

welcome!

Thank you for attending the first Public Visioning Workshop for the Vaughan Corporate Centre. Please view the information panels on display and approach the consultants or City staff with any questions or comments you may have.

a new downtown for vaughan

The Vaughan Corporate Centre (VCC) has long been planned to become the city's "downtown", but the vision of a mixed-use centre with a concentration of high-density employment and housing has yet to be realized. The planned extension of the Spadina Subway to the VCC and new Provincial policy initiatives set the stage for a reconsideration of existing plans. The VCC Plan Review began in December 2008, under the umbrella of Vaughan Tomorrow, the City's growth management strategy. This workshop is the first in a series of public events that will be used to help create a new vision, Official Plan, urban design guidelines and zoning by-law for the VCC.

study team

The VCC Plan Review is being led by Urban Strategies Inc., a Toronto-based planning and urban design firm. The study team also includes AECOM, who are addressing the transportation and natural heritage aspects of the VCC. Hemson Consulting and urbanMetrics, who are undertaking city-wide studies as part of the Vaughan Tomorrow project, are providing advice on employment opportunities and retail market conditions, respectively. The entire team is working closely with City staff throughout the study and reports periodically to the Official Plan Review Committee, comprised of City councillors and chaired by Councillor Peter Meffe.

process and timeline

The VCC Plan Review is three-phase, consultative process involving the major tasks outlined below. At milestones, consultation events will confirm key directions.

Phase 1 (December 2008 to April 2009)

- Background research and data collection
- Review of policy context and current initiatives
- Interviews with landowners and other key stakeholders
- Analysis of existing conditions, issues and opportunities
- Coordination with planning for the subway extension

Phase 2 (May to September 2009)

- Visioning Workshops (May 7 and June 3)
- Develop and model an urban design vision
- Analyze land use and built form scenarios
- Prepare policy directions and urban design framework

Phase 3 (September 2009 to January 2010)

- Prepare a Draft Official Plan Amendment (Secondary Plan)
- Prepare Draft Urban Design and Tall Building Guidelines
- Prepare Draft Zoning By-law
- Stakeholder and Public Meetings/Open Houses
- Finalize Secondary Plan, Guidelines and Zoning By-law

next steps

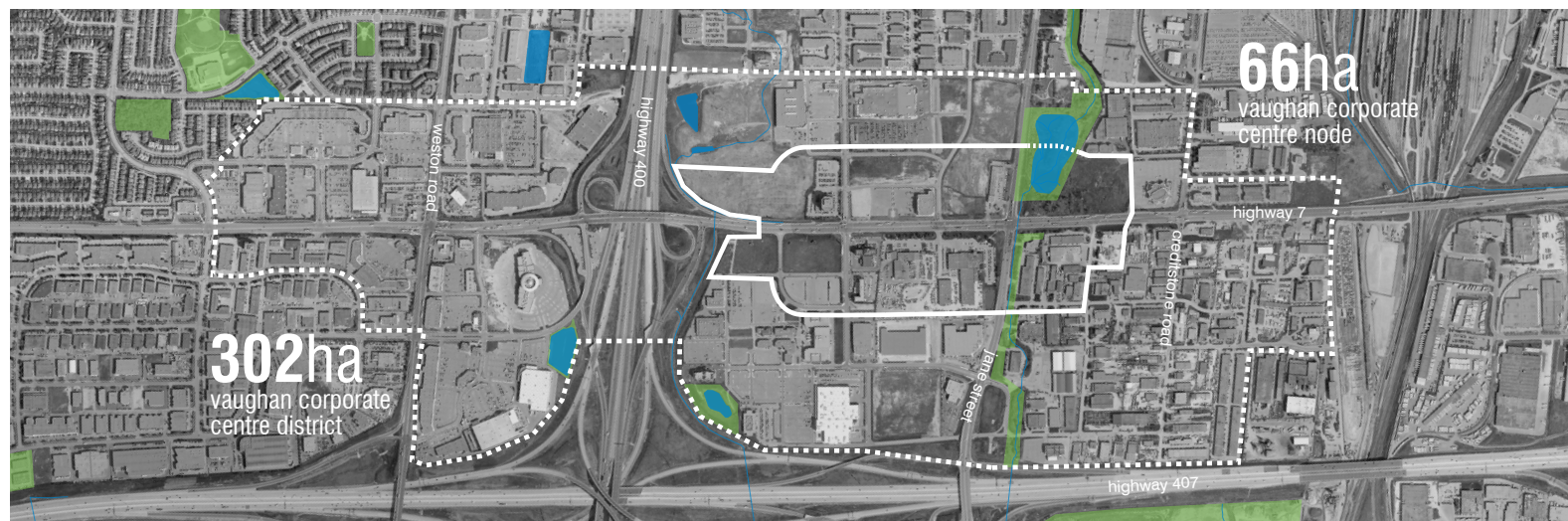
Over the next month, the study team will prepare three-dimensional concepts for the VCC that respond to the themes and ideas brought forward at today's workshops. These will be presented at the second workshop and we will once again ask for your input. The goal is to develop guiding principles and an overall land use vision for the VCC.

Workshop 2 – Exploring Development Concepts for a New Downtown will take place

Wednesday, June 3, 2009 -7:00 pm to 9:00 pm
at the Hilton Garden Inn, 3201 Highway 7 (at Interchange Way)

For updates about the Vaughan Corporate Centre Plan Review, and for more information about Vaughan Tomorrow—the City's Growth Management Strategy—visit www.vaughantomorrow.ca. In a few days, you will be able to view and download these information panels from the web site. If you have comments that you did not have a chance to share today, please e-mail them to Melissa Rossi, Policy Planner, City of Vaughan at melissa.rossi@vaughan.ca

The purpose of this workshop is to inform Vaughan citizens of the study team's findings to date and gather input for a new vision of Vaughan's future downtown.



AERIAL OF THE STUDY AREA · VCC DISTRICT [-----] VCC NODE [———]



provincial policy context

The Greater Toronto and Hamilton Area is one of the fastest growing regions in all of North America. The Government of Ontario has recently created land use policies and transportation plans intended to shape future growth in a way that promotes healthy, complete communities that use infrastructure and resources efficiently. The following is an overview of Provincial policies and plans most pertinent to the Vaughan Corporate Centre.

places to grow growth plan for the greater golden horseshoe

Places to Grow, enacted on June 15, 2006, is a Provincial plan that directs generally how long-term growth and development should happen in the Greater Golden Horseshoe. Looking holistically at the municipalities around the west end of Lake Ontario, Places to Grow has created policies addressing transportation, infrastructure, land use planning, urban form, housing and natural heritage protection on a regional scale. One of its main objectives is to protect greenfields and reduce sprawl through the intensification of the built-out area.

Places to Grow identifies 25 Urban Growth Centres (UGCs) as strategic focal points for growth and intensification. The Vaughan Corporate Centre is among them. UGCs will be planned as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses. UGCs like the Vaughan Corporate Centre have been assigned a growth target of 200 new people and jobs per hectare by 2031.



URBAN GROWTH CENTRES
Places to Grow - Growth Plan for the Greater Golden Horseshoe 2006

vaughan's UGC

The Vaughan Corporate Centre UGC is unique amongst the 25 designated urban growth centres as it has the greatest potential and is the least developed of all the UGCs. It is one of the only UGCs that will be served by a subway; it has great highway access and it is not adjacent to low-density residential fabric which can constrain intensification.

This UGC will play a key role in the City's future growth strategy. It is a key location for residential and employment growth within Vaughan's built boundary. Growth in the VCC must be focused strategically to establish the critical mass of a downtown.



VAUGHAN'S UGC
Places to Grow - Growth Plan for the Greater Golden Horseshoe 2006

the big move metrolinx's regional transportation plan (RTP)

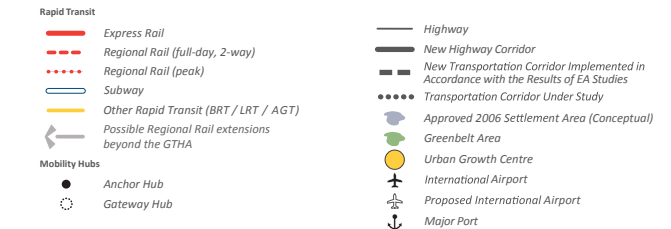
Metrolinx is an agency of the Ontario government focused on developing and delivering improved regional transportation for the Greater Toronto and Hamilton Area. In the fall of 2008, Metrolinx released its Regional Transportation Plan. The RTP builds upon the MoveOntario 2020 initiative and works in conjunction with Places to Grow by describing transit-specific policy direction for future growth in the region.

Complementary to the Vaughan Corporate Centre's status as an Urban Growth Centre is its designation as an Anchor Mobility Hub in the RTP. This designation reflects the fact that Vaughan Corporate Centre will be the place of convergence for four lines of public transit: the Spadina subway extension, VIVA, YRT and the 407 Transit Way. Anchor Mobility hubs are seen to be the "anchors" of a successful regional transportation network and are recommended to achieve a density of 200-400 people and jobs per hectare. Mobility hubs are ideal locations to develop transit supportive residential and employment densities, and vibrant places of activity and a major regional destination unto themselves.



25 YEAR PLAN FOR REGIONAL RAPID TRANSIT AND HIGHWAY IMPROVEMENTS
Metrolinx Draft Regional Transportation Plan - www.metrolinx.com

The Vaughan Corporate Centre will be one of the most important UGCs in the Greater Golden Horseshoe and an "Anchor" mobility hub for the region's transportation plan.



regional and city planning context

The past 30 years have seen the City of Vaughan transform from a series of agricultural villages in the rural countryside of the Greater Toronto Area to one of the largest suburban municipalities and most rapidly growing economies in the Greater Golden Horseshoe. The issues created by this period of growth and change now demand a second “transformation” - this time from a 20th century suburban municipality to a vibrant and sustainable 21st century city situated at the geographic centre of Canada’s largest regional economy.

a regional centre

The VCC is one of four Regional Centres identified in the York Region Official Plan. Regional Centres are planned to become hubs of business, cultural, government, and social activity. They will contain the highest concentration and greatest mix of uses in the Region, including a range of employment and housing opportunities. Development will be in a compact, well designed form that contributes to an urban fabric that is vibrant, safe, attractive, pedestrian-friendly and transit supportive. Strategic investments in rapid and conventional public transit, and other infrastructure by the public and private sectors will ensure the long-term vitality of Regional Centres, making them desirable and efficient places to live, work, play and learn.

vaughan tomorrow

Vaughan Tomorrow is the City’s growth management strategy, which has entailed a number of studies, all of them informing the preparation of a new Official Plan for the city. The Official Plan is being guided by a vision developed through extensive consultations with Vaughan citizens over the past year.

One of the core themes of the vision is “a vision for a vibrant and thriving downtown”. The vision calls for the Vaughan Corporate Centre to become a gathering place - a place to work, shop, recreate; and place to demonstrate, learn and invent; a recognizable and special place at the heart of the city.

The vision for a vibrant and thriving downtown is based on the following principles:

- > The Vaughan Corporate Centre should be renamed.
- > The Vaughan Corporate Centre should be developed as a thriving mixed-use community with a special focus on social and cultural activities and significant public and civic spaces, such that it gives the city a positive recognizable identity. The mix of jobs and residents in the VCC should be approximately equal, with slightly more residents than jobs.
- > All proposals for major offices in Vaughan should be encouraged to investigate locating in the VCC prior to looking in other locations.
- > All proposal for significant investment in government offices or institutions in the Greater Toronto Area should be encouraged to consider locating in the VCC.
- > Special urban design policies should be established for the VCC in recognition of its special function within the city and need to create a positive recognizable identity. A Design Review Panel for the VCC should be established as a pilot project prior to launching a city-wide panel.
- > The VCC should be the showcase for Green City initiatives throughout the municipality. Initiatives could include a district energy facility, green development standards, a demonstration project showcasing green technology such as green roofs, permeable paving, and renewable energy.
- > A municipal parking authority should be created to ensure parking standards that support the goals of increasing transit ridership, and creating beautiful, safe and functional city streets.

growth targets

The Vaughan Tomorrow team is currently studying “where and how” Vaughan should grow, focusing on opportunities for intensification in keeping with the province’s “Places to Grow” growth plan.

By 2031, the City of Vaughan is forecasted to grow by:

- 170,000 new residents; and
- 113,000 new jobs

Approximately 45% of Vaughan’s population growth will be accommodated within the built boundary of the city.

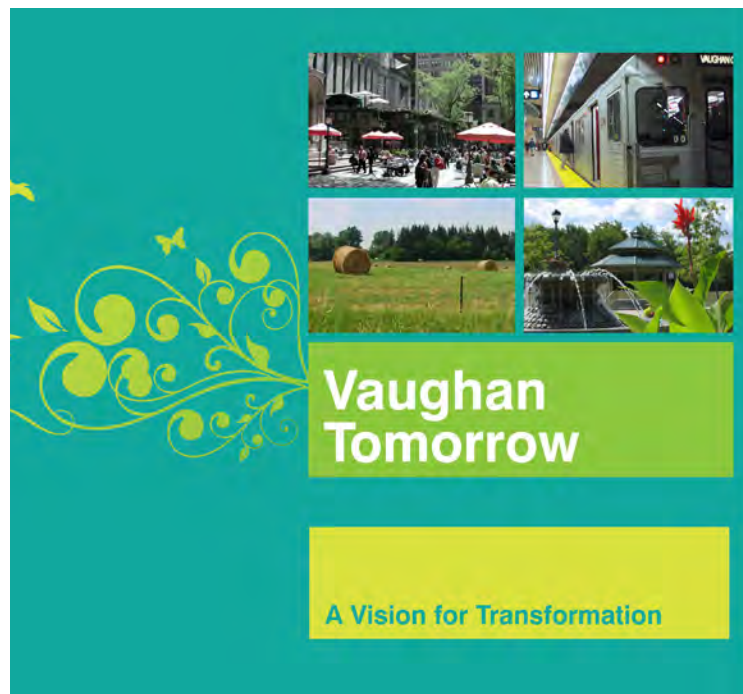
transit investments

A number of significant investments are being made in public transit that will result in a multi-modal transit hub in the VCC. Most notably is the planned expansion of the Spadina subway line, with service anticipated in the VCC in 2015.

VIVA and YRT will have a growing presence in the VCC. VIVA service on Avenue 7 will be upgraded as the corridor intensifies, with long-term plans for dedicated transit lanes and upgrading from busses to light rail vehicles. A bus terminal is being planned and designed adjacent to the subway station. The station will contribute to the creation of an efficient multi-modal transit hub. To the south of the VCC, the 407 bus transitway is being planned and will have a stop just south of the 407, one subway stop from the VCC.

Based on preliminary targets, the VCC is expected to accommodate a minimum of 27,000 people by 2031 - almost 50% of the city’s population growth within the built boundary - and at least 13,000 jobs.

Intensification targets, broad community support and the subway extension set the stage for building a downtown.



a focus on sustainability

green directions vaughan

The Provincial, Regional and City initiatives described on the previous panels reflect a focus on building cities and communities that sustain the health of the natural environment, social well-being and economic vitality.

The City's commitment to sustainability is further demonstrated by its recent Community Sustainability and Environmental Master Plan, called Green Directions Vaughan. It is a comprehensive document that outlines a series of goals with many supportive actions that have implications for the future of the VCC.

The goals are:

1. To significantly reduce our use of natural resources and the amount of waste we generate
2. To ensure sustainable development and redevelopment
3. To ensure that Vaughan is a city that is easy to get around with low environmental impacts
4. To create a vibrant community where citizens, businesses and visitors thrive
5. To be leaders in advocacy and education on sustainability issues
6. To ensure a supportive system for the implementation of Green Directions

The actions that relate most specifically to the VCC include:

- > As a pilot program, initiate a feasibility study to examine the opportunities for development a district energy system in the Vaughan Corporate Centre, concurrent with the review of the Vaughan Corporate Centre Secondary Plan;
- > Through the Official Plan, create a Vaughan in 2031 that has more intensification with increased height and density and mixed use in thoughtfully development nodes and along transit corridors;
- > Ensure that policies in the City's new Official Plan protect all ecological features and functions as per current provincial and regional policies, and also include consideration for locally significant natural features and functions;
- > Develop sustainable development evaluation criteria that can be applied from neighbourhoods to sites and include these five areas: (1) development form/ sustainable sites; (2) resource efficiency; (3) transportation; (4) public realm; and (5) greenspace and wildlife;
- > Ensure that a mix of housing types are provided in Vaughan and that affordability is a consideration in planning;

- > Continue to apply energy efficient building standard options for new developments in the City, including other building forms (i.e. townhouses, condominiums) and building standards (i.e. EnerGuide, LEED, etc.);
- > Through Official Plan policies, develop a more walkable and transit-friendly community with adequate public spaces and a finer grain network of streets;
- > Through creative urban design, enhance social cohesion by creating more (1) common indoor and outdoor public spaces; (2) public art; (3) parks and open space; and (4) central, accessible hubs for arts, culture, and recreation;

“At the city-level of government, Vaughan Council has established the concept of “Sustainability” as the main driving force for future municipal decisions through the City of Vaughan Strategic Plan 2020...”



sustainable community precedents

As it helps to implement actions in Green Directions Vaughan, the new plan for the VCC will be inspired and guided by other developments demonstrating “best practices” in sustainability. A few of these precedents are described here.

western harbour malmo sweden

The Western Harbour neighbourhood in was a contaminated shipyard, but today is a neighbourhood of 1,000 homes that combines the highest green standards with the density of an urban centre. Eventually 10,000 people will live and 20,000 will work here.

Its district energy system is built on a commitment to 100% renewable energy from local sources, including roof-mounted solar photovoltaic panels; a 2-MW wind turbine; municipal waste incineration, and a ground-source heat pump station coupled with a groundwater aquifer heat-exchange system.



VIEWS OF THE SUSTAINABLE FEATURES IN WESTERN HARBOUR

hammerby stockholm sweden

Hammarby Sjöstad is built on 200 hectares of former industrial brownfield land and will eventually house 20,000 people and 10,000 people to work in the area.

This new city neighbourhood has delivered attractive places to live and work and is world class example of how new developments can minimize their environmental impact and enhance their settings through careful planning, joined up thinking and strong leadership. It has also enforced clear environmental objectives showing how the relationship between sewage processing, energy provision and waste handling in this local eco system can be structured to deliver wider social and environmental benefits.

With leading edge sustainable technology the city uses green roofs, renewable fuel-fired, district heating plan, combustible waste recycling, on-site sewage plant, and experimental on-site sewage works pilot project.



VIEWS OF THE SUSTAINABLE FEATURES IN HAMMERBY

existing policy framework

OPA 500 establishing the structure

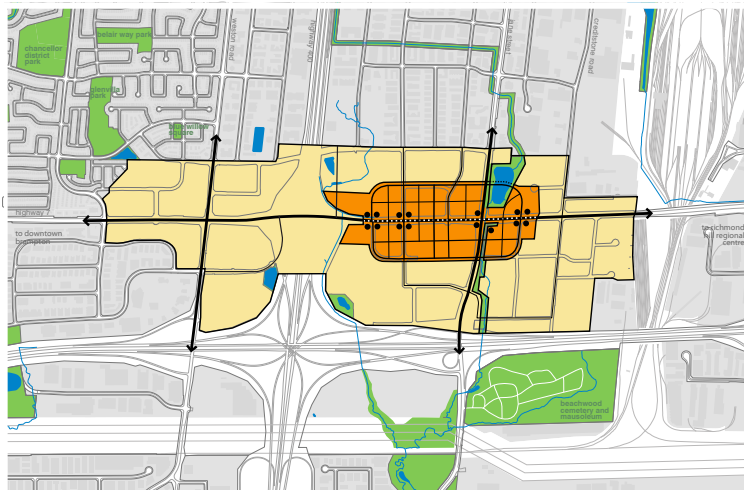
The first complete Secondary Plan for the Vaughan Corporate Centre was Official Plan Amendment 500, approved in 1998. The Plan envisions a new central focus for higher intensity land uses with an identifiable core and a mix of uses. In particular, the VCC is envisioned as a focal point of business activity and major commercial development.

The Plan identifies two major land use designations, the Corporate Centre Node and the Corporate Centre District. The Node is identified as the focus of higher order uses. A wide range of land uses are permitted in the Node, including offices, hotels, institutional, civic, cultural, retail, medium and high density residential, and community facilities. A block pattern is identified on a 100 metres by 100 metres grid. The maximum building height is 25 metres, except on 'Gateway Sites' where there is no maximum height limit. The overall density

target is 5.0 FSI. At grade retail is encouraged and elevations facing streets must present a "front" elevation.

The Corporate Centre District is identified as a significantly less dense area than the Node. It encourages land uses that require visual exposure, good vehicular accessibility and large development parcels. A similar range of uses are permitted in the District, except industrial uses and major entertainment facilities are also permitted and residential uses are not permitted. The road block pattern is adjustable, and calls for a grid of 100 metre by 200 metre blocks. The maximum building height is 15 metres, except for theatre or office uses. The density limit is 0.6 FSI, significantly lower than inside the Node. Buildings should front adjacent streets and provide continuous frontages along arterial and collector roads.

OPA 500 is based on a vision of a compact central business district with high rises located on Avenue 7 surrounded by low density commercial and industrial development.



OPA 500 POLICY MAP



LAND OWNERS HAVE SATISFIED OPA 500'S OBJECTIVES FOR THE VCC DISTRICT

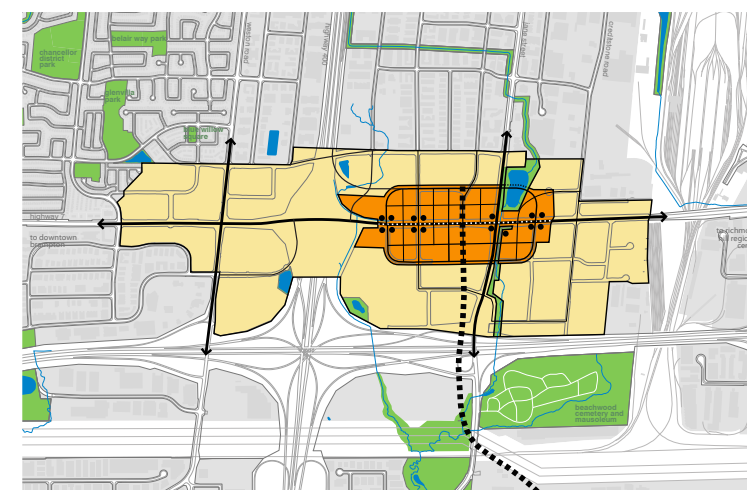
OPA 528,529 improving transportation

The Secondary Plan was amended in 2001 with OPA 528. The purpose of the amendment was to identify and incorporate road network improvements and supporting policies.

The major changes introduced by OPA 528 are:

- The introduction of a bridge over highway 400 linking Applewood Cres and Chrislea Rd;
- Link 5: A northbound Highway 400 on-ramp from the northern section of the ring road ;
- Link 4: A link from the northbound Highway 400 off-ramp (south of RR7) connecting to the extension of the ring road in link 5;
- The extension and/or realignment of several streets

OPA 529 protects for a rapid transit alignment between the Vaughan Corporate Centre and the City of Toronto. The alignment is shown below as a dotted line.

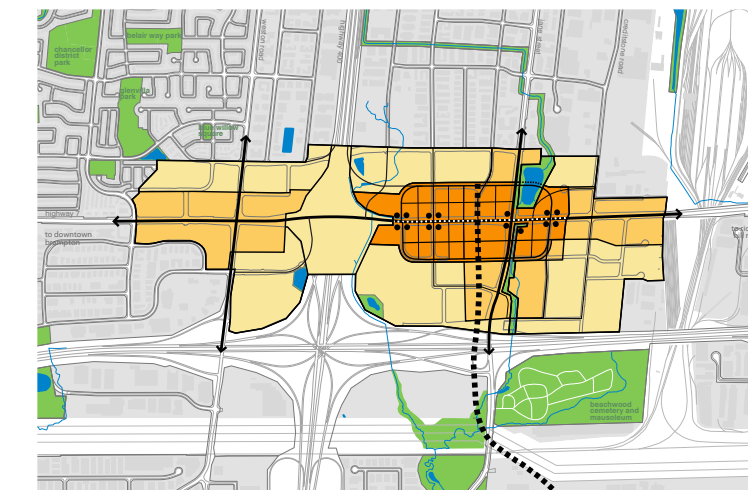


OPA 529 STRUCTURE

OPA 663 introducing the corridor

OPA 663 was approved in 2008. It introduces a new land use designation to the VCC - the Corridor. The Corridor designation recognizes the importance of transit-supportive development along key regional corridors. The Plan envisions a major transformation of Avenue 7 from a high-speed vehicle route to a multi-purpose urban street that accommodates pedestrians, transit, and vehicles.

A similar range of land uses are permitted in the Corridor as in the Node, including offices, hotels, institutional, civic, cultural, retail, medium and high density residential, and community facilities. The grid pattern is adjustable, and calls for a 100 metre by 200 metre blocks. OPA 663 established a minimum density of 1.5 FSI and a maximum of 2.5 FSI while allowing for transitional uses. It does not amend the previous height limits.



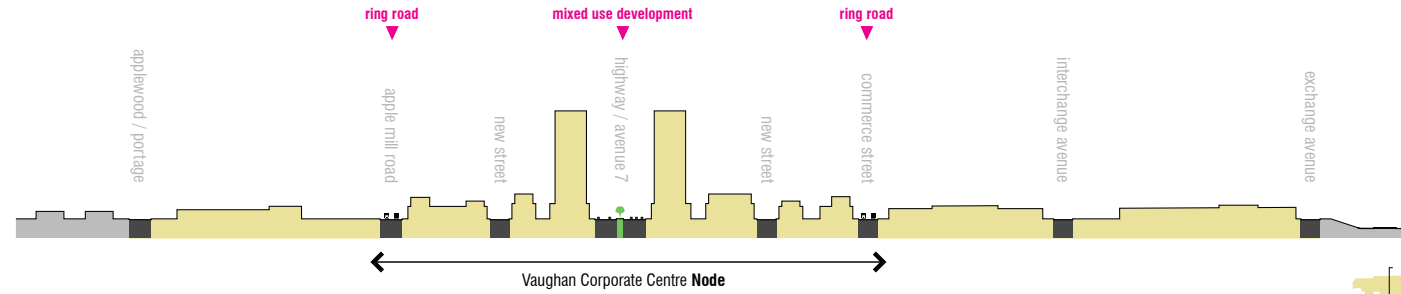
OPA 663 STRUCTURE

existing and proposed development

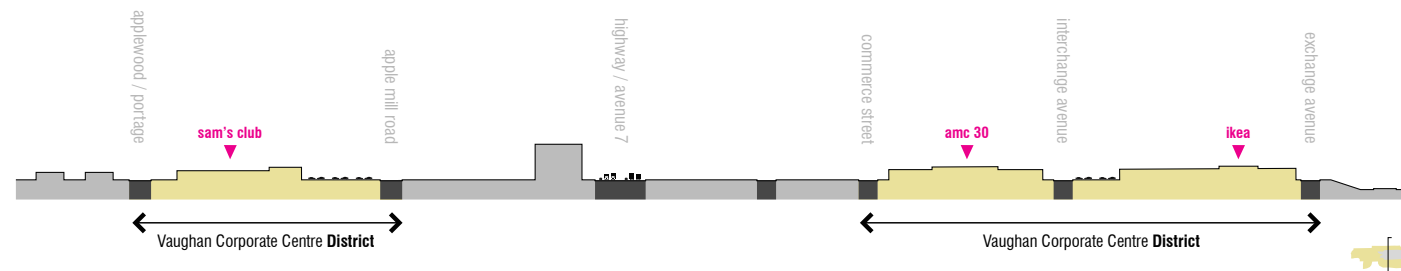
Recent development in the VCC

The diagram below shows the building footprints of buildings that have been constructed since the adoption of OPA 500. It is clear that the District was developed as the policies intended, but the Node failed to attract the high-density office and residential uses envisioned.

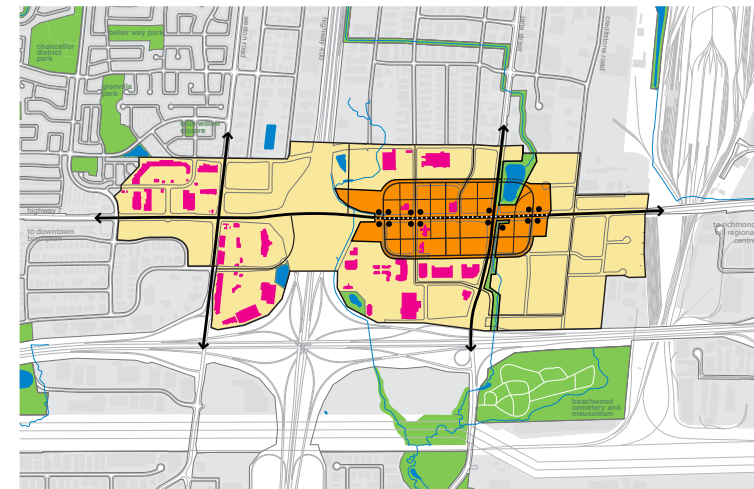
The permissive density provisions of the current policy framework have not given rise to a “corporate centre”. The VCC Plan Review provides an opportunity to reconsider this notion and guide the development of a true downtown.”



THE VCC SKYLINE LOOKING EAST AS ENVISIONED BY OPA 500



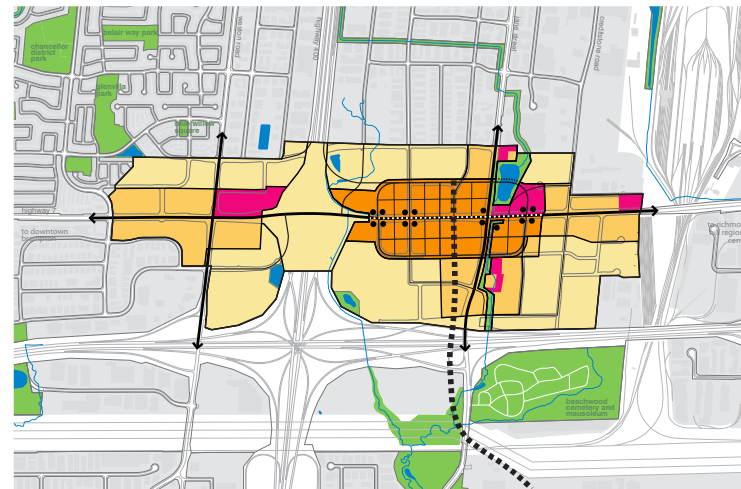
THE EXISTING VCC SKYLINE LOOKING EAST



RECENT DEVELOPMENT IN THE VAUGHAN CORPORATE CENTRE



EXAMPLES OF DEVELOPMENT IN THE VAUGHAN CORPORATE CENTRE

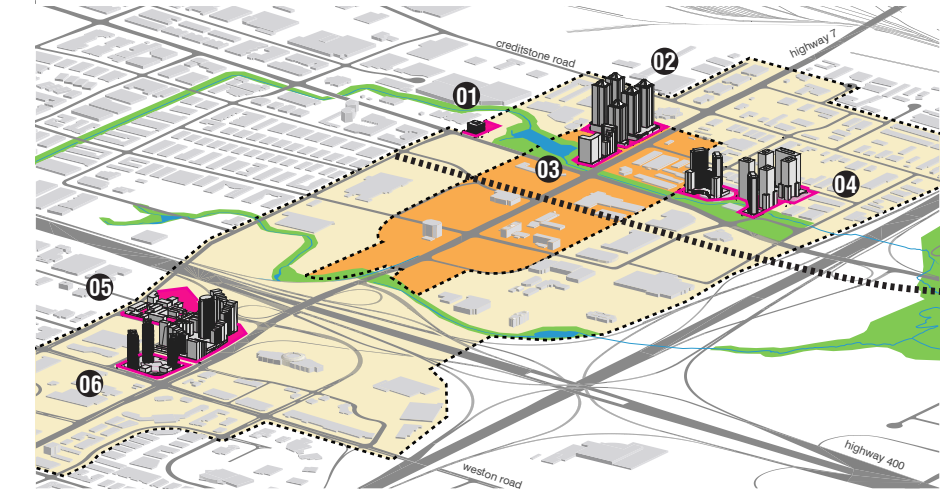


DEVELOPMENT PROPOSALS IN THE VAUGHAN CORPORATE CENTRE

Proposed development in the VCC

Recently a number of high density residential developments have been proposed in the VCC. Recently a number of high density residential developments have been proposed in the VCC. Recently a number of high density residential developments have been proposed in the VCC. Together, they have the potential to add over 10,000 units, more than two thirds of the 2031 growth target for the VCC.

Landowners are proposing significant residential development in response to recent and planned investments in transit, but the proposals are not adding up to a downtown.



DEVELOPMENT PROPOSALS IN THE VAUGHAN CORPORATE CENTRE

challenges and opportunities

successful downtowns

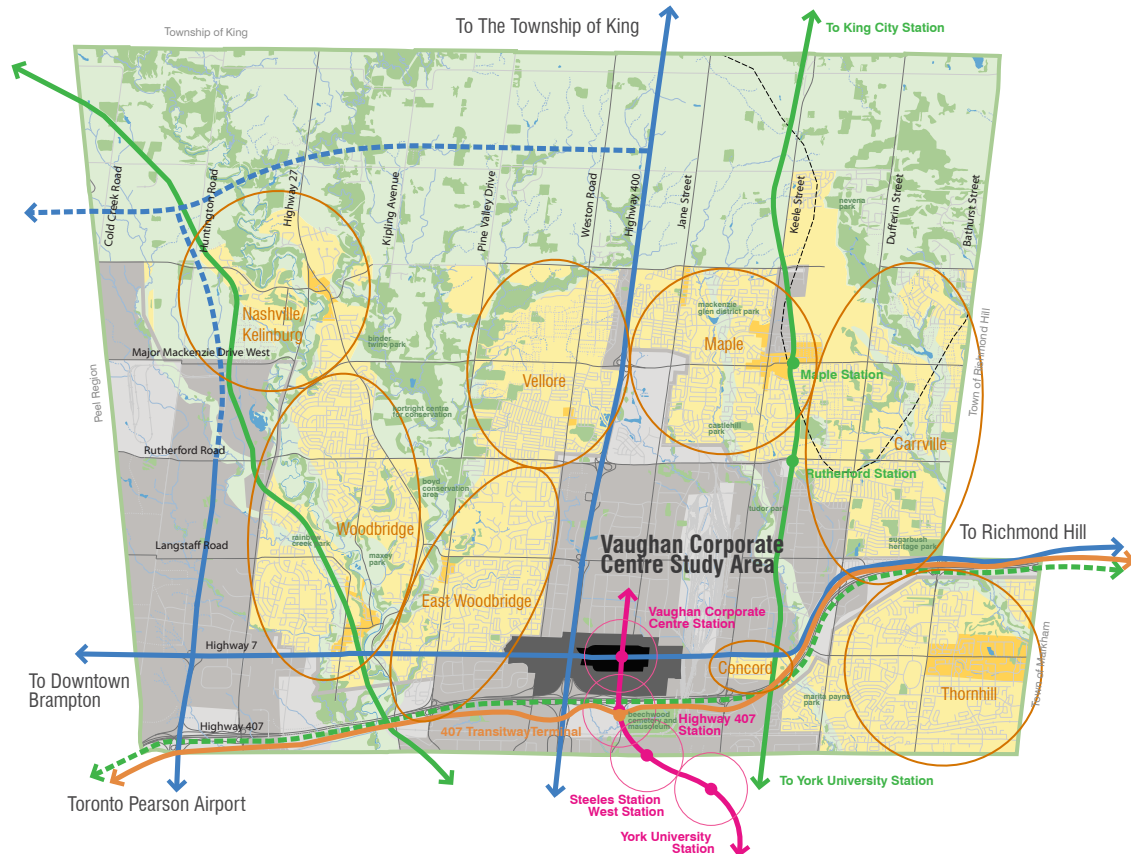
Most successful established downtowns have three important features:

- a waterfront** historically used for transportation and industry but today the setting for a range of uses and recreation;
- stable residential neighbourhoods** adjacent to the centre, which provide support for downtown uses and contribute to daily life and activity in the core;
- visible cultural heritage** that contributes to a sense of history and a sense of place.

The VCC lacks these attributes, posing challenges a downtown plan must overcome. There are also significant "place-making" opportunities created by the availability of land and the planned transit investments.



EAST WOODBRIDGE

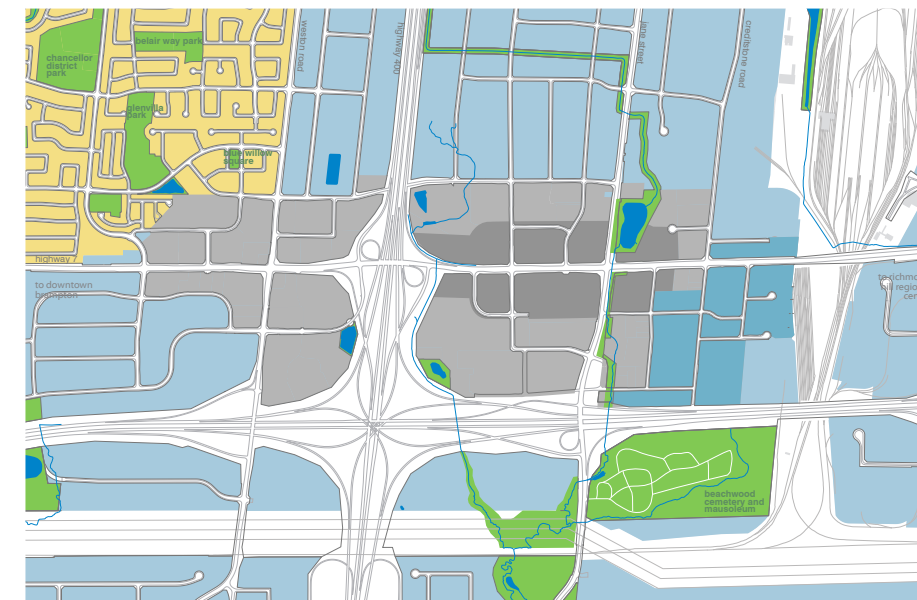


The industrial setting

The VCC is embedded in the heart of a major regional industrial area located within a multi-modal transportation network. Indeed the oldest uses within the VCC are industrial. The eastern end is made up of small, individually owned parcels of land with low-scale manufacturing and industrial service uses. This precinct is close to the MacMillan Rail Yard and has contributed to Vaughan's

industrial economy for decades. While portions of the precinct may transition to other uses over time, a fundamental change in land use would require a great deal of land assembly and environmental clean-up and therefore is not likely in the foreseeable future. The Toromont facility west of Jane Street, on the other hand, can be expected to relocate eventually to make way for transit-oriented development.

“To overcome its industrial and highway setting and succeed as a downtown, the VCC needs to establish an attractive setting for development and accommodate a high proportion of housing. The study also needs to look at carefully at the transition between the downtown and the surrounding industrial fabric.”



LAND USES IN THE VCC [INDUSTRIAL — RESIDENTIAL —]



challenges and opportunities

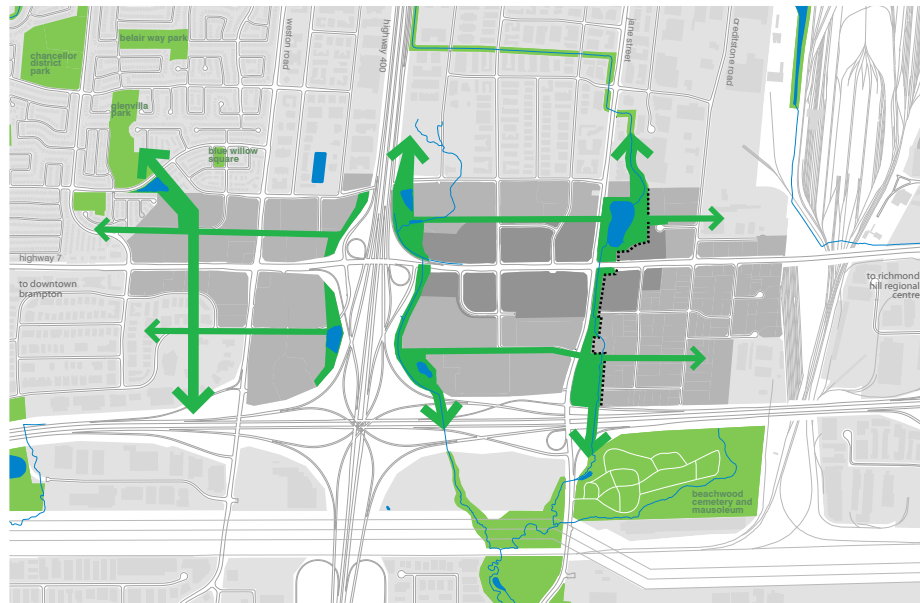
Natural heritage

Although the VCC does not enjoy a waterfront location, it does contain significant natural heritage features. The VCC is located in the Black Creek Subwatershed of the Humber River System, with only west of Weston Road draining to the Lower Main Humber Subwatershed. The study site has several features that are not commonly found in highly urbanized areas. These features of the draft Natural Heritage Network for the City of Vaughan include a small swamp dominated by native Bur Oak (*Quercus macrocarpa*) and Green Ash (*Fraxinus pennsylvanica*) (SWD1-2). Also, a small ravine parallel to Jane Street supports mature native Red Oak (*Quercus rubra*) and Sugar Maple (*Acer saccharum*) with associated American Beech (*Fagus grandifolia*) (FOD1-1).

Black Creek and storm sewers to the north drain into two online storm water management ponds which continue to flow southward along Black Creek. The two ponds (OAO) are connected in two separate locations via a small stream corridor and the other through a large Cattail (*Typha latifolia*) Marsh (MAS2-1). The ponds and central area are encompassed by landscaped slopes.

The environment of the stormwater retention ponds and Black Creek tributary has the potential to be enhanced and become an anchor within a network of open spaces extending across the VCC.

Existing natural features should be celebrated and become anchors within a comprehensive and diverse open space system that provides an attractive setting for development and an amenity.



NATURAL HERITAGE WITHIN THE VCC



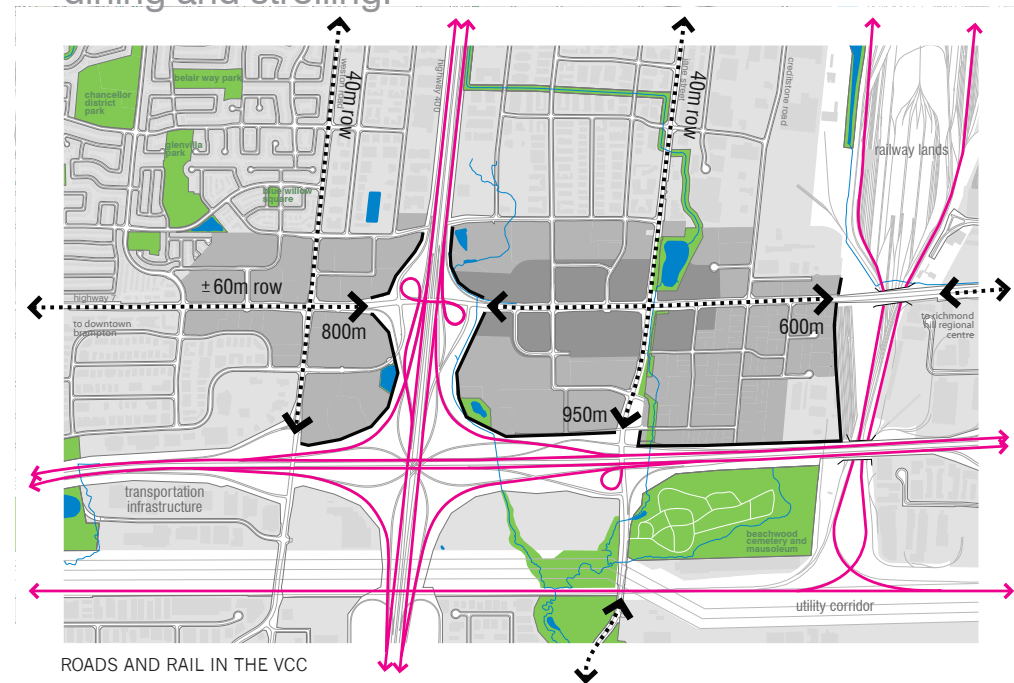
Barriers

Instead of a waterfront, the VCC is bordered by two 400 series highways. These, together with Highway 7, Janes Street and Weston Road, provide excellent road access and visibility to the VCC. As important as this access is to the surrounding industrial uses, the infrastructure and the traffic it accommodates create significant barriers and creates an inhospitable environment for pedestrians and cyclists.

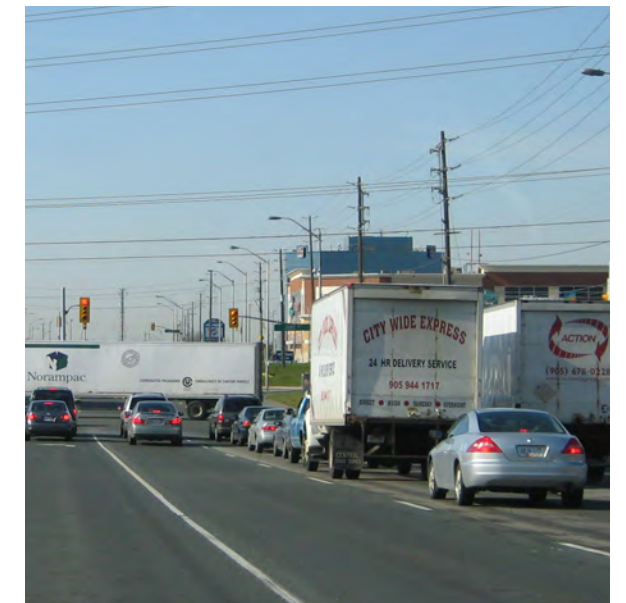
For example, the distance from one side of the 400 to the other along Highway 7 is approximately 800 metres. The rail yard to the east and hydro corridor to the south create additional barriers, compounding the VCC's isolation.

The new plan for the VCC will need to find ways to mitigate the impacts of the highways and roads, but it will take time to tame the roads and turn them into pedestrian-friendly connecting seams.

The establishment a fine-grained network of streets that extends the pattern set out in OPA 500 will be critical to preventing the segregation of uses and encouraging walking and transit use. Many of these "internal" streets may become important places unto themselves--for shopping, dining and strolling.



ROADS AND RAIL IN THE VCC

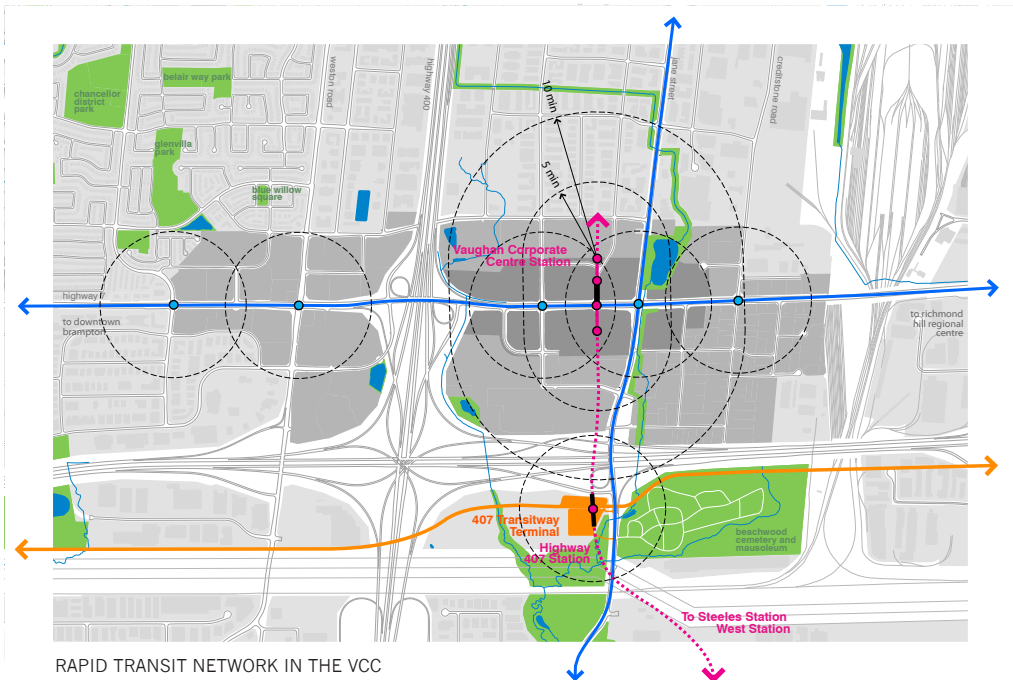


challenges and opportunities

Transit

The future subway station and VIVA stops set the stage for transit-oriented development across the VCC. No one working or living in the VCC should be more than a 10-minute walk from the subway or a VIVA stop. The north-south orientation of the subway station and the planned entrances suggest the highest development densities should be located generally with an oval area defined by a 400-metre radius from the station entrances.

The location, orientation and length of the subway station suggest the core of Vaughan's future downtown, where development and activity will be most intense, will be centred on Millway Avenue and extend north-south almost the full width of the VCC.



Summary

For every challenge in creating a downtown for Vaughan in the VCC there is an urban design response or opportunity

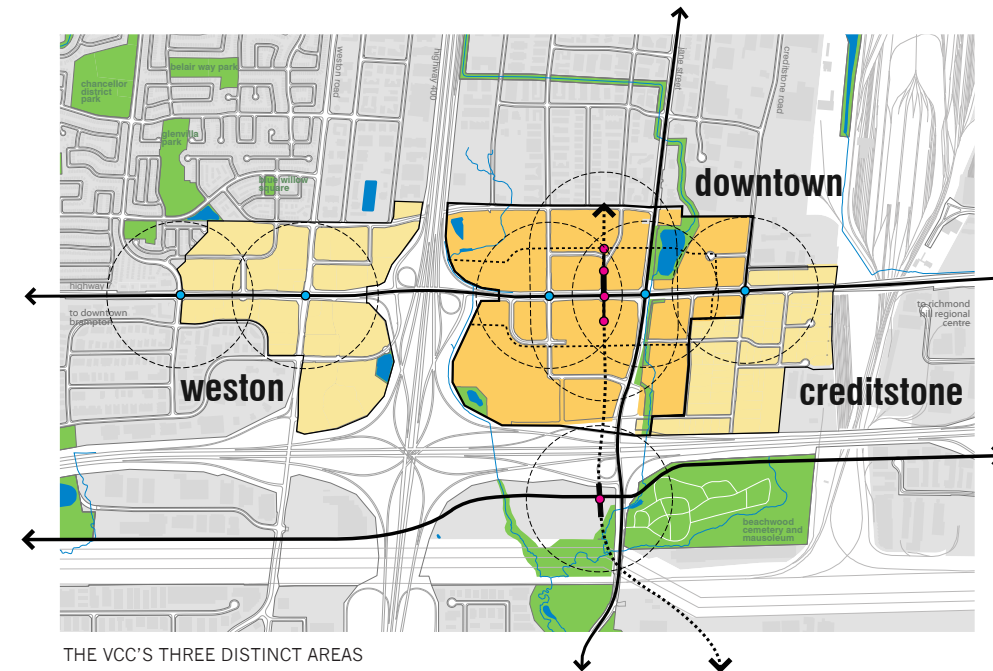
the challenges

- no major natural feature
- no visible cultural heritage
- lack of residential context
- major physical barriers
- walkability
- no "places"

the urban design opportunities

- Build an extraordinary public realm
- build beautiful architectural and cultural legacies
- create a range of distinct neighbourhoods
- focus and concentrate the downtown
- establish a fine-grained street network
- create distinct and mutually supportive places

Based on the analysis of challenges and opportunities, a preliminary boundary for the downtown is proposed, as shown below. This results in the three distinct areas within the VCC, each of which will continue to be studied and planned as part of the VCC Plan Review.



A logical framework of land use and character precincts and strong connections between them will be critical to bridging barriers and establishing a cohesive downtown in the VCC. The focus of this visioning workshop is to begin to define the precincts and places that will make the downtown a great place to live, work, visit, shop, play and celebrate.