail centres have eclipsed the traditional commercial retail function of Yonge Street. Market analysis suggests that there is strong potential to evolve a distinct commercial role for the Yonge Street Corridor comprising a specialty retail concentration catering to niche markets, including food, lifestyle and boutique stores and the ethnic market, as well as neighbourhood and convenience shopping for the surrounding population. New retail development will come in the form of mixed-use developments adding a main street population to support and strengthen commercial vitality.
- vii. *Promote a connected open space system* – A linked network of attractive streetscapes, civic spaces and open space connections is a defining characteristic of all good urban places. Opportunities to effect improvements to the total open space resource,

including plazas, streets, streetscapes, trail linkages and pedestrian connections, will better link people and neighbourhoods to Yonge Street, commercial activities and transit.

- viii. *Protect and strengthen core assets - distinctive places and heritage resources* - The Thornhill / Yonge Street Plan Area has many unique assets, heritage and open space resources and other amenities which make the area a great place to live, work and play. Protecting and enhancing these assets will reinforce the unique identity and character of the area while enabling these locations to contribute to the overall success of main street renewal by acting as notable destinations or anchors for new development. There is potential to identify a number of special projects to enhance core assets and strengthen the sense of place and identity of the area.
- ix. *Promote a high quality of design excellence* - Securing a successful, livable and meaningful vision for the Thornhill / Yonge Street Corridor Plan Area is as much about the quality and execution of its physical design as it is about the commitment of those who will oversee the implementation of the vision over many years. A high quality of design excellence and attention to the public environment will ensure that the Vision for the future of the Plan Area is achieved and that each individual project fully contributes to community building and positive renewal. Specific streetscape and built form criteria will ensure that future development is executed to the highest standards.
- x. *Organize shared parking and promote the development of a connected system of rear laneways to free up Yonge Street for people, parks, buildings and activity* - While transit will bring new pedestrian traffic to support commercial uses along the Yonge Street Corridor, the provision of parking is important to the success of most commercial main streets. The redevelopment process provides an opportunity to reorganize parking in favour of shared parking and access solutions. These service functions will be situated toward the rear of the properties and free up high value primary frontage for people, parks, buildings and activity.

The City and the Region have the power to make change happen. The development of the Rapid Bus Transitway and the implementation of the Yonge Street Streetscape Plan can have a tremendously positive impact on the image and character of the Yonge Street Corridor in the short term. Through the redevelopment process, strategic development agreements and the use of innovative tools for implementation, the City can advance elements of the Vision to make a significant contribution toward improving existing core assets and other elements of the public and private realm.

## 5.2 Vision

Future development and renewal of the Plan Area is based on a Vision of creating a vibrant, mixed-use 'main street' on Yonge Street, establishing a balanced range of residential, employment, and social gathering opportunities within the Plan Area. The Vision and policy framework builds upon established planning principles, municipal, regional and community goals.

The Thornhill / Yonge Street Plan Area is expected to be developed as a higher order transit corridor and is an appropriate location for the promotion of intensification in order to bring vitality to the Area, to promote residential, commercial and employment growth and to support transit use. The Vision for the Thornhill / Yonge Street Plan Area includes the following key components:

- i. A predominance of commercial/retail uses situated along the street comprising specialty niche markets, including food, lifestyle and boutique stores, the ethnic market, neighbourhood and convenience shopping;
- ii. An attractive, high quality, pedestrian-friendly, transit-supportive streetscape along Yonge Street comprising a primarily hard surfaced streetscape with in-ground street trees, distinctive pedestrian-scale lighting, streetscape furnishings and treatments, and raised centre landscape median;

- iii. Transit supportive mid-rise intensification in some sections of the corridor, with maximum heights identified to specifically address the scale and width of the street, improve street definition and support increased transit use;
- iv. Protection and enhancement of heritage resources and their environs through the redevelopment process aimed at highlighting and celebrating these core assets;
- v. New public open spaces, plazas and places for meeting and gathering along the side streets and at established destinations within the Plan Area;
- vi. Building height and massing transitions to ensure compatible fit with existing neighbourhood fabric and to respond to the location and importance of heritage assets along the corridor;
- vii. Small-scale infill projects to complement existing two and three storey developments; and
- viii. Organized access and parking to the rear of properties along Yonge Street.

In addition to the foregoing, the Thornhill Yonge Street Study (2005) also articulates the Vision for several "Precinct Areas" where much of the anticipated new development is expected. These areas are principally associated with the key Yonge Street intersections with Elgin Street/Arnold Avenue, John Street/Thornridge Drive, and Centre Street. The vision for these areas is described in greater detail in the Urban Design Framework and policies of the Plan.

### 5.3 Land Use Recommendations

The land use recommendations arising from the Thornhill Yonge Street Study (2005) provide the policy basis for this Amendment to the Thornhill-Vaughan Community Plan (OPA 210 - 1997) and, will guide the renewal of the subject lands. These recommendations are based on the Study objectives, key planning principles, Vision, analysis and conclusions outlined in the Thornhill Yonge Street Corridor Study (2005), as follows:

- i. The Thornhill/Yonge Street Corridor Plan Area should be a vibrant mixed-use area, with a predominance of commercial land use on Yonge Street, with residential uses encouraged above grade;
- ii. All development should be street-related to create a pedestrian-oriented main street character;
- iii. Residential intensification is encouraged to support the rapid transit corridor;
- iv. The general policy intent of the Thornhill Heritage Conservation District Study - City of Vaughan (1984) respecting the enhancement and preservation of significant heritage assets should remain, and be updated, to protect the unique heritage resources of the Plan Area;
- v. New land use designations should be implemented through amendments to the Official Plan, and zoning by-laws, to reflect the Vision, principles and objectives provided in the Thornhill Yonge Street Study (2005);
- vi. The Urban Design Framework and Urban Design Guidelines articulated in the Thornhill Yonge Street Study (2005) should be incorporated as specific design criteria within the Official Plan Amendment and the Thornhill Heritage Conservation District Study - City of Vaughan (1984);
- vii. Drive-through facilities shall not be permitted, nor shall outdoor storage uses; and,
- viii. A special sign by-law shall be established to apply within the Plan Area.

#### 5.4 Urban Design Framework/Guidelines

The Thornhill Yonge Street Study (2005), defines an Urban Design Framework and Urban Design Guidelines which provide specific performance criteria to organize, structure and guide development of the Thornhill / Yonge Street Plan Area in the future. These elements will be used in conjunction with amendments to the policy framework to ensure the creation of a high quality, pedestrian-friendly, and attractive built form environment that is compatible with adjacent neighborhoods and existing heritage resources, and appropriate to the provision of a higher order Rapid Bus Transitway.

The Urban Design Framework establishes requirements to organize, structure and guide the development of primary urban components within the corridor, and also provides guidance respecting more detailed elements of the built environment. The Urban Design Framework establishes policies for the Street Classification/Movement System, the Public Realm, Built Form, the Streetscape, and General Site Development.

##### (i) The Street Classification/Movement System

The Street Classification System is composed of primary, secondary and local public streets and private laneways, each having a distinct and important role in accommodating pedestrian and other types of movement, as well as defining the character of the public realm.

The Street Movement System focuses on outlining the components of a balanced movement system that will enable Yonge Street to perform many functions without shifting the balance to favour of one form of movement over another. The Street Movement System describes in greater detail the components of the functional transportation system (see Appendix II).

##### (ii) The Public Realm

Public open spaces include plazas, publicly accessible open spaces, public realm focal points, and streetscapes which are currently or intended to be conveyed into public ownership and developed to create an attractive and connected public realm. Open Space will be acquired through the re-development process and the municipality's capital improvement programs to enhance the character and amenity of the corridor.

##### (iii) Built Form Design Guidelines

Built Form Design Guidelines provide specific recommendations for new building developments as well as enhancement or additions to heritage buildings and their environs. Built Form Design Guidelines articulate elements such as building organization and massing, entry and ground floor treatments, as well as guidelines for building signage and lighting.

##### (iv) General Site Development Guidelines

The General Development Design Guidelines developed through the Yonge Street Study provide criteria to guide the evolution of private properties within the Study Area. They articulate urban design criteria and recommendations for elements of the urban design plan such as building heights, building envelopes, orientation and setbacks, ground floor area, site landscaping, parking and access; and, loading and storage.

##### (v) The Streetscape Improvement Program

The Streetscape Improvement Program focuses on the public open space system, including secondary and local streetscape zones, a street tree replacement program, public and private open space, pedestrian/vehicular laneways, parking courts, and open space enhancements of heritage areas.

The design and implementation concepts presented within the Streetscape Improvement Program will be used by Vaughan (as well as Markham, and the Region), to undertake components of detailed streetscape, as a tool to guide the evaluation of the streetscape.



improvements over time. The objective is to achieve a comprehensive and cohesive image and character for streetscape development over the long term.

The public sector improvements to Yonge Street will occur entirely within the +/-36 m public right-of-way, and should be jointly funded by the Region and municipalities on a cost sharing basis at the time of Rapid Bus Transitway construction.

Provision has been made for an additional 1.8 m private sector component to be added to the streetscape pedestrian zone along Yonge Street, and consideration for an additional 2.5 m easement in isolated areas of the corridor, at the time of development of the Streetscape Implementation Program.

Enhanced streetscape treatments are to occur at the three primary intersections within the Plan Area:

- i. The Elgin/Arnold and Yonge Street intersection;
- ii. The John Street/Thornridge Drive transit node intersection; and,
- iii. The Centre Street./Yonge Street intersection.

## 6.0 Components of the Land Use Plan

This Amendment incorporates the land use and urban design policy components of the Thornhill Yonge Street Study (2005). The land use designations established in this Plan reflect the Land Use Plan from the Study. The principal changes introduced by this Plan are the introduction of two new land use designations. A similar land use policy framework is being implemented by the Town of Markham, such that development on both sides of Yonge Street will be mutually complementary while recognizing some differences in context.

### 6.1 Mid-Rise Mixed Use

The "Mid-Rise Mixed Use" designation permits buildings at a maximum height of 5 storeys, with maximum net site density in the range of 1.5 to 2.0 Floor Space Index (F.S.I.). The maximum height is also subject to specific urban design requirements.

This designation applies to only those Lands where new development is appropriate within the Plan Area and where designated or listed heritage buildings are not located. A minimum building height of 2.5 storeys is required for new development. Ground floor, grade-related commercial development is required on Yonge Street, along park/plaza frontages, and on corner sites of Yonge Street.

This designation is introduced to encourage new development in keeping with the Vision and intent of the Plan. The increased height and scale of permitted development is intended to provide an incentive for redevelopment, while respecting the heritage character and scale of valued heritage resources, and proximity to and compatibility with the scale of the neighbouring low density residential community. A maximum of five storeys is deemed appropriate in this context, to encourage new development to support transit services and retail businesses.

### 6.2 Heritage Main Street

The "Heritage Main Street" designation applies only to those lands where designated or listed heritage buildings are located, and sites where, due to their size and proximity to heritage buildings, only sensitive and complementary urban infill is appropriate. The primary intent of this designation is the protection and adaptive re-use of existing heritage buildings, rather than encouraging their redevelopment. This scale of development is consistent with the scale of the existing heritage buildings, and should reinforce the heritage character of the area.

Within this designation, a maximum height of 3 storeys is permitted, with maximum net site density of 0.75 FSI.

### 6.3 Low Density Residential and Institutional

Some existing low density residential uses are located within the Plan, fronting onto local streets. The Thornhill Public School is an institutional use located within the subject lands. These properties remain subject to the policies of the Thornhill-Vaughan Community Plan (OPA 210) and the Thornhill Heritage Conservation District Plan.

#### 6.4 Public Open Space/Plaza

The Plan includes three sites designated "Public Open Space/Plaza", two of which (the Arnold Parkette and Thornridge Parkette), are new additions to the area's public open space supply. The third is the expanded Lions Parkette at Centre Street. All three are community amenity spaces having the potential to enhance and complement adjacent commercial and neighbourhood uses. The design of these amenity spaces will be addressed as part of redevelopment proposals on neighbouring properties.

### 7.0 Implementation Strategy

This Amendment is the first step toward addressing the objectives of the Thornhill Yonge Street Study. To fully achieve the vision for the Study Area, many additional initiatives are necessary to support the implementation of the Plan, as outlined below.

#### 7.1 Municipal Planning Tools - A consistent planning framework in both Vaughan and Markham is essential, to undertake the following:

- i. Amend the Heritage Conservation District Plans consistent with the Study's recommendations
- ii. Revise current zoning provisions to allow for a mix of residential and commercial uses in the corridor.
- iii. Revise current zoning, as appropriate, to reflect the recommended heights.
- iv. The Urban Design Guidelines recommended in the Thornhill Yonge Street Study (2005) should be consolidated and added to the Heritage Conservation District Plans of both municipalities.
- v. Introduce land use and urban design policies that address the provision of parking within the Plan Area, restrict the development of surface parking lots, and establish reduced parking standards for commercial uses along the higher order rapid bus Transitway. Zoning amendments implementing the Study should identify existing surface parking lots as legal non-conforming uses, which are permitted to expand only if the expansion is minor in nature and does not result in a net increase in surface parking on the subject site.
- vi. Introduce demolition control policies that require an approved alternative use and building permit prior to receipt of demolition approval.
- vii. Establish the Thornhill/Yonge Street Plan Area, as a Community Improvement Project Area under Section 28 of the Planning Act, and adopt the Thornhill Yonge Street Study (2005) as the Community Improvement Plan for the Area. After designation, The Planning Act authorizes Council to provide public, recreational, institutional, charitable or other uses, buildings, works, public art and improvements of facilities as may be necessary. The City can contribute to the development of these benefits by directing funds from development charges and the capital budget to priority projects in the area using the tools offered by Section 37 and Section 45 of the Planning Act. Priority initiatives should include public realm improvements and joint public-private commercial parking facilities secured through the redevelopment process.
- viii. Establish policies that require all municipal capital works projects in the area to conform to the Thornhill Yonge Street Study (2005).

#### 7.2 Additional Municipal Initiatives - To facilitate change, Vaughan (and Markham) need to undertake the following:

- i. Establish a 10 year Community Improvement Project Area Capital Budget and Community

- ii. Improvement Fund to implement public realm improvements as outlined in the Thornhill Yonge Street Study (2005), including parkland acquisition, and plan for the development of a public-private commercial parking structure secured through the development process.
  - ii. Establish a regular co-ordination meeting to review issues of mutual interest to both municipalities within the Plan Area, including the review and status of current development applications, planned and current Community Improvement Projects, BIA Status, etc.
  - iii. Establish a joint municipal Architectural and Development Peer Review Committee for all public sector projects, major private sector projects over 1,000 square metres, and all infrastructure projects. A development and design review process can augment the municipalities' development review process to address the more qualitative aspects of design and development integration within the Plan Area, and thereby ensure the development of high-quality buildings, parks, parking structures and streets.
  - iv. Establish a Yonge Street Streetscape and Transitway Project Management Team to work collaboratively with the Region of York to implement the Base Case Streetscape and Transitway, and other interim and permanent improvements required to accommodate the Transitway. This Committee should be actively involved in discussions with land owners with direct frontage on Yonge Street, and Power Stream Inc. (Hydro), and will structure cost sharing agreements for components of Streetscape Improvement. Alternatively, the services of a consultant could be obtained to manage the implementation of the Streetscape.
- 7.3 Initiatives To Strengthen Commercial Diversity and Viability - A variety of tools are available to facilitate and strengthen commercial diversity and viability in conjunction with the implementation of the physical vision for the Thornhill / Yonge Street Corridor. These include:
- i. Development of a Business Improvement Area (BIA) to promote and manage the commercial area.
  - ii. Working with the BIA, Vaughan and Markham should provide marketing assistance to highlight the area's unique assets and events to increase awareness of the district.
  - iii. Offer façade improvement programs to enhance the appearance of storefronts and improve their commercial market appeal.
  - iv. Provide assistance with land assembly for mixed commercial / residential developments.
  - v. Explore public-private partnerships for the provision of structured commercial parking.
- 7.4 Other joint Vaughan and Markham municipal strategies might include:
- i. *An education and awareness program* - to keep the public aware of the renewal efforts and ongoing projects in the Plan Area.
  - ii. *A web site* - to provide regularly updated information on the status of projects and changes, with active links to other municipal or tourism sites. The web site could include upcoming events, development projects and high-quality images of improvements and initiatives. The web site would also provide contact information for businesses or developers contemplating projects in the area.
  - iii. *Vision Literature* - A brochure outlining the key themes and primary goals and objectives of the study, as well as key renewal projects and initiatives.
  - iv. *News Releases* - To announce major new redevelopment initiatives or partnerships.



- iv. *Recognition of Partnerships* – Municipal acknowledgement and recognition of Partners whose participation is a cooperative part of the renewal process. This could occur at events sponsored by municipal council, or plaques or site markers may be employed to acknowledge private and institutional support.
- v. *Celebration of Major Initiatives and Achievements* - Recognizing the achievements of the municipalities, the Region, community and the private sector will enhance residents' and business owners' sense that positive things are happening within the area. Festivals, opening day events and naming competitions for new public parks and squares will bring attention to projects and involve the community.

Most important to implementing the Plan is for both Vaughan and Markham to maintain a strong and ongoing commitment to the Vision to ensure that it is fully implemented.

## **PART II: THE AMENDMENT TO THE THORNHILL-VAUGHAN COMMUNITY PLAN (OPA 210)**

### **1. INTRODUCTION**

The following text and Schedules 'A' and 'A1' Land Use Plan, attached hereto, constitute the Amendment to the Thornhill-Vaughan Community Plan (OPA 210 - 1997).

### **2. PURPOSE**

The purpose of this Amendment is to provide a land use plan and detailed policies to guide the regulation of land use, development and redevelopment of the subject lands. This Amendment amends OPA 210-1997 and is intended to complement the Thornhill Heritage Conservation District Study.

### **3. LOCATION**

The Plan Area is identified on the attached Schedule 'A1'. It is focused primarily on properties fronting onto the west side of Yonge Street. The southern boundary of the Plan Area includes the Thornhill Public School just south of Arnold Avenue, while the northern boundary is the valley lands north of Centre Street.

### **4. THE AMENDMENT**

**Item 1:** Schedule 'A' Land Use Plan to the Thornhill-Vaughan Community Plan (OPA 210 - 1997) is hereby deleted and substituted with Schedule 'A' attached to this Amendment. Schedule 'A1' attached to this Amendment forms a part of the Schedule 'A' Land Use Plan.

**Item 2:** The Thornhill-Vaughan Community Plan (OPA 210 - 1997) is hereby amended by the addition of Section 2.2.2.5.1 The Thornhill/Yonge Street Corridor, as follows:

#### **2.2.2.5.1 THE THORNHILL/YONGE STREET CORRIDOR**

##### **A. VISION AND PRINCIPLES**

i) The Thornhill/Yonge Street Plan Area is expected to become a vibrant, mixed use area. It will be developed as a higher order transit corridor and is an appropriate location for the promotion of intensification in order to bring vitality to the area; to promote residential, commercial and employment growth and to support transit use. The Vision for the Thornhill / Yonge Street Plan Area is characterized by:

1. High quality, beautiful, inspiring and memorable places;
2. A vibrant and mixed-use main street;
3. A predominance of commercial/retail uses along Yonge Street;
4. An attractive, high quality, pedestrian friendly, transit supportive streetscape;
5. Differing scales of development including transit-supportive mid-rise intensification and small scale infill projects to complement existing developments and heritage assets;
6. Protection for, and enhancement of heritage resources and their environs;
7. New public open spaces/plazas and enhancements and connections to the total open space system;
8. Building height and massing transition to ensure compatibility with neighbouring uses and heritage assets; and
9. Organized access and parking to the rear of commercial and mixed use properties.

- ii) To achieve the vision, there are a number of key principles that should be considered in reviewing all public and private sector development decisions, as follows:
1. Transit is an important catalyst for positive change, renewal and reinvestment along the Yonge Street Corridor;
  2. Create a true mixed use, vibrant main street by encouraging people to live in proximity to the Yonge Street Corridor;
  3. Create a pedestrian friendly, high quality and distinctive streetscape on Yonge Street;
  4. Utilize every development opportunity to repair the gaps in the urban fabric and enhance the urban character of the street;
  5. Create new public open spaces/plazas on the side streets as important places for meeting and gathering;
  6. Safeguard, expand and diversify the commercial retail sector;
  7. Promote a connected open space system;
  8. Protect and strengthen core assets;
  9. Promote a high quality of design excellence; and
  10. Organize shared parking and promote the development of a connected system of rear laneways to free up Yonge Street for people, parks, buildings and activity.

## **B. LAND USE POLICIES**

### **a) MID-RISE/MIXED USE DESIGNATION**

- i) Within the 'Mid-Rise/Mixed Use' designation mixed-use retail/residential or retail/office development is encouraged. New development with frontage on Yonge Street and/or along any plaza/public open space frontage, is required to include ground floor, grade-related commercial uses. Residential uses at grade are not permitted along these frontages.

Ground floor, grade-related commercial uses are permitted on sites with frontage on secondary and/or local Streets. Residential uses are also permitted at grade along these frontages.

- ii) The following uses are permitted within the 'Mid-Rise/Mixed Use' designation:
1. A full range of multiple dwelling types including townhouses, stacked townhouses and apartments;
  2. Retail uses;
  3. Service uses;
  4. Offices;
  5. Banks and financial institutions;
  6. Health and fitness uses;
  7. Institutional facilities including community facilities and government services;
  8. Day care centres;

9. Commercial schools; and,
  10. Restaurants.
- iii) Development permitted at grade along the frontages of Yonge Street, and/or the frontages of any plaza/public open space, uses shall be limited to:
1. Retail uses;
  2. Restaurants;
  3. Service uses;
  4. Offices;
  5. Banks and financial institutions;
  6. Sports, health and fitness recreational uses; and,
  7. Institutional facilities including community facilities and government services.
- iv) The following uses are not permitted:
1. Retail stores and restaurants requiring individual premises in excess of 1,000 square metres;
  2. Free-standing, single storey buildings containing retail uses, restaurants, bank and financial institutions, health and fitness uses, or commercial schools;
  3. Drive-through facilities of any kind;
  4. Gas bars/service stations, either stand alone or associated with any permitted use; and,
  5. Any use that requires outdoor storage, excluding small scale sidewalk display areas for retail uses.
- v) The 'Mid-Rise/Mixed Use' designation applies to properties fronting Yonge Street within the boundaries of the Thornhill Heritage Conservation District, but which do not contain designated or listed heritage buildings. Within this designation, new low and medium-rise, mixed-use development is encouraged.
- vi) The maximum building height within the 'Mid-Rise/Mixed Use' designation shall be 5 storeys or 17.0 metres, subject to the following additional policies:
1. In all new development, the ground floor height shall be a minimum of 4.0 metres;
  2. The maximum permitted building height shall only be permitted adjacent to Yonge Street. Away from the Yonge Street frontage, building heights shall transition from the maximum height to the heights of the surrounding residential fabric, in accordance with subsection 4., below;
  3. On sites that abut or include a listed or designated heritage building, the height of new buildings adjacent to the heritage building transition down to one storey above the height of the heritage building; and,
  4. Appropriate building heights and height transition regulations will be established by the City through the rezoning process, in conformity with the

policies of this Secondary Plan and consistent with the Council endorsed Thornhill Yonge Street Study (2005).

- vii) Within the 'Mid-Rise/Mixed Use' designation, a minimum height of 2.5 storeys, or 8.0 metres is required for all new development;
- viii) The maximum net site density shall be in the range of 1.5 to 2.0 Floor Space Index (F.S.I.);
- ix) All new development within the 'Mid-Rise/Mixed Use' designation shall be subject to site plan control, shall conform to the urban design policies of this Plan, shall conform with the provisions of the Thornhill Heritage Conservation District Plan and shall be consistent with the provisions of the Council endorsed Thornhill Yonge Street Study (2005).

**b) HERITAGE MAIN STREET DESIGNATION**

- i) The primary intent of the 'Heritage Main Street' designation is the protection and adaptive re-use of existing heritage buildings.
- ii) The permitted uses on lands designated 'Heritage Main Street' are limited to:
  1. Retail uses;
  2. Service uses;
  3. Offices;
  4. Banks and financial institutions;
  5. Hotels and bed and breakfast inns;
  6. Institutional uses, including community facilities and government services compatible with and complementary to the planned function of the designation;
  7. Full service restaurants;
  8. Residential uses on upper floors only, subject to ensuring that the planned function of the lands is maintained, and that the location is appropriate; and,
- iii) Drive-through uses of all kinds shall not be permitted within the 'Heritage Main Street' designation.
- iv) Within the 'Heritage Main Street' designation, the maximum height of any building shall be 3 storeys, or 9.0 metres, subject to compatibility with existing heritage structures.
- v) A minimum height of 2.5 storeys, or 8.0 metres is required for all new development.
- vi) The maximum site density shall be 0.75 F.S.I.
- vii) All development within the 'Heritage Main Street' designation shall be subject to site plan control, shall conform to the urban design policies of this Plan, shall conform with the provisions of the Thornhill Heritage Conservation District Plan and shall be consistent with the provisions of the Council endorsed Thornhill Yonge Street Study (2005).

**c) LOW DENSITY RESIDENTIAL DESIGNATION**

- i) Lands designated 'Low Density Residential' are subject to the policies of Section 2.2.2.1 a) and b) of the Thornhill-Vaughan Community Plan (OPA 210 - 1997) and shall conform with the provisions of the Thornhill Heritage Conservation District Plan.
- ii) All new development within the 'Low Density Residential' designation shall be subject to site plan control, shall conform to the urban design policies of this Plan and shall be consistent with the provisions of the Council adopted Thornhill Yonge Street Study (2005).

**d) INSTITUTIONAL DESIGNATION**

- i) Lands designated 'Institutional' are subject to Section 2.2.4 a) and 2.2.4.1 of the Thornhill-Vaughan Community Plan (OPA 210 - 1997).
- ii) All new development within the 'Institutional' designation shall be subject to site plan control, shall conform to the urban design policies of this Plan and shall be consistent with the provisions of the Council adopted Thornhill Yonge Street Study (2005).
- iii) Lands designated 'Institutional' are also identified as being within the Thornhill Heritage Conservation District, and, as such, all new development shall also conform with the provisions of the Thornhill Heritage Conservation District Plan.

**e) PUBLIC OPEN SPACE/PLAZA DESIGNATION**

- i) Within the Thornhill Yonge Street Corridor, there are specific properties identified with a 'Public Open Space Plaza' designation. It is the intent of this Plan that these sites accommodate a significant public open space component as part of the redevelopment proposal. The size, location and design of the required amenity space shall be subject to the satisfaction of the City, in accordance with the urban design policies of this Plan.
- ii) All new development within the 'Public Open Space/Plaza' designation shall be subject to site plan control, shall conform to the urban design policies of this Plan and shall be consistent with the provisions of the Council adopted Thornhill Yonge Street Study (2005).
- iii) Further, the lands designated 'Public Open Space/Plaza' are also identified as being within the Thornhill Heritage Conservation District, and, as such, all new development shall also conform with the provisions of the Thornhill Heritage Conservation District Plan.

**C. URBAN DESIGN POLICIES**

- i) All new development shall be subject to the site plan control provisions of the Planning Act, shall conform to the following urban design policies and shall be consistent with the Urban Design Plan established in the Council adopted Thornhill Yonge Street Study (2005).

Further, where lands are also identified as being within the Thornhill Heritage Conservation District, new development shall also conform with the provisions of the Thornhill Heritage Conservation District Plan.

- ii) Buildings shall be oriented toward public streets in order to clearly define the public realm, to create a consistent street wall and to create attractive retail and commercial environments for pedestrians. Buildings and their primary entrances and elevations shall be sited to address public streets and sidewalks in the following order of priority:

1. The Yonge Street frontage;

2. The corner of Yonge Street and any Secondary or Local Street intersection;
  3. The frontage of a Secondary Street;
  4. The corner of any Secondary Street and any Local Street; and,
  5. The frontage of any Local Street.
- iii) All residential uses at ground level, where permitted, shall have their primary individual unit entrances located on the street frontage. Residential uses above the ground floor may have common access through a shared entry lobby.
- iv) Buildings located at street corners are encouraged to include architectural features that enhance the visual prominence and identity of these important locations within the Plan Area. Corner building entrances are encouraged at corner building locations. Development shall be in accordance with Section 3.7.2 of the Thornhill/Yonge Street Study (2005).
- v) Buildings shall occupy a set percentage of the buildable street frontage, as follows:
1. Buildings fronting Yonge Street shall occupy a minimum of 70 percent of the buildable street frontage; and,
  2. Buildings fronting a Secondary or Local Street shall occupy a minimum of 50 percent of the buildable street frontage.
- Buildable street frontage shall mean the horizontal distance measured from side lot line to side lot line, that is not encumbered by any required interior or exterior side yard, or any natural or cultural feature that would otherwise preclude urban development.
- vi) 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.
- vii) All commercial and residential buildings shall have windows fronting onto the public street system. In recognition of the role that windows play in providing a visual connection between the building and the outside environment, it is important that appropriate glazing materials be used. Glazing materials shall generally allow for the transmission of light and views between the inside and outside, and shall not be opaque.
- viii) Building mass should reflect a linked series of pavilion-type buildings defined by recessed connector building segments. Where any development exceeds 50 metres of continuous building frontage, a pedestrian connection to the rear lot commercial parking area shall be required. Each connection may be privately owned, but must be accessible to the public at all times. For development along the primary commercial frontage and/or for all corner pavilion segments a maximum of 30.0 m of continuous building frontage is permitted. Development shall be in accordance with Section 3.7.2 of the Thornhill/Yonge Street Study (2005).
- ix) The City shall require enhanced Streetscape Zones to be provided by the proponent, as follows:
1. A minimum building setback of 1.8 metres is required from the right-of-way of Yonge Street and any Secondary Street. The required 1.8 metre building setback and any building setback in excess of 1.8 metres adjacent to the Yonge Street or any Secondary Street right-of-way shall be considered an enhanced Streetscape Zone and shall be developed in a manner consistent with the Streetscape Improvement Program identified within the Council adopted Thornhill Yonge Street Study (2005); and,
  2. Setbacks from any Local Street right-of-way shall be generally consistent with existing development setbacks and shall be determined/confirmed by the City through the rezoning process. The required building setback and/or enhanced Streetscape Zone shall be developed in a manner consistent with the Streetscape Improvement Program identified within the Council adopted Thornhill Yonge Street Study (2005).

- x) The provision of private landscaping and pedestrian-scaled lighting, when not provided in the public right-of-way, is required at the interface between new development and the Streetscape Zone and between buildings and parking areas.
- xi) At the interface between residential and non-residential properties, the non-residential property generally must provide a landscaped buffer consisting of tightly planted coniferous plant material and fencing installed to a height of 2 metres, and higher-branching deciduous trees.
- xii) Commercial and residential parking shall be provided at the rates specified in the zoning by-law. Above grade, structured parking is not permitted. Residential parking shall be provided in underground parking structures. Commercial parking is permitted in underground parking structures and in surface parking lots, subject to the following policies:
  1. Surface parking areas shall be located internally and to the rear of the lot. Parking is not permitted between the edge of the public right-of-way and the building face on any public street;
  2. Trees and other landscape features shall be employed to visually break up large expanses of surface parking and to screen the view of parking lots from public streets; and,
  3. Parking facilities for bicycles should be provided in residential and commercial developments.
- xiii) Direct vehicular access onto Yonge Street are discouraged. All driveway access points are considered part of the public realm, and shall be located to be consistent with the Council adopted Thornhill Yonge Street Study (2005). Generally, each block face should have no more than 2 points of access to the block connecting to the internal private driveway system.
- xiv) Private lanes and internal driveways are important components of the overall circulation system. Connectivity of rear driving laneways facilitates traffic movement and shall be encouraged. The level of connectivity, the design and configuration of these lanes and driveways shall be determined by the City at the time of site plan review. High quality design, material and execution should be employed in these areas.
- xv) Loading, garbage storage and other service areas shall not be visible from any public street or abutting residential community. Garbage receptacles/storage shall be provided within the building. Loading and other service areas located outside of the building shall be appropriately screened utilizing fencing and/or opaque landscaping, the design of which shall be determined by the City at the time of site plan review.
- xvi) Signage shall be incorporated into the building, and consistent in design with the village character and the specific guidelines provided in the Thornhill Heritage Conservation District Plan.
- xvii) Street, open space and pathway lighting shall be consistent in design with the village character and the specific guidelines provided in the Thornhill Heritage Conservation District Plan.

#### **D. TRANSPORTATION POLICIES**

- i) All new development within the Thornhill / Yonge Street Plan Area will be subject to the policies of the Thornhill-Vaughan Community Plan (OPA 210 - 1997) and the following additional policies.
- ii) It is the intent of this Plan to ensure the provision of a balanced movement system that will enable Yonge Street to perform many functions without shifting the balance to favour one form of movement over another. This section describes the components of the functional transportation system associated with the Vision to ensure that Yonge Street is able to accommodate the flow of regional traffic, but also serve as a high value pedestrian friendly mainstreet and residential address, a Rapid Bus Transitway, and an entryway to the historic



district of Thornhill. The following criteria will be considered in establishing a balanced movement system within the Thornhill / Yonge Street Plan Area:

1. The development of a connected network of rear driving laneways occurring across multiple properties to establish a secondary movement system reducing congestion and turning movements on Yonge Street and providing better access to commercial parking areas. Lane access will be achieved via secondary and local streets;
  2. A reduction and consolidation of driveway access points off Yonge Street further reducing congestion on Yonge and improving the safety of the pedestrian environment;
  3. The identification and special treatment of 'pedestrian priority' areas occurring at primary intersections to reinforce safe pedestrian crossings and transit access. Pedestrian priority areas are to be enhanced with special in-street paving to visibly and audibly signal to vehicular users they have entered a special area wherein pedestrians have priority over the movement of cars;
  4. The removal of pavement redundancies throughout the Thornhill / Yonge Street Corridor Plan Area by implementing minimum transitway and roadway design criteria to minimize street widening and support a balanced transit, pedestrian and vehicular movement system;
  5. The use of non-perfect road alignments across intersections to further reduce intersection redundancies and reduce pedestrian street crossing distances;
  6. The use of reduced roadway and transitway development standards to ensure efficient functional performance of the transportation system, while minimizing street widening and ensure an adequate and usable public realm within the established right-of-ways; and,
  7. The reduction of curb radii at all intersections to improve pedestrian safety, increase available pedestrian surface waiting areas, and reduce street crossing distances.
- iii) The Thornhill Yonge Street Study (2005) establishes a Street Classification System as a basis for Urban Design Guidelines, the Streetscape Improvement Program and access and movement recommendations. The Street Classification System includes Yonge Street, Secondary and Local Streets and Private Laneways, each having a distinct and important role in accommodating pedestrian and other types of movement. The public and private street system will maximize connectivity and movement in the Plan Area, and largely define the character of the pedestrian environment.
- iv) Yonge Street is the only primary street in the Plan Area due to its important traffic and transit roles, its role in establishing the primary address and identity for the entire neighbourhood, and its role in furthering the economic development of the neighbourhood as a commercial mainstreet. Yonge Street will be redeveloped in the short-term consistent with the recommendations provided in the Thornhill Yonge Street Study (2005) to accommodate the development of the Rapid Bus Transitway. The following policies for Yonge Street apply within the Plan Area:
1. A +/-36 metre public street right-of-way will be established for Yonge Street. The right-of-way will define a consistent minimum 5.2m Public Boulevard Pedestrian Zone. The right-of-way will be widened at key intersections to accommodate the minimum public pedestrian zone and dedicated turning lanes at key intersections as necessary. The +/-36 metre right-of-way will occur throughout the Plan Area, except in areas where the location of existing built form prevents right-of-way expansion;
  2. In addition, private sector components of the streetscape pedestrian zone will include a 1.8 m streetscape easement to be located immediately adjacent to the Yonge Street Primary Streetscape of 5.2m. An additional 2.5m streetscape easement for isolated areas, will be determined by the municipalities through the Streetscape Implementation

Program. See Section 3.9.2 of the Thornhill Yonge Street Study (2005) for details respecting private streetscape easements.

3. Removal of utility poles and the burial of utility lines within the Thornhill / Yonge Street Corridor Plan Area is required to provide for more intense forms of urban development appropriate to a higher order transit corridor, and to eliminate physical hydro pole intrusions adjacent to mid-rise redevelopment sites as well as a visual and physical intrusion within the public realm;
  4. The provision of off-peak parallel parking within the Thornhill / Yonge Street Corridor Plan Area should be further studied by the City and Region to better support commercial development and extended hours of commercial operation. On street lay-by parking, as well as off street lay-by parking should be provided close to Yonge Street on Local and Secondary Streets;
  5. A higher quality of streetscape development is required within the Yonge Street right-of-way to support its multifunctional role as a transit, pedestrian and vehicular corridor, its economic development role as a focus for redevelopment, and its location within the Thornhill Heritage Conservation District. The streetscape improvements for Yonge Street are specifically identified in Section 3.9 of the Thornhill Yonge Street Study (2005) and will be further refined by the municipalities;
  6. Access to individual properties from Yonge Street will be reduced and discouraged through the development of the Rapid Bus Transitway and Transitway Median, by encouraging access from the side streets and through the development of a connected network of internal drives and restoration of the public realm environment to pedestrian use; and,
  7. Existing lands within the right-of-way sight triangles which currently permit high speed island-separated right turning movements, are not required for any transportation function associated with the introduction of the Rapid Bus Transitway and should be conveyed to the City at the time of Transitway development for development as open space/plazas.
- v) The Secondary Streets in the Plan Area are Arnold Avenue and Centre Street. Secondary Streets have a supporting function to Yonge Street, and generally carry higher volumes of traffic than Local Streets while providing access to commercial property. These Secondary Streets serve as important east-west connections between the Plan Area and other destinations and places within Vaughan.
- vi) The Local Streets in the Plan Area are Jane Street and Thornridge Drive and are primarily residential streets with relatively low volumes of traffic which provide for both a safe, high quality pedestrian environment and access to commercial and residential properties. The following additional policies will apply to the Local Streets within the Plan Area:
1. The 1.8 metre streetscape and development setback in mixed-use areas, should change to reflect existing conditions within neighbourhood areas;
  2. The intersection junctions of Yonge Street and local streets should be physically improved through the development of the Rapid Bus Transitway; and,
  3. Left turning movements from Yonge Street to Jane Street and Thornridge Drive should not be permitted in consideration of the dedicated Rapid Bus Transitway on Yonge Street.
- vii) Private laneways will establish a secondary movement system that will alleviate pressures on the public street system, reduce congestion on Yonge Street, and increase convenience for patrons of commercial uses on Yonge Street. In addition, the system of connected internal laneways will reduce the number of existing access points to commercial properties from Yonge Street; and provide connected access to rear parking areas and buildings across multiple development parcels.

Enhanced Pedestrian/Vehicular Laneways and Parking Courts within the Plan Area include:

1. Arnold Avenue to Thornridge Drive Laneway; and
2. Thornridge Drive to Jane Street Laneway.

Within the Plan Area these 'enhanced pedestrian/vehicular laneways' and 'parking courts' form part of the internal laneway system and require special or enhanced streetscape treatment. The enhanced pedestrian/vehicular laneways are to be narrow mixed pedestrian and vehicular connections of approximately 6 to 10 metres in width. The enhanced laneways are to be designed according to municipal standards, to enable conveyance to the municipality.

- viii) The following parking policies will apply to all new development within the Thornhill / Yonge Street Plan Area:
1. Parking for development along Yonge Street is to be located to the rear of the blocks and access to this parking shall be from the Secondary and/or Local Streets rather than Yonge Street. Above-ground parking structures are prohibited;
  2. Maximization of available parking should be encouraged through collective commercial parking solutions, which utilize signage as opposed to fencing to define parking for specific commercial uses. The precise configuration of this system of connected internal laneways will be determined by the City on a site by site basis through the Site Plan Review process;
  3. Residential parking is to be provided in underground parking structures, which may be accessed from the connected internal drive system or from the Secondary and/or Local Street system; and,
  4. The City will consider implementing shared parking and/or reduced parking standards for private sector development projects within the Plan Area, subject to a comprehensive parking study for the entire Plan Area, prepared to the satisfaction of the City and implemented in the zoning by-law.

## **E. SERVICING POLICIES**

- i) All new development within the Thornhill/Yonge Street Plan Area shall be subject to section 2.4 of the Thornhill-Vaughan Community Plan (OPA 210 - 1997).

## **F. COMMUNITY IMPROVEMENT**

- i) It is the intent of the City that the area identified as subject to OPA 669, on Schedule A, be identified as a Community Improvement Area under Section 28 of the Planning Act.
- ii) It is the intention of the City that this Official Plan Area may in whole or in part be further designated by by-law, as a "Community Improvement Project Area", for which a detailed Community Improvement Plan will be prepared. The City will identify and delineate a "Community Improvement Project Area."
- iii) In the preparation of a Community Improvement Plan, the City will solicit the input of affected residents, property owners and other interested stakeholders. Community Improvement Plans, and subsequent amendments thereto, will be adopted by Council. *The City will engage The Regional Municipality of York in this process, where appropriate, to ensure coordination with the design, construction and/or financing of the planned Yonge Street Rapid Transitway.*
- iv) Within this Official Plan area, the City may then engage in the following activities:
- i. acquire, hold, clear, grade or otherwise prepare land for community improvement activities;
  - ii. construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the Community Improvement Plan;
  - iii. sell, lease, or otherwise dispose of land and any buildings acquired or held by it in conformity with the Community Improvement Plan; and,
  - iv. make grants or loans to the registered owners or the assessed owners to pay for the whole or any part of the cost of developing or rehabilitating such lands and buildings in conformity with the Community Improvement Plan, and the policies of this Plan.

- v) The strategy for the application of any financial or other incentives provided by the City shall be tied to achieving the heritage, urban design, streetscape and transit supportive policies identified in this Official Plan. This Official Plan establishes a framework for using financial and other incentives (e.g. development charges, tax increment financing, parking requirements, parkland dedication, municipal fees, etc.) to achieve the Official Plan policies identified in v).
- vi) The Community Improvement Plan should include criteria to determine when the intent of a Community Improvement Plan has been carried out, and when Council may, by by-law, dissolve the Community Improvement Project Area.

#### **G. IMPLEMENTATION POLICIES**

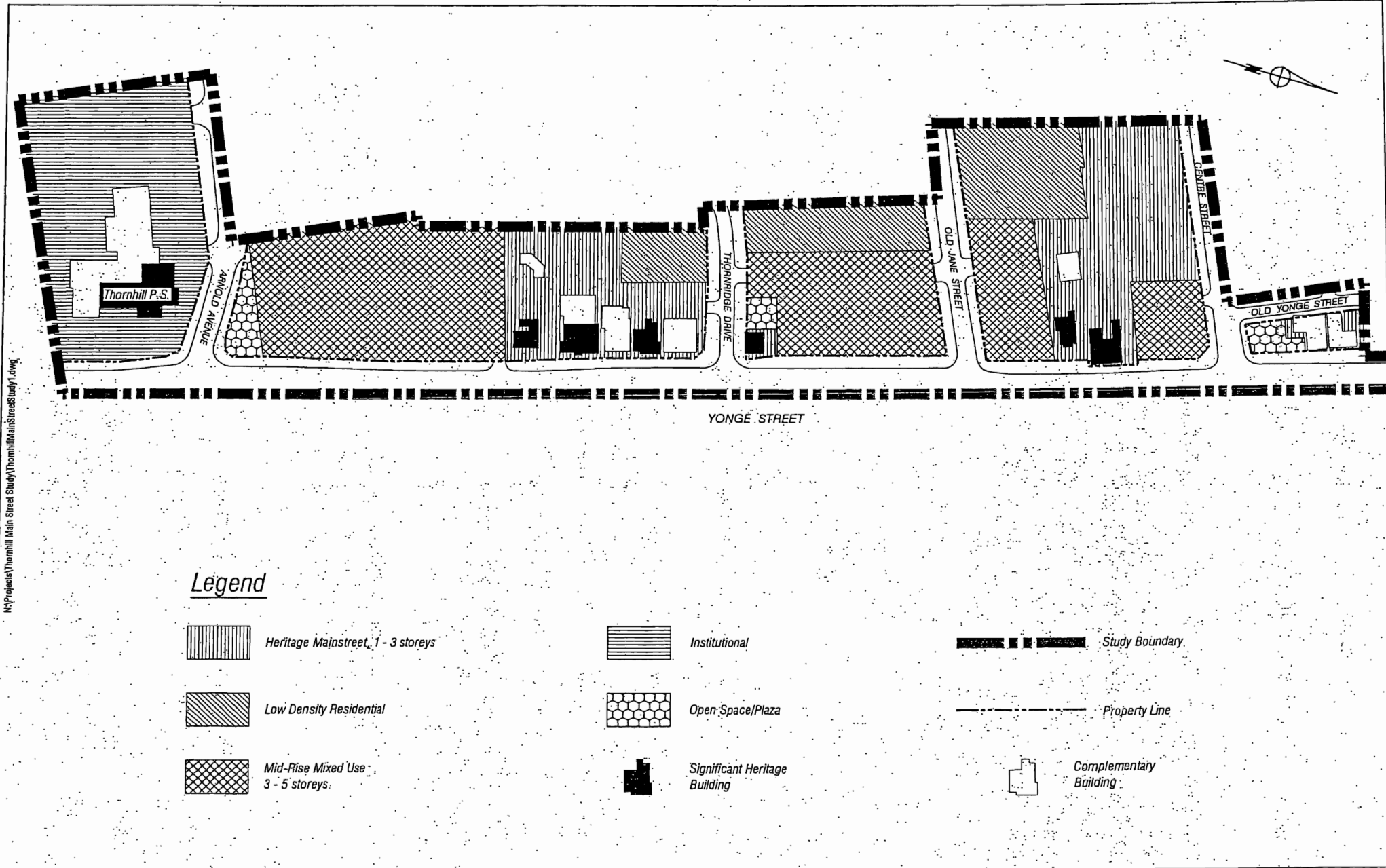
- i) All new development within the Thornhill/Yonge Street Plan Area shall be subject to sections 2.6, 2.7 and 2.8 of the Thornhill-Vaughan Community Plan (OPA 210 - 1997).
- ii) In addition to the policies of the Thornhill-Vaughan Community Plan (OPA 210 - 1997), all of the lands within the Thornhill/Yonge Street Plan Area are:
  1. Subject to the Site Plan Control provisions of the Planning Act and as provided in the City's Site Plan Control By-law.

#### **H. INTERPRETATION POLICIES**

- i) All the policies of this Plan shall be subject to Section 2.8 Interpretation, of the Thornhill-Vaughan Community Plan (OPA 210 - 1997).

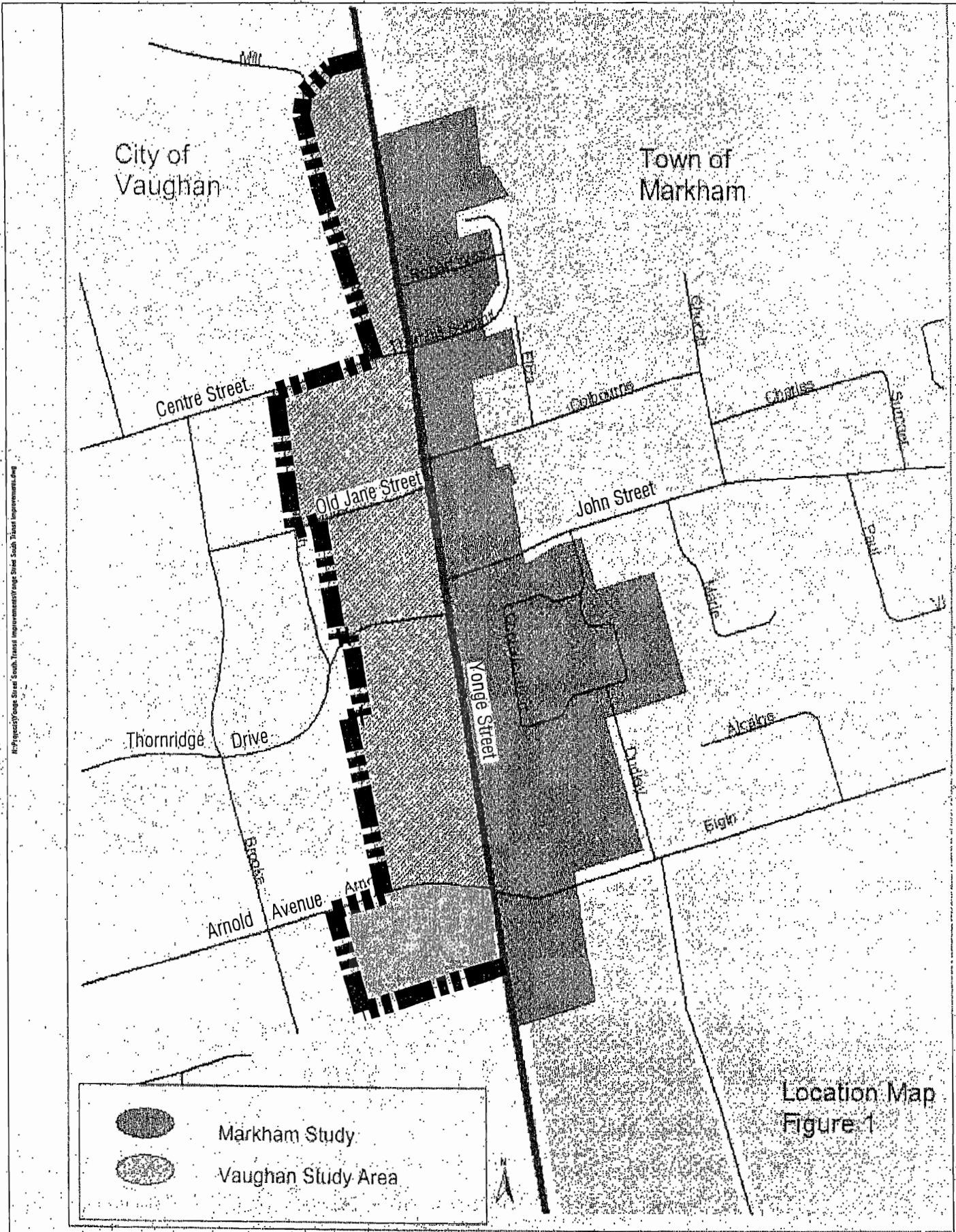







Land Use Plan (OPA 669)

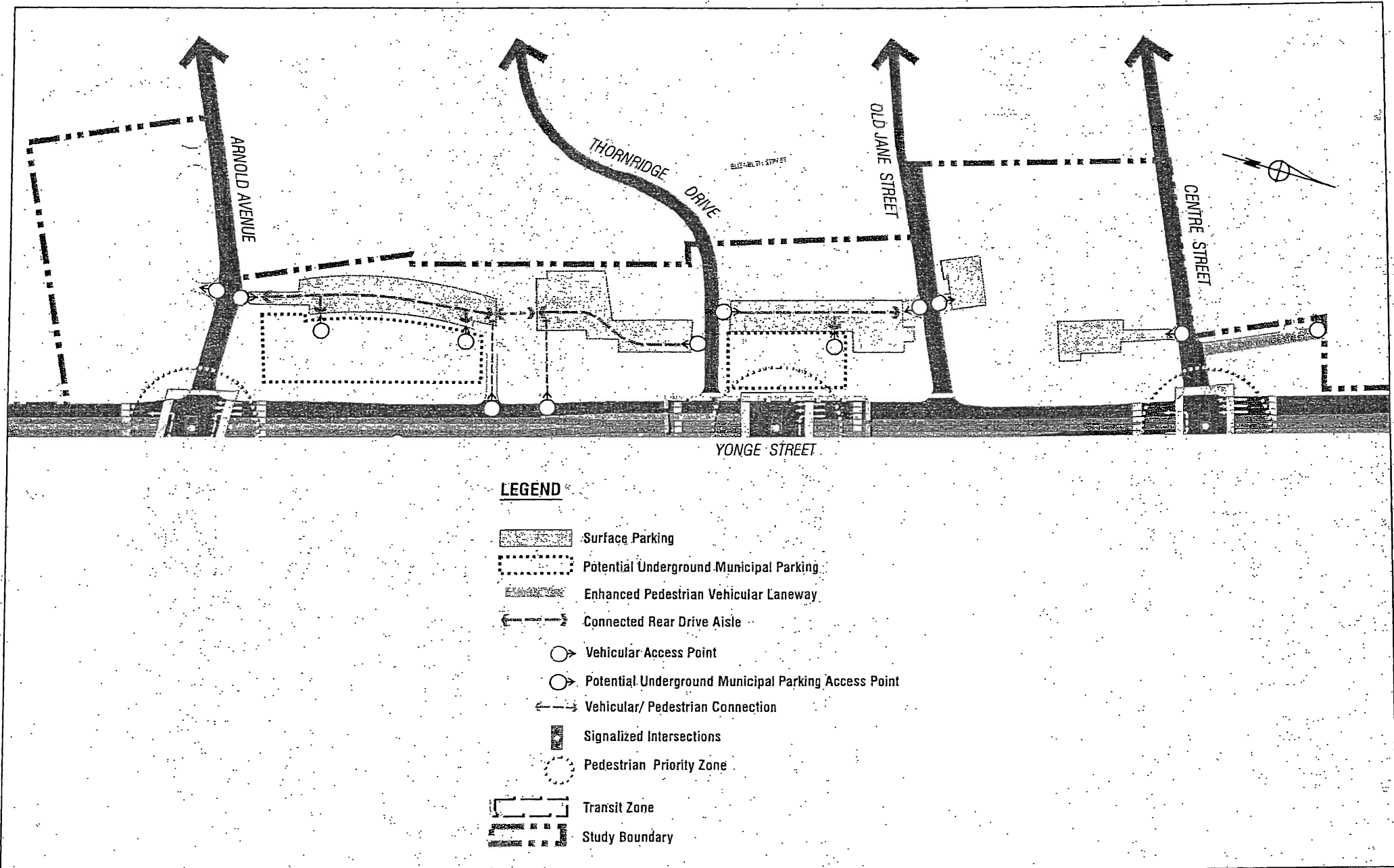




Thornhill Yonge Street Study Area  
Location Map

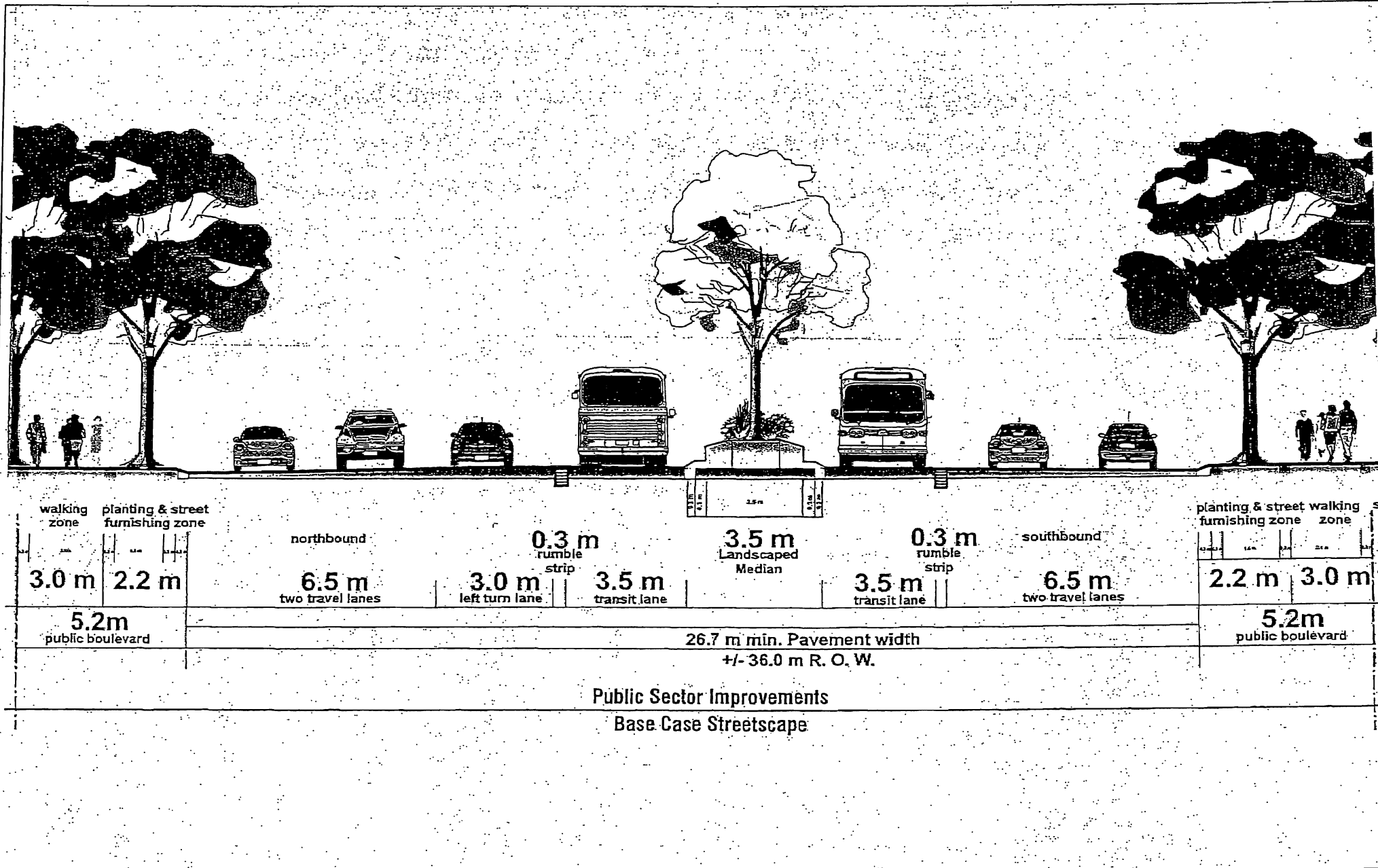
Legend

 Lands Subject to OPA 669



Thornhill Yonge Street Study  
 Street Movement System  
 (VAUGHAN Side Only)





Thornhill Yonge Street Study  
Yonge Street Cross Section